OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

DCO Submission

Environmental Statement

Chapter 3: Transport
Appendix 3.1: Transport Assessment Part 11 of 11

Document 6.3A

On behalf of
Oxfordshire Railfreight Limited

Prepared by ADC Infrastructure Ltd
March 2026

APPENDIX 44

B4030 MIDDLETON STONEY ROAD CORRIDOR

B4030 MIDDLETON STONEY ROAD CORRIDOR

OXFORDSHIRE SRFI

ADC Infrastructure Limited, City Buildings, 34-36 Carrington Street, Nottingham, NG1 7FG
tel. 0115 941 4817, www.ADCinfrastructure.com

DOCUMENT CONTROL

project number: ADC1794			report reference: ADC1794-RP-AP	
version	date	author	reviewer	comments
1		[redacted]		internal draft
2	17/12/2025			first issue

CONTENTS

1.0 INTRODUCTION 4
Report structure 4
2.0 SUMMARY OF THE TRANSPORT MODELLING 5
Transport Working Group and transport modelling strategy 5
Stage 2 transport modelling summary 6
Stage 3 transport modelling summary and update 7
3.0 B430/B4030 CROSSROADS, MIDDLETON STONEY (JUNCTION 8) 9
Middleton Stoney Relief Road 10
Proposed junction improvements 11
4.0 B4030/MSRR ROUNDABOUT (JUNCTION 6) 13
5.0 B4030 MIDDLETON STONEY ROAD/EMPIRE ROAD (JUNCTION 10) 15
Further analysis 16
6.0 B4030 MIDDLETON STONEY ROAD/HOWES LANE ROUNDABOUT (JUNCTION 11) 19
Potential mitigation scheme 20
Delivery of the mitigation scheme 23
7.0 SUMMARY AND CONCLUSIONS 24

DRAWINGS

ADC1794-DR-013-P3	Middleton Stoney crossroads improvements
OxSRFI-BWB-LSI-05-DR-CH-0105	Highway Plans GA Document 2.7E
OxSRFI-BWB-GEN-XX-SK-G-SK130-S2-P03	B4030 Middleton Stoney Road/Vendee Drive mitigation

APPENDICES

Appendix A	RC3A, DS3A and DS3AwTP assessment traffic flows
Appendix B	B430/B4030 Middleton Stoney crossroads existing junction LinSig
Appendix C	B430/B4030 Middleton Stoney crossroads proposed junction LinSig
Appendix D	B4030 Middleton Stoney Road/MSRR roundabout Junctions 11 PICADY
Appendix E	B4030 Middleton Stoney Road/Empire Road Junction 11 PICADY
Appendix F	Traffic survey results
Appendix G	B4030 Middleton Stoney Road/Howes Lane/Vendee Drive Junction 11 ARCADY
Appendix H	B4030 Middleton Stoney Road/Howes Lane/Vendee Drive mitigation LinSig

1.0 INTRODUCTION

1.1 ADC Infrastructure Limited are commissioned by Oxfordshire Railfreight Limited to assess the transport and infrastructure requirements of a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire; the subject of a Development Consent Order (DCO) application for a Nationally Significant Infrastructure Project (NSIP), to be known as OxSRFI.

1.2 The proposals include a package of embedded highway works, including alterations to Junction 10 of the M40 motorway and to the A43, both of which meet thresholds for nationally significant highway works and the application will therefore also include two highway NSIPs as part of the DCO.

1.3 This report considers the traffic impacts of the proposed OxSRFI development on the B4030 Middleton Stoney Road corridor between the B430/B4030 Middleton Stoney Road crossroads and the B4030 Middelton Stoney Road/Vendee Drive/Howes Lane roundabout.

Report structure

1.4 The report is structured as follows:

- Section 2 presents a summary and update of the Stage 2 and Stage 3 Transport Modelling.
- Section 3 presents the results of the detailed junction modelling at the B430/B4030 Middleton Stoney Road crossroads and presents the proposed improvement scheme.
- Section 4 presents the results of the detailed junction modelling at the B4030 Middleton Stoney Road/MSRR roundabout.
- Section 5 presents the results of the detailed junction modelling at the B4030 Middleton Stoney Road/Empire Road T-junction.
- Section 6 presents the results of the detailed junction modelling at the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout and identifies the potential for a mitigation scheme.
- Section 7 presents the summary and conclusions.

2.0 SUMMARY OF THE TRANSPORT MODELLING

Transport Working Group and transport modelling strategy

2.1 A Transport Working Group (TWG) was established in November 2020 comprising National Highways (who have responsibility for the Strategic Road Network (SRN)), Aecom (National Highways' term consultant), Oxfordshire County Council (OCC) (who have responsibility for the local highway network), and Cherwell District Council (CDC), the local planning authority.

2.2 To ensure that the potential transport impacts of the Proposed Development are fully considered, and to confirm that the proposed embedded highway works are appropriate in scale and function, a three-stage transport modelling approach is being followed:

- Stage 1 comprised the options assessment and preliminary design of the embedded Highway Works. The Stage 1 modelling and design work has been completed, and the embedded highway mitigation proposals are agreed in principle with the TWG. The embedded Highway Works are detailed in Technical Note AN (ref. ADC1794-RP-AN).
- Stage 2 comprises strategic transport modelling using the Bicester Transport Model (BTM).
- Stage 3 comprises detailed assessment of the study area using industry standard software, including micro-simulation (VISSIM) modelling of the M40 Junction 10 complex.

2.3 It was established and agreed with the TWG that the BTM is the appropriate strategic transport model to use to assess the traffic impacts of the Proposed Development in Stage 2. The agreed assessment years and scenarios to be tested in the BTM are as follows:

1. **DfT Circular 01/2022 Compliant Scenario**: assessment of the impact on the SRN (year of opening with 100% of the Proposed Development and all embedded Highway Works).
2. **2031 Opening Year**: the opening year assessment, with the first phase of the Proposed Development and the first phase of the embedded Highway Works, used to demonstrate the suitability of proposed first phase of development on both SRN and local road network.
3. **2034 Completion Year**: the completion year assessment, with all of the Proposed Development and all of the embedded Highway Works.
4. **2042 Future Year (Sensitivity Test)**: end of Local Plan period, for information only.

2.4 It is agreed with the TWG that Scenarios 2, 3 and 4 will be assessed with and without the Framework Travel Plan. For each scenario there is Reference Case (without OxSRFI) and Do-Something Case (with OxSRFI) as summarised in the table below.

Scenario name	Year	Scenario ID			
		Baseline	Reference Case	Do Something	Do-Something with Travel Plan
Baseline	2023	B2023	-	-	-
Baseline	2024	B2024	-	-	-
1: DfT Circular 01/2022	2031	-	RC1 SRN	DS1 SRN	-
2: Opening Year	2031	-	RC2	DS2	DS2wTP
3: Completion Year	2034	-	RC3	DS3	DS3wTP
4: Local Plan (Sensitivity)	2042	-	RC4	DS4	DS4wTP

2.5 The Albion Land scheme[1] received a resolution to grant planning permission at the 3 July 2025 CDC planning committee meeting. Up to that point the Stage 2 transport modelling was proceeding without the inclusion of this scheme as it was a speculative planning application with

[1] Albion Land scheme (planning applications references 21/03268/OUT, 21/03267/OUT, and 21/03266/F)

no planning status and did not form part of the agreed Uncertainty Log for the modelling scenarios. However, following the resolution to grant planning permission for the Albion Land development, the TWG requested that the Albion Land scheme be included in the Reference Case Stage 2 transport modelling scenarios, because the scheme includes a requirement to upgrade the A43 Baynard's Green to a signal controlled roundabout. Accordingly, the Stage 2 transport modelling has been updated to include the Albion Land scheme and the associated highway improvement at Baynard's Green in the Reference Case.

2.6 The updated assessment scenarios use the same naming convention as given in the above table, but with a 'A' suffix, to denote that they include the Albion land scheme and that scheme's highway works, as set out in the table below.

Scenario name	Year	Scenario ID (with Albion Land scheme)			
		Baseline	Reference Case	Do Something	Do-Something with Travel Plan
Baseline	2023	B2023	-	-	-
Baseline	2024	B2024	-	-	-
1: DfT Circular 01/2022	2031	-	RC1A SRN	DS1A SRN	-
2: Opening Year	2031	-	RC2A	DS2A	DS2AwTP
3: Completion Year	2034	-	RC3A	DS3A	DS3AwTP
4: Local Plan (Sensitivity)	2042	-	RC4A	DS4A	DS4AwTP

Stage 2 transport modelling summary

2.7 The stage 2 BTM modelling work is ongoing, though the following scenarios have been completed:

- 2031 (DfT Circular 01/2022 compliant scenario) Reference Case (RC1) and Do-Something case (DS1) scenarios.
- 2031 (DfT Circular 01/2022 compliant scenario) Reference Case with Albion Land (RC1A) and Do-Something case with Albion Land (DS1A) scenarios.
- 2034 (Completion Year) Reference Case with Albion Land (RC3A), Do-Something case with Albion Land (DS3A) and Do-Something case with Albion Land and the Framework Travel Plan (DS3AwTP) scenarios.

2.8 Technical Note AN (ref. ADC1794-RP-AN) presented the analysis of the Stage 2 Transport Modelling for the RC3A and DS3A scenarios, establishing the impacts of the Proposed Development in the 2034 Completion Year without the effects of the Framework Travel Plan. The Stage 2 Transport Modelling analysis concluded by establishing the study area to be taken forward into the Stage 3 Transport Modelling, which is shown at **Figure 1** below.

Proposed study area junctions	
No.	Junction
1	Baynards Green roundabout
2	M40 Junction 10
3	Site access
4	HPLR/B430 T-junction
5	B430/MSRR T-junction
6	MSRR/B4030 roundabout
7	M40 Junction 9
8	B430/B4030 Middleton Stoney crossroads
9	Upper Heyford/Chilgrove Drive/Camp Road junction
10	Middleton Stoney Road/Empire Road
11	B4030 Middleton Stoney Road/Howes Lane roundabout
12	Middleton Stoney Road/Shakespeare Drive roundabout
13	Middleton Stoney Road/Kings End/Oxford Road
14	A41 Oxford Road/Vendee Drive roundabout
15	A41 Oxford Road/Oxford Road/A41 east
16	A4095 Southwolds Lane/Fringford Road
17	A4260 Oxford Road/B4030 signal controlled crossroads
18	Banbury Road/B4027 T-junction
19	Banbury Road/Upper Campsfield Road T-junction
20	A4095 Bunkers Hill/Lince Lane T-junction
21	Barley Mow roundabout
22	A43/Brackley Road roundabout
23	A43/Brackley Bypass roundabout
24	A421/Buckingham Road roundabout

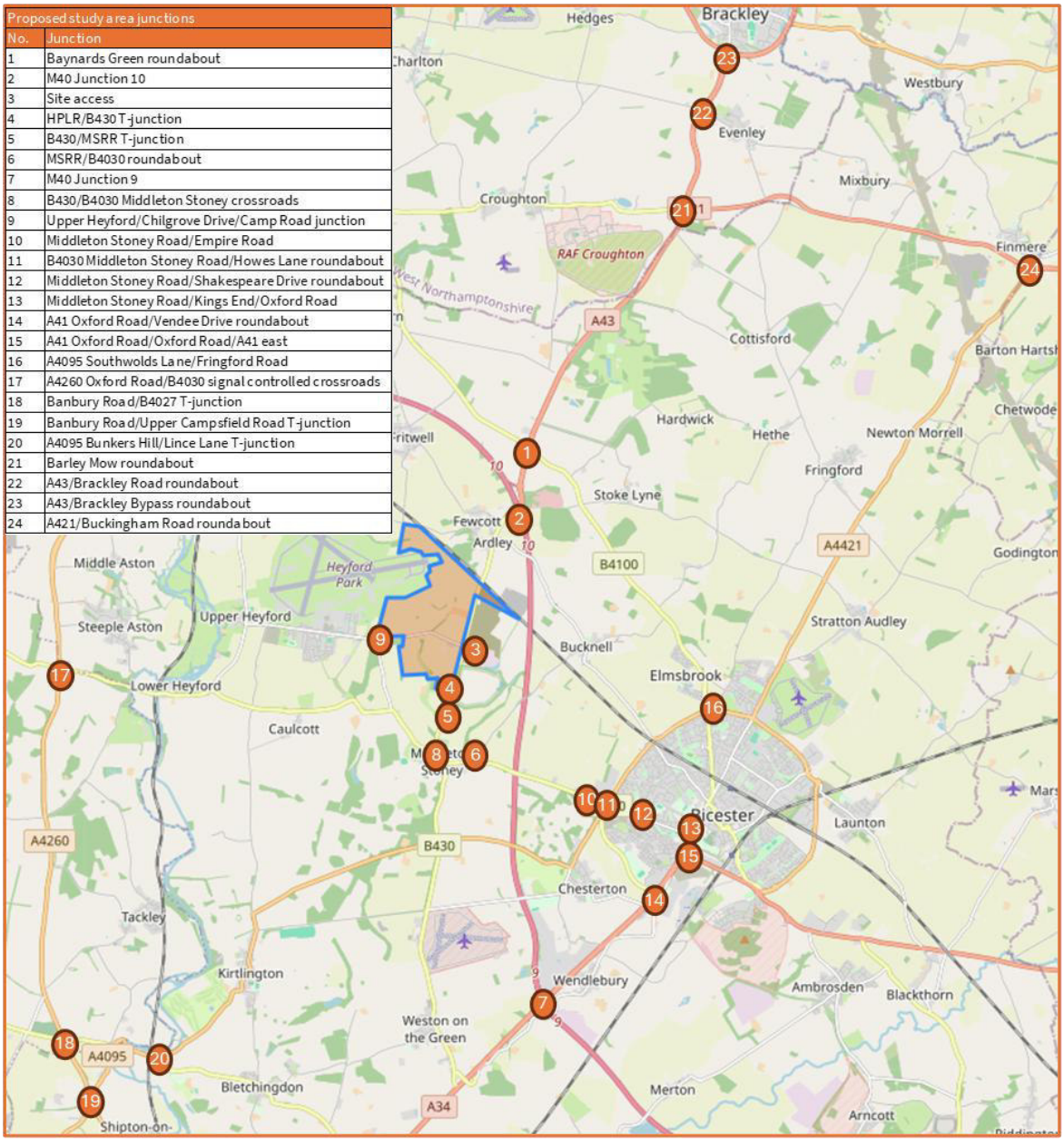


Figure 1: study area for Stage 3 Transport Modelling

2.9 There are 24 junctions in total, with junctions 1 to 7 encompassing the embedded highway works and access strategy. The remaining junctions make up the wider study area and are to be assessed so that any residual impacts due to the Proposed Development and the embedded highway works are understood.

2.10 The study area as set out in **Figure 1** was agreed with National Highways and OCC following the statutory consultation.

Stage 3 transport modelling summary and update

2.11 The Stage 3 Transport Modelling involves detailed junction modelling of the study area junctions using industry standard software. The detailed junction modelling uses the peak hour traffic flows output from the Stage 2 Transport Modelling (the BTM strategic modelling).

2.12 The Stage 3 Transport Modelling work is ongoing. An Interim Report (ref: ADC1794-RP-AO-v3) was prepared for the statutory consultation and presents the outcomes of the detailed assessment of

the study area junctions that had been completed prior to the consultation, using industry standard assessment tools in the 2034 Completion Year (RC3A and DS3A scenarios). This was primarily focused on the assessment of the embedded highway works. That work demonstrated that the embedded highway works would satisfactorily accommodate the proposed development in the 2034 Completion Year.

2.13 The Stage 3 Transport Modelling Interim Report also considered the impact of OxSRFI development traffic and associated traffic reassignment due to the embedded highway works at the B4030 Middleton Stoney Road/Empire Road junction and at the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout. The findings of the Interim Report at these two junctions are summarised as follows:

- In the DS3A scenario the B4030 Middleton Stoney Road/Empire Road junction would be significantly over capacity in both peak hours, with Empire Road having a RFC above 100% in both peak hours, and Empire Road traffic experiencing queueing and delay. The Interim Report concluded that junction would be considered in further detail and discussed with OCC and the TWG.
- In the RC3A evening peak hour scenario there would be congestion on the B4030 Middleton Stoney Road and Vendee Drive approaches to the roundabout with Howes Lane. The Stage 3 modelling showed that in the DS3A morning and evening peak hours, the performance of the roundabout would deteriorate further when compared to the RC3A scenario. Much of the additional traffic using this junction is due to the background traffic reassignment away from lower category or congested routes onto the B4030 (which is a positive impact of the embedded highway works). Nonetheless, the Stage 3 Interim Report concluded that mitigation measures at this junction should be considered.

2.14 The above interim findings were discussed with OCC and the TWG. It was noted that the forecast traffic flows using Empire Road from the BTM appear very high in comparison to the development served by the road and therefore could be producing misleading results. It was therefore agreed with OCC that a traffic survey of the Empire Road junction be undertaken to allow a comparison of the traffic flows forecast by the BTM.

2.15 As discussed in more detail later in this technical note, the traffic survey confirmed that the BTM was overrepresenting traffic arriving and departing Empire Road. This was discussed with OCC during a meeting on 27 October 2025, during which updated junction capacity results were presented using the observed traffic flows for Empire Road. It was agreed in principle at that meeting that this represented a more realistic assessment of the operation of the junction, and that based on that assessment work, the junction would not require mitigation works.

2.16 The interim findings regarding the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout were also discussed with OCC at the meeting on 27 October 2025, including an opportunity for OxSRFI to provide a financial contribution via a S106 Agreement to fund a potential mitigation scheme at the junction.

2.17 Therefore, this report presents the further analysis of these junctions for agreement with OCC, along with the assessment of the other junctions along the B4030 Middleton Stoney Road corridor. The 2034 DS3AwTP scenario is complete and therefore, the junction modelling for the B4030 corridor includes this scenario.

2.18 The remaining Stage 3 Transport Modelling work is ongoing and will be reported in the final Transport Assessment.

3.0 B430/B4030 CROSSROADS, MIDDLETON STONEY (JUNCTION 8)

3.1 The B430/B4030 Middleton Stoney crossroads is a traffic signal controlled junction, as shown on **Figure 2** below. The B430 runs north-south through the village of Middleton Stoney, linking M40 Junction 10 to the north with the A34 to the south. The B4030 runs east-west through the village, linking to Bicester to the east and providing routes to Heyford Park and the A4260 Banbury Road to the west. There are uncontrolled pedestrian crossings on three of the four arms (B430 south and the B4030 arms), though these are generally in poor condition.



Figure 2: B430/B4030 Middleton Stoney crossroads

3.2 The existing junction operates in three stages, with the B430 north and south arms running in stage 1, and the B4030 east and west arms running separately in stages 2 and 3, respectively. The modelled phase/stage arrangement is shown at **Figure 3**.

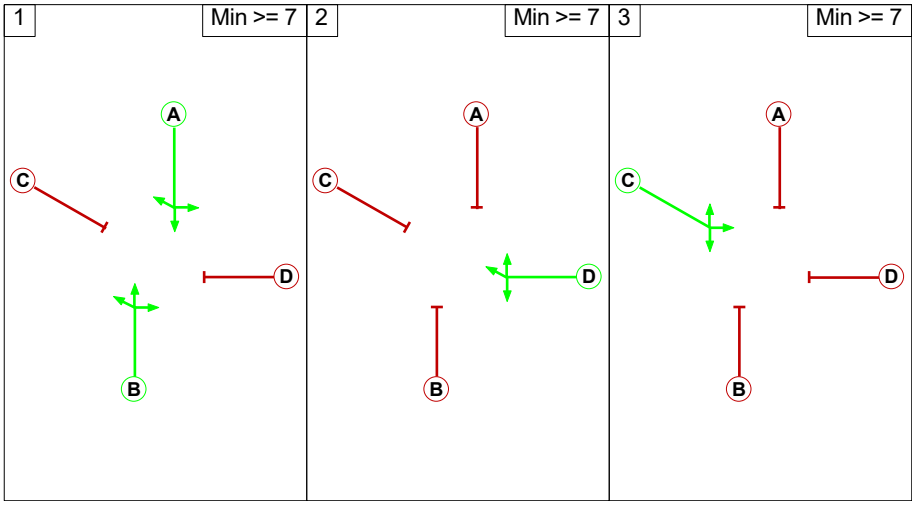


Figure 3: B430/B4030 Middleton Stoney crossroads phase/stage arrangement

3.3 Whilst there is a highway improvement scheme at the junction associated with the 2008 planning approval at the Heyford Park site, that scheme has not yet been implemented and advice from OCC is that it is unlikely to come forward. Middleton Stoney Parish Council do not want the additional road widening associated with scheme. In accordance with this advice, it was agreed with OCC for the purposes of assessment of the OxSRFI scheme, that the mitigation scheme at Middleton Stoney crossroads (Inf148 in the Uncertainty Logs) should not be included in any of the reference case or do-something modelling scenarios. Therefore, the junction remains unchanged in the future scenarios.

3.4 A model of the existing junction was therefore created using LinSig and was tested with the 2034 RC3A traffic forecasts from the BTM provided at **Appendix A**. The results are provided at **Appendix B** and summarised below.

Scenario	PRC (%)	B430 north		B4030 east		B430 south		B4030 west	
		DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)
2034 RC3A AM peak	-26.4%	112.7%	47.7	111.3%	24.1	78.2%	10.2	113.7%	81.8
2034 RC3A PM peak	-16.5%	101.8%	14.6	104.9%	42.7	94.0%	9.0	101.4%	26.8

3.5 As shown in the table above, the practical reserve capacity (PRC) is negative in both the morning and evening peak hours for the 2034 RC3A modelled scenarios, indicating that one or more links are operating above 90% saturated. In the morning peak hour, three of the four approaches to the junction have a degree of saturation (DoS) above 100% with significant mean maximum queues (MMQs). In the evening peak hour, whilst the levels of congestion are not as severe, the same three arms of the junction have a DoS above 100%.

3.6 Therefore, in the 2034 RC3A scenario without the proposed OxSRFI and embedded Highway Works in place, there would be significant congestion at the B430/B4030 Middleton Stoney crossroads.

Middleton Stoney Relief Road

3.7 The proposed OxSRFI could significantly increase traffic demand in Middleton Stoney, with the largest increase being between the B430 north of the village and the B4030 to the east. Based on a review of the work undertaken to support the Heyford Park development, it is recognised that further improvements at the junction would not be feasible without impacting properties within

the village, nor would such traffic increases through the village be desirable for environmental reasons such as the impact on noise, air quality and amenity.

3.8 Therefore, given the identified congestion issues within Middleton Stoney, as demonstrated by the results of the 2034 RC3A LinSig modelling summarised above, and the additional demand likely to be induced by the proposed OxSRFI development, a Middleton Stoney Relief Road (MSRR) is proposed, to improve traffic conditions within the village and improve journey time reliability for employees and public transport accessing the OxSRFI. The Middleton Stoney Relief Road and Heyford Park Link Road Junctions Options Report (ref. ADC1794-RP-R-V3) presented the case for the MSRR and provides the background and design development of the junction options considered. The MSRR forms a key component of the embedded Highway Works and would be constructed around the northeast quadrant of the village, significantly reducing traffic flows through the village by providing a direct, high-quality link between Bicester and the OxSRFI site, between Bicester and the M40 Junction 10, via the Ardley Bypass, and between Bicester and Heyford Park and Upper Heyford, via the Heyford Park Link Road (HPLR).

3.9 The 2034 Do-Something DS3A scenario (and the 2034 Do-Something with Travel Plan DS3AwTP scenario) includes all of the Proposed Development and all of the embedded Highway Works, including the MSRR. The Stage 2 Transport Modelling report considers the impact of the Proposed Development on the highway network in the 2034 Completion Year without the effects of the Travel Plan.

3.10 In the morning peak hour, the Stage 2 Transport Modelling report demonstrates that due to the MSRR providing an alternative more direct and improved route between Bicester and Heyford Park, Ardley, and M40 Junction 10, there would be large traffic reductions on all arms of the B430/B4030 crossroads within the village. Compared to the RC3A Reference Case, traffic is forecast to reduce by 39% across the junction in the morning peak hour with the Proposed Development and the embedded Highway Works in place.

3.11 In the evening peak hour, the Stage 2 Transport Modelling Report shows that there would be large two-way traffic reductions on the B4030 east and west arms, with a minor two-way increase of 75 pcus on the B430 to the south of the junction. Overall, traffic flows reduce by 23% across the junction in the evening peak hour with the Proposed Development and the embedded Highway Works in place.

Proposed junction improvements

3.12 The WHCAR Assessment Report identifies that due to the forecast traffic reduction in Middleton Stoney village due to the MSRR, there is the opportunity to provide improved pedestrian crossing facilities and connecting footway improvements at the B430/B4030 crossroads junction within the village. This is because the reduced traffic demands at the junction would allow green time to be prioritised for pedestrian crossings.

3.13 As part of the proposed 'Heyford Park – OxSRFI – Bicester' bus service, new bus stops and a zebra crossing are also proposed on the B430 within Middleton Stoney to the north of the junction with the B4030, to allow residents of Middleton Stoney to take advantage of the extended and improved bus service provision to be provided by OxSRFI. The proposed bus stop locations, and pedestrian improvements within Middlton Stoney are shown on **drawing ADC1794-DR-013**, an extract of which is shown at **Figure 4**.

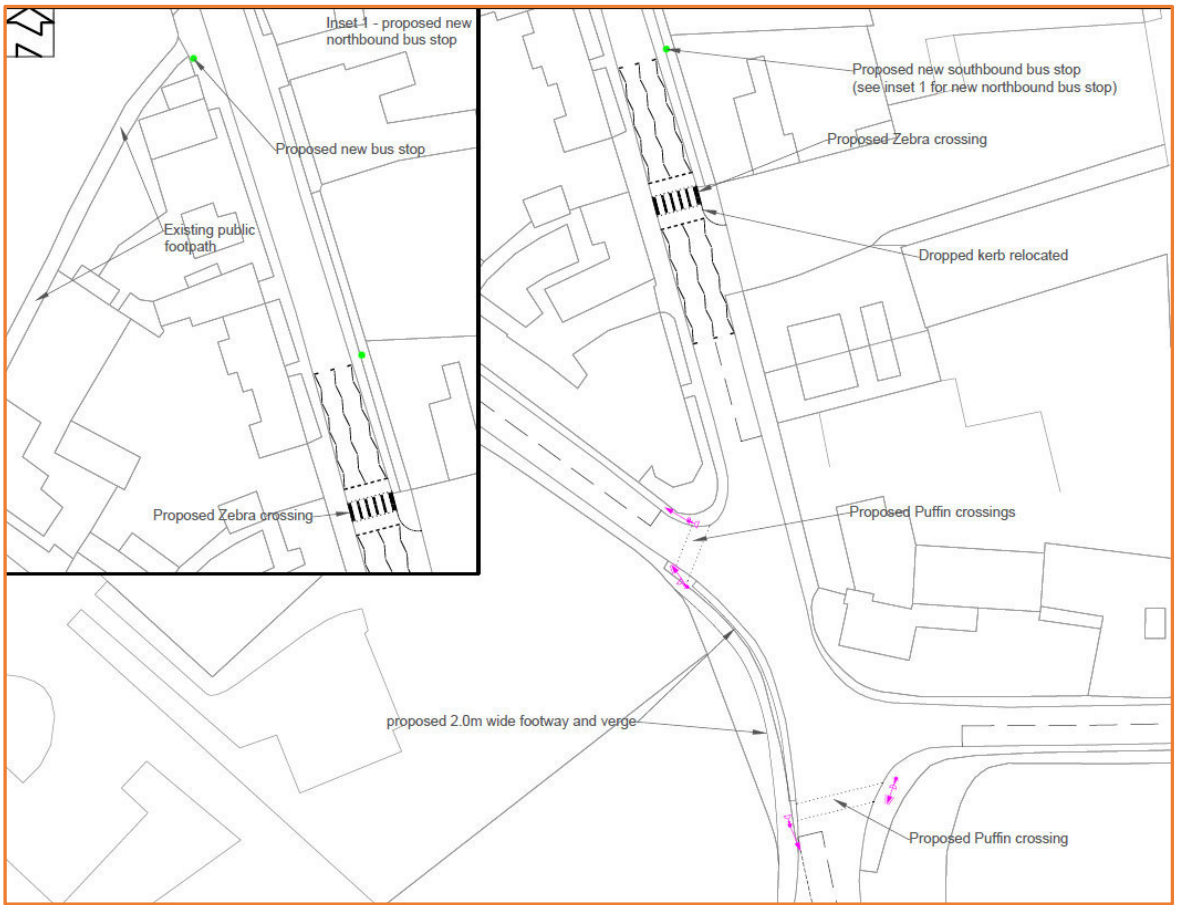


Figure 4: proposed new bus stops in Middleton Stoney and pedestrian improvements

3.14 The LinSig model was amended to incorporate the proposed junction improvements (the pedestrian phases and an all-red stage) and was tested with the 2034 DS3A and DS3AwTP traffic forecasts from the BTM. The all-red pedestrian stage 4 was modelled at a frequency of one demand every 3 minutes, with the junction double-cycled on a 90 second cycle time. The results are provided at **Appendix C** and summarised below.

Scenario	PRC (%)	B430 north		B4030 east		B430 south		B4030 west	
		DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)
2034 DS3A AM peak	21.0%	69.9%	5.5	73.0%	7.7	73.6%	6.8	74.4%	12.6
2034 DS3A PM peak	5.4%	84.6%	7.4	85.4%	16.1	68.1%	6.3	83.0%	9.6
2034 DS3AwTP AM peak	23.1%	72.4%	5.7	71.4%	7.9	71.5%	6.4	73.1%	11.5
2034 DS3AwTP PM peak	7.4%	82.3%	7.4	83.8%	15.7	69.4%	6.8	81.5%	8.8

3.15 As shown in the table above, the practical reserve capacity (PRC) is positive in both the morning and evening peak hours for the 2034 DS3A and DS3AwTP modelled scenarios, indicating that all links are operating within 90% of their capacity. When compared to the results shown above for the 2034 Reference Case scenario, it is evident that congestion and queue lengths would be materially reduced with the Proposed Development and the embedded Highway Works in place. Further, the improved junction performance can comfortably accommodate the proposed improvements to the pedestrian infrastructure at the junction.

4.0 B4030/MSRR ROUNDABOUT (JUNCTION 6)

4.1 To provide a junction which can accommodate both the new MSRR and the existing Middleton Road, a four-arm roundabout option is proposed as shown on **Document 2.7E** (Highway Plans GA Sheet 5). An extract of the general arrangement is provided at **Figure 5**.

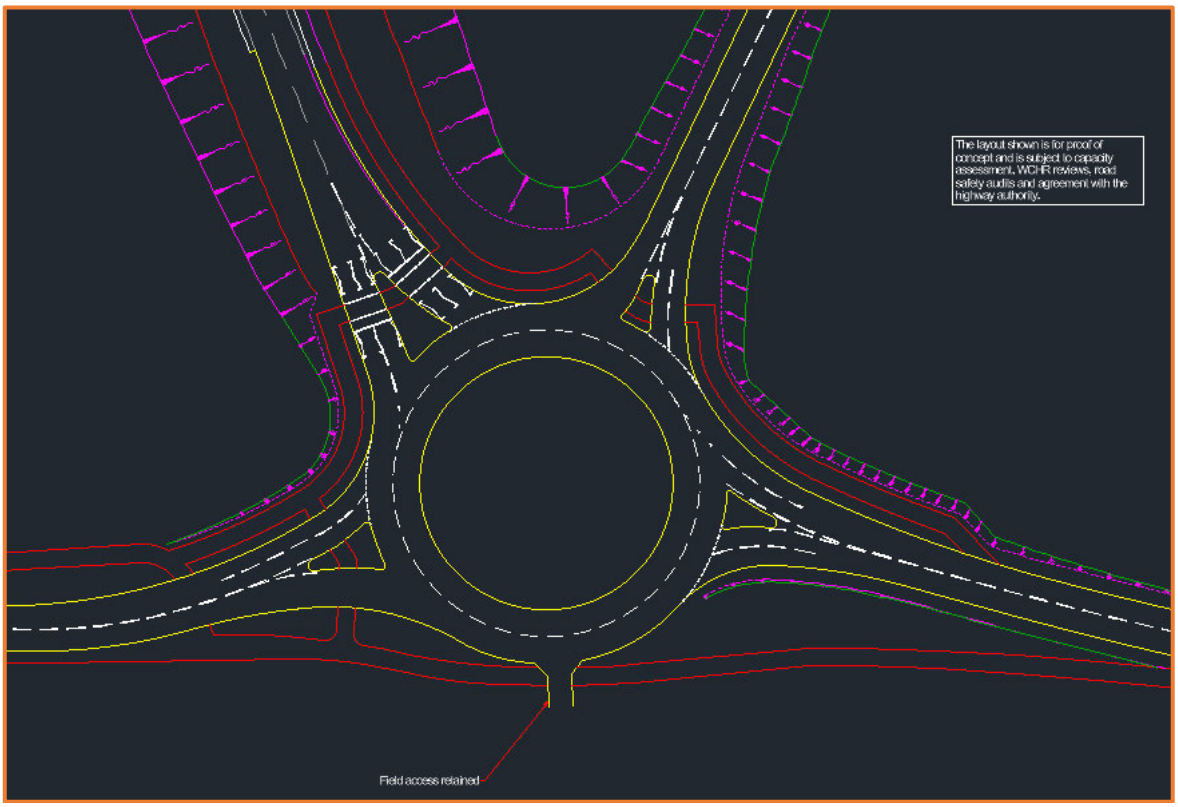


Figure 5: B4030/MSRR 4-arm roundabout

4.2 The roundabout has an inscribed circle diameter (ICD) of 60 metres. All approaches to the junction flare to two lanes, and there are two circulating lanes. There are two exit lanes on the B4030 east and MSRR arms. The existing field access located opposite the existing B4030/Middelton Road T-junction is provided for via a private access to the south of the roundabout.

4.3 The design improves connectivity for pedestrians and cyclists as part of the wider strategy for sustainable transport provision, with Toucan crossings provided on the MSRR arm and uncontrolled crossings on the B4030 west and the Middleton Road arms.

4.4 The operation of the roundabout was modelled as part of the Stage 3 Transport Modelling Interim Report, which demonstrated that in the 2034 DS3A morning and evening peak hour scenarios, the roundabout is forecast to operate acceptably.

4.5 The junction was originally modelled using Junction 9 ARCADY software but has now been modelled in Junctions 11 ARCADY and with a breakdown on lights and heavies taken from the BTM traffic flow data. Further, the junction has also been tested in the 2034 DS3AwTP scenario. A summary of the updated ARCADY results is provided below, with the full results and ARCADY geometries are provided at **Appendix D**. The BTM traffic flows are provided at **Appendix A**.

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	proposed roundabout layout - - DS3A									
1 - B4030 (W)	D1	0.4	4.90	0.30	A	D2	0.3	3.98	0.21	A
2 - MSRR		2.4	8.81	0.71	A		1.9	7.31	0.65	A
3 - Middleton Road		0.2	4.86	0.17	A		0.1	4.26	0.10	A
4 - B4030 (E)		3.4	11.36	0.78	B		6.2	18.47	0.87	C
	proposed roundabout layout - - DS3AwTP									
1 - B4030 (W)	D3	0.4	4.59	0.29	A	D4	0.3	4.09	0.22	A
2 - MSRR		2.4	8.86	0.71	A		1.5	6.55	0.61	A
3 - Middleton Road		0.2	4.82	0.16	A		0.1	4.11	0.09	A
4 - B4030 (E)		2.6	9.25	0.73	A		5.7	17.05	0.86	C

4.6 The modelling demonstrates that in the 2034 DS3A and DS3AwTP modelled scenarios the proposed roundabout is forecast to operate within capacity, with the worst-case ratio of flow to capacity (RFC) being 87% on the B4030 Middleton Stoney Road westbound approach on the DS3A evening peak hour, or 86% with the Framework Travel Plan in place. Hence, the B4030 Middleton Stoney Road westbound approach is operating within capacity and there is no material queueing or delay.

4.7 The analysis of the DS3A scenario in the Stage 2 Transport Modelling report highlighted large traffic flows increases on the B4030 Middleton Stoney Road corridor between Vendee Drive and the MSRR. This is due to the Ardley Bypass, MSRR and HPLR aspects of the embedded Highway Works creating a faster, more direct route between Bicester, Heyford Park, the Proposed Development and M40 Junction 10 that draws traffic away from lower category or congested routes through local population centres, which is a positive effect of the embedded Highway Works.

4.8 The Stage 2 Transport Modelling report also showed that the volume to capacity ratio (V/C) on the B4030 Middleton Stoney Road westbound link at the B4030/MSRR roundabout would be 89%. This level of performance is consistent with the above-described ARCADY results and indicates that an appropriate amount of capacity is being provided to accommodate both the development traffic and the significant background traffic reassignment, and therefore the junction performance is acceptable.

4.9 OCC's Local Transport and Connectivity Plan (LTCP5) aims to remove 1 out of every 4 current car trips in Oxfordshire by 2030 (a 25% reduction in car trips). Hence, if OCC is successful in achieving this target, the reduction in background traffic would mean that the proposed roundabout would operate with additional capacity.

5.0 B4030 MIDDLETON STONEY ROAD/EMPIRE ROAD (JUNCTION 10)

5.1 The B4030 Middleton Stoney Road/Empire Road junction is a priority-controlled T-junction with a ghost island facility for right-turning traffic, as shown on **Figure 6** below. The junction provides access into an employment development. To the west of the junction on the B4030 Middleton Stoney Road is an uncontrolled pedestrian crossing with a refuge island, providing pedestrian access to a bus stop on the southern side of the carriageway.



Figure 6: B4030 Middleton Stoney Road/Empire Road T-junction

5.2 The operation of the junction was modelled in detail as part of the Stage 3 Transport Modelling Interim Report. The B4030 Middleton Stoney Road/Empire Road junction was originally modelled using Junction 9 PICADY software but has now been modelled in Junctions 11. A summary of the updated PICADY results is provided below, with the full results provided at **Appendix E**.

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.2	8.19	0.17	A	D2	0.6	10.06	0.38	B
Stream B-A		0.1	17.22	0.07	C		0.3	21.55	0.25	C
Stream C-AB		0.5	10.34	0.35	B		0.2	7.11	0.18	A
	2034 - DS3A									
Stream B-C	D3	12.6	413.83	1.39	F	D4	20.6	329.06	1.21	F
Stream B-A		3.4	578.96	1.24	F		8.2	402.77	1.16	F
Stream C-AB		0.7	14.72	0.42	B		0.3	9.27	0.21	A

Where: Arm A is the B4030 west, Arm B is Empire Road, and Arm C is the B4030 east

5.3 The results show that in the 2034 RC3A morning and evening peak hour scenarios, the junction will operate within capacity, with a worst-case RFC of 38% in the morning peak hour.

5.4 However, in the DS3A scenario the results show that the junction would be significantly over capacity in both peak hours, with Empire Road (Arm B) having a RFC above 100% in both peak hours, and Empire Road traffic experiencing queueing and delay. This deterioration in capacity on the Empire Road arm in the DS3A scenario is due to the large increases in traffic using the B4030 Middleton Stoney Road corridor with the Proposed Development and embedded Highway

Works in place. It is noted that the above results differ from those presented in the Stage 3 Transport Modelling Interim Report. The BTM outputs now provide a breakdown on lights and heavies and the appropriate HGV PCU factor consistent with the BTM modelling has also been applied.

5.5 As described in section 4, the analysis of the DS3A scenario in the Stage 2 Transport Modelling report highlighted large traffic flows increases on the B4030 Middleton Stoney Road corridor between Vendee Drive and the MSRR. This is due to the Ardley Bypass, MSRR and HPLR aspects of the embedded Highway Works creating a faster, more direct route between Bicester, Heyford Park, the Proposed Development and M40 Junction 10 that draws traffic away from lower category or congested routes through local population centres (and onto the B4030 corridor), which is a positive effect of the embedded Highway Works.

5.6 However, this traffic reassignment increases traffic on the B4030 Middleton Stoney Road, and in turn, the roundabout with Vendee Drive is impacted (section 6), along with the Empire Road T-junction. The Stage 2 transport modelling showed material increases in the ratio of volume to capacity at these junctions.

Further analysis

5.7 The B4030 Middleton Stoney Road/Empire Road junction provides the only vehicular access to the employment site. The total gross floor area across the site is c.53,000 sqm. As part of the wider access strategy for the North-West Bicester development, the northern part of the site will ultimately be served via a new access onto the Strategic Link Road. When that takes place, the existing road link between the southern and northern parts of the employment site will be closed and converted to landscaping. The southern part of the employment site would continue to be accessed from Empire Road.

5.8 On further inspection of the traffic flows for the 2034 RC3A and DS3A scenarios from the BTM for the employment site served via Empire Road, the turning movements were noted as being very high considering the scale of the employment site and the land-uses. The Empire Road turning movements for the RC3A and DS3A scenarios are summarised below, and these have been used to calculate the total vehicle trip rates (per 100 sqm).

Total vehicle turning movements to/from Empire Road - BTM				
Scenario	Peak hour	Arrivals	Departures	2-way
2034 RC3A	AM	225	92	317
	PM	124	245	369
2034 DS3A	AM	227	92	319
	PM	125	243	368

Resultant total vehicle trip rates to/from Empire Road - BTM				
Scenario	Peak hour	Arrivals	Departures	2-way
2034 RC3A	AM	0.42	0.17	0.59
	PM	0.23	0.46	0.69
2034 DS3A	AM	0.43	0.17	0.60
	PM	0.24	0.46	0.70

5.9 The table shows that the two-way total vehicle trip rates for the Empire Road employment site are 0.6 vehicles/100sqm and 0.7 vehicles/100sqm in the respective morning and evening peak hours. These trip rates are much higher than would be expected at a B2/B8 employment site of this scale.

5.10 Therefore, to understand whether the Empire Road employment site traffic movements are being correctly represented in the BTM, a traffic survey was undertaken at the junction on Tuesday 7 October 2025. The traffic survey recorded the morning and evening peak period turning movements at the junction and the results are provided at **Appendix F**.

5.11 The Empire Road turning movements from the 2025 traffic survey are summarised below and these have been used to calculate the total vehicle trip rates (per 100 sqm).

Total vehicle turning movements to/from Empire Road				
Scenario	Peak hour	Arrivals	Departures	2-way
2025 observed	AM	88	34	122
	PM	25	84	109

Resultant total vehicle trip rates to/from Empire Road				
Scenario	Peak hour	Arrivals	Departures	2-way
2025 observed	AM	0.17	0.06	0.23
	PM	0.05	0.16	0.21

5.12 The traffic survey results confirm that the morning and evening peak hour traffic flows arriving and departing from Empire Road are materially lower than those modelled in the BTM. The resultant trip rates calculated from the observed turning movements are much closer to those that would be expected at a B2/B8 employment site of this scale.

5.13 To understand how the B4030 Middleton Stoney Road/Empire Road junction would perform in the 2034 DS3A scenario (and also the DS3AwTP scenario) with the Proposed Development and the embedded Highway Works in place, but with representative traffic flows to and from Empire Road, the PICADY model has been re-run with a hybrid traffic flow set which keeps the westbound and eastbound BTM traffic flows on the B4030 Middleton Stoney Road, but uses the observed turning movements to/from Empire Road. The hybrid traffic flows for the 2034 RC3A, DS3A and DS3AwTP scenarios are provided at **Appendix A** and a summary of the updated PICADY results is provided below, with the full results provided at **Appendix E**.

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.2	8.19	0.17	A	D2	0.6	10.06	0.38	B
Stream B-A		0.1	17.22	0.07	C		0.3	21.55	0.25	C
Stream C-AB		0.5	10.34	0.35	B		0.2	7.11	0.18	A
	2034 - DS3A									
Stream B-C	D3	12.6	413.83	1.39	F	D4	20.6	329.06	1.21	F
Stream B-A		3.4	578.96	1.24	F		8.2	402.77	1.16	F
Stream C-AB		0.7	14.72	0.42	B		0.3	9.27	0.21	A
	2034 - RC3A (hybrid)									
Stream B-C	D5	0.1	10.01	0.09	B	D6	0.2	6.99	0.14	A
Stream B-A		0.0	17.68	0.02	C		0.0	14.40	0.04	B
Stream C-AB		0.2	8.15	0.16	A		0.0	6.46	0.04	A
	2034 - DS3A (hybrid)									
Stream B-C	D7	0.1	13.08	0.11	B	D8	0.2	9.24	0.17	A
Stream B-A		0.1	95.43	0.08	F		0.1	41.00	0.10	E
Stream C-AB		0.3	10.66	0.20	B		0.1	8.11	0.05	A
	2034 - DS3AwTP (hybrid)									
Stream B-C	D9	0.1	13.04	0.11	B	D10	0.2	9.06	0.17	A
Stream B-A		0.1	80.32	0.07	F		0.1	38.34	0.10	E
Stream C-AB		0.3	10.68	0.20	B		0.1	7.99	0.05	A

Where: Arm A is the B4030 west, Arm B is Empire Road, and Arm C is the B4030 east

5.14 The results show that with representative turning movements to/from Empire Road, the junction would operate comfortably within capacity, with a worst-case RFC of 20% in the DS3A and DS3AwTP scenarios during the morning peak hour. Whilst there would be an increase in delay for right turning traffic exiting Empire Road in both the DS3A morning and evening peak hours due to the increased traffic flows on the B4030 Middelton Stoney Road, the delay is contained to an

acceptable level. With the Framework Travel Plan in place, the delay for right-turners exiting the site is reduced when compared to the DS3A scenario.

5.15 Further, the right-turn movement form Empire Road is just 3 vehicles in the morning peak hour (one vehicle every 20 minutes) and 9 vehicles in the evening peak hour (one vehicle every 6 – 7 minutes). The flare on the Empire Road approach is sufficient for left-turning vehicles to pass a right-turning vehicle waiting to exit the junction and hence there would be no road safety concern due to the increased delay.

5.16 As discussed above, OCC's LTCP5 aims to remove 1 out of every 4 current car trips in Oxfordshire by 2030. Hence, if OCC is successful in achieving this target, the reduction in background traffic would mean a reduction in traffic flows, and a further reduction in any delay at the junction.

5.17 Therefore, the junction would continue to operate acceptably with the proposed OxSRFI and the embedded Highway Works in place. Improvement works at this junction would not be appropriate or required.

6.0 B4030 MIDDLETON STONEY ROAD/HOWES LANE ROUNDABOUT (JUNCTION 11)

6.1 The B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout has four-arms, each with a single approach lane, flaring at the entry. There are uncontrolled crossings on all arms of the roundabout. The Howes Lane approach is to be realigned to provide the Strategic Link Road as part of the North-West Bicester committed development. The existing roundabout is shown at **Figure 7** below, with the consented Howes Lane realignment as part of the Strategic Link Road shown as an inset.

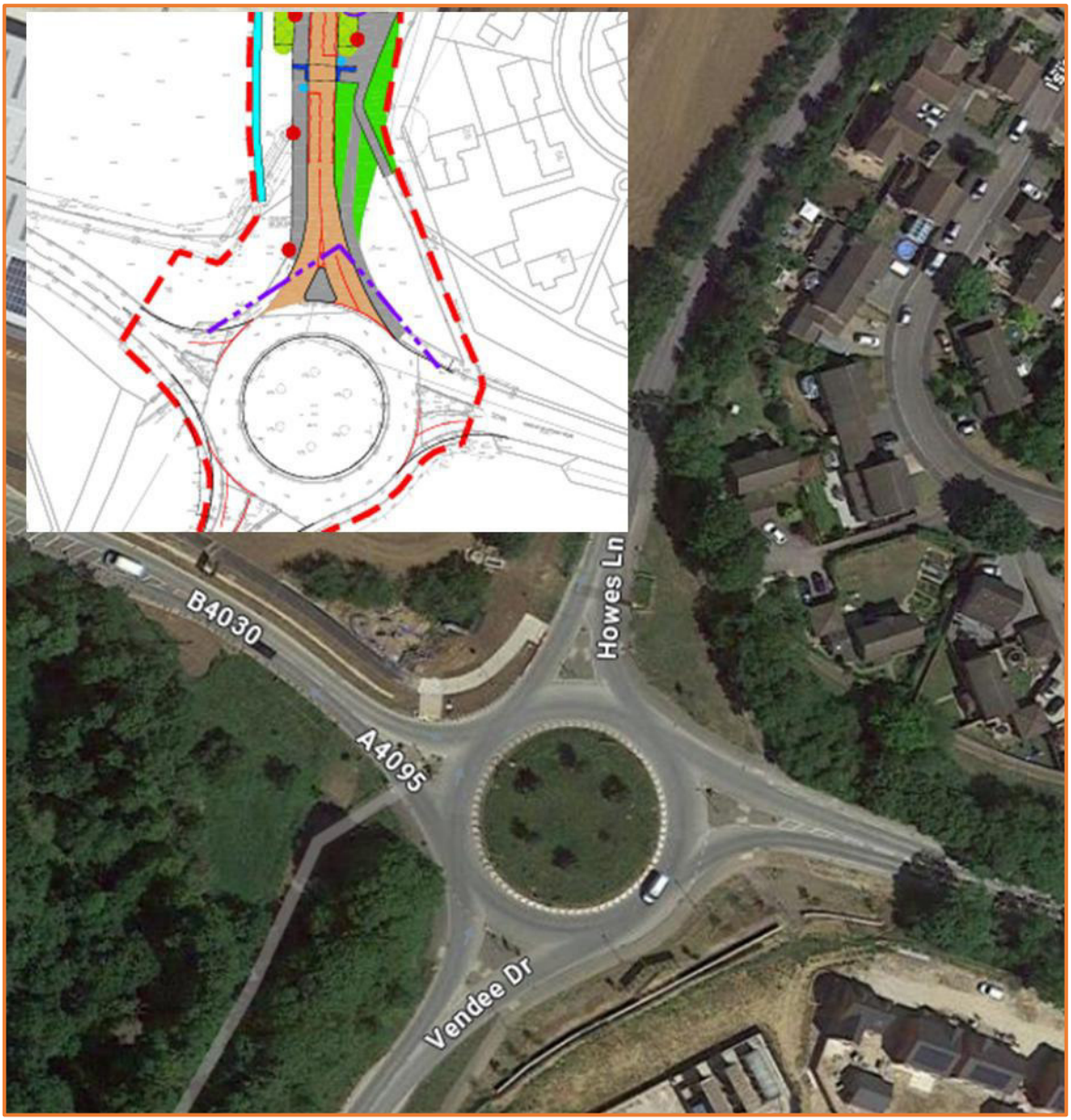


Figure 7: B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout

6.2 The operation of the junction was modelled in detail as part of the Stage 3 Transport Modelling Interim Report, with the Howes Lane realignment in place. The junction was originally modelled using Junction 9 ARCADY software but has now been modelled in Junctions 11. Further, the junction has also been tested in the 2034 DS3AwTP scenario. A summary of the updated ARCADY results is provided below, with the full results and ARCADY geometries provided at **Appendix G**.

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2034 - RC3A							
1 - B4030 Middleton Stoney Road	D1	7.2	29.16	0.89	D2	18.1	81.09	0.99
2 - Howes Lane		3.8	22.25	0.80		1.4	10.68	0.58
3 - Middleton Stoney Road		1.6	9.59	0.62		1.9	10.06	0.66
4 - Vendee Drive		0.8	5.05	0.44		130.5	358.12	1.21
	2034 - DS3A							
1 - B4030 Middleton Stoney Road	D3	114.8	358.86	1.20	D4	163.5	624.45	1.27
2 - Howes Lane		5.4	31.91	0.86		1.1	9.93	0.54
3 - Middleton Stoney Road		61.1	198.02	1.12		4.3	18.36	0.82
4 - Vendee Drive		2.5	13.12	0.72		219.4	685.87	1.37
	2034 - DS3AwTP							
1 - B4030 Middleton Stoney Road	D5	115.2	359.79	1.20	D6	144.5	561.80	1.25
2 - Howes Lane		5.1	30.27	0.85		1.1	9.66	0.52
3 - Middleton Stoney Road		43.7	148.38	1.07		4.1	17.92	0.81
4 - Vendee Drive		2.2	11.98	0.70		215.3	672.44	1.36

6.3 The results show that in the RC3A morning peak hour the roundabout would operate reasonably well, though the RFC on the B4030 Middleton Stoney Road approach would be at 89%. However, in the RC3A evening peak hour, the results show that the B4030 Middleton Stoney Road and the Vendee Drive approaches would be congested, particularly the Vendee Drive arm which would be operating at 121% of its capacity.

6.4 The ARCADY results show that in the DS3A and DS3AwTP morning and evening peak hours, the performance of the roundabout would deteriorate significantly when compared to the RC3A scenario. In the DS3A and DS3AwTP morning peak hour, the B4030 Middleton Stoney Road eastbound and Middleton Stoney Road westbound approaches would have an RFC above 100%, with the B4030 Middleton Stoney Road and Vendee Drive arms operating above 100% in the DS3A evening peak hour.

Potential mitigation scheme

6.5 Based on the form and scale of the existing roundabout, an initial solution was prepared which proposed that the roundabout be upgraded to a traffic signal controlled gyratory, with two lanes on all approaches and the circulating carriageway. Staggered Toucan Crossings were proposed on the B4030 Middleton Stoney Road, Howes Lane and Vendee Drive approaches.

6.6 It is considered that providing signal control at the roundabout will not only allow the future capacity constraint to be addressed, but it would also provide pedestrian and cyclists using the junction with traffic signal-controlled crossings. The scheme would therefore provide enhancements to the walking and cycling infrastructure, better connecting the existing cycle route west of Vendee Drive with Howes Lane (Strategic Link Road) and the segregated cycle route along Middleton Stoney Road to the east of the roundabout that is being promoted by OCC.

6.7 Upgrading the roundabout to a traffic signal controlled gyratory would create a degree of platooning for the westbound traffic flow on the B4030 Middleton Stoney Road, which would create more defined gaps at the Empire Road junction which could help to reduce delay for vehicles leaving Empire Road.

6.8 The initial mitigation option was discussed with OCC at a meeting on 27 October 2025.

6.9 At the meeting, no concerns were raised with the type or scale of the proposals for the junction. OCC queried the absence of a Toucan crossing at the junction on the northern arm (the Strategic Link Road). ADC noted that a Toucan crossing was shown as being provided on the Strategic Link Road slightly remote from the junction (see insert at **Figure 7**) and therefore the design did not double up on provision on that arm. OCC noted that design for the Strategic Link Road is likely to be subject to a new application in early 2026 and it would be OCC's preference that the Toucan crossing is provided at the junction rather that remote form it, as in the existing design, as this would better accommodate user desire lines. The opportunity for the crossings to be direct, rather than being staggered, was also discussed. ADC explained that in most instances, the proposed crossings should conform to requirements of DMRB CD116 which require exit crossings to be located 20m from the roundabout exit to allow sufficient stacking space for queuing vehicles without queues 'blocking-back' on to the circulating carriageway.

6.10 Following the meeting the initial design has been refined to reflect the discussions with regards to the Toucan crossing on the north arm. To meet the requirement of DMRB CD116, the entry and exit Toucan crossings are staggered on the Howes Lane, Middleton Stoney Road and Vendee Drive approaches, with the exit crossings located 20m from the roundabout exit.

6.11 The inside lane on the Vendee Drive approach is a dedicated left-turn lane. Therefore, if the B4030 exit crossing is linked to the Vendee Drive approach such that the crossing is only ever green (green to pedestrians/cyclists, red to traffic) when the Vendee Drive approach is green, then vehicles exiting the roundabout on the B4030 can queue in the left-turn lane and would not block the circulating carriageway. Therefore, the exit crossing on the B4030 Middleton Stoney Road approach is shown much closer to the roundabout such that a 'direct' crossing can be provided whilst also meeting the objective of the DMRB.

6.12 The proposal is for two lanes on the B4030 Middleton Stoney Road, Howes Lane and Vendee Drive approaches. The Middleton Stoney Road approach would have a single lane, to reduce the attractiveness of this westbound route for drivers towards the MSRR and HPLR, in favour of the A41/Vendee Drive route. The junction would provide two lanes on the circulating carriageway. The proposed mitigation scheme is shown on **drawing number OxSRFI-BWB-GEN-XX-SK-G-SK130-S2-P03**, with an extract provided at **Figure 8** below. The proposed mitigation is contained within the adopted highway.

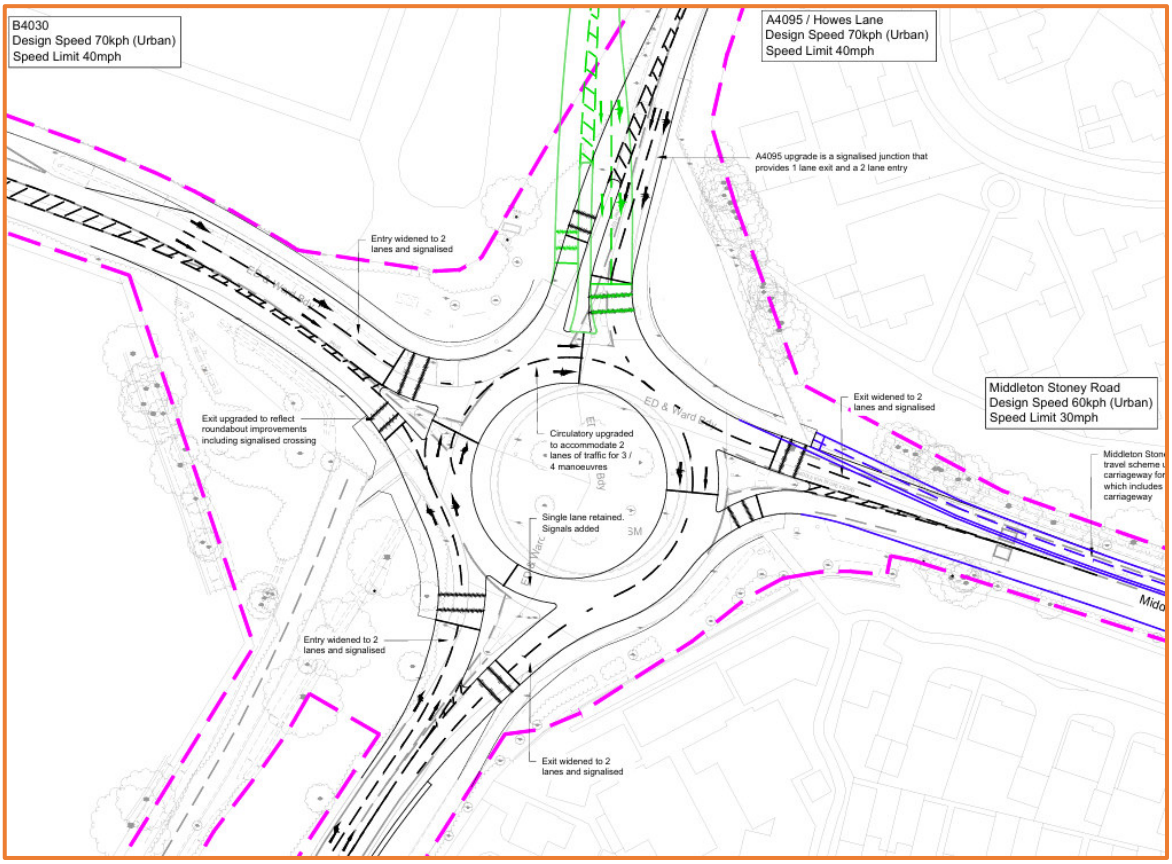


Figure 8: extract of drawing OxSRFI-BWB-GEN-XX-SK-G-SK130-S2-P03

6.13 A model of the junction was created using LinSig and was tested with the 2034 DS3A and DS3AwTP traffic forecasts from the BTM. The junction operates with a 60 second cycle time in both peak hours. The demand for the exit crossings is likely to be relatively low, and they are unlikely to be demanded every cycle, and therefore exit crossings are not modelled as these would not materially affect the junction performance. The results are provided at **Appendix H** and summarised below.

Scenario	PRC (%)	B4030		Howes Lane		Middleton Stoney Rd		Vendee Drive	
		DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)
2034 DS3A AM peak	2.1%	84.0%	10.1	88.1%	8.4	88.1%	17.2	86.2%	7.9
2034 DS3A PM peak	-5.2%	84.5%	10.2	62.2%	3.8	94.7%	19.5	92.9%	18.5
2034 DS3AwTP AM peak	3.1%	84.0%	10.1	87.3%	8.1	84.9%	15.4	85.5%	7.7
2034 DS3AwTP PM peak	-4.1%	82.9%	9.6	60.9%	3.7	93.7%	18.6	92.3%	18.1

6.14 In the 2034 DS3A and DS3AwTP morning peak hour the results show that the PRC would be positive indicating that all links are operating with 90% of their capacity. In the evening peak hour, the PRC of the junction would be -5.2% (-4.1% with the Framework Travel Plan in place), indicating that one or more links is operating above 90% of its capacity (though below 100% of capacity).

6.15 On inspection, the Vendee Drive approach is shown to have a DoS of 92.9% in the 2034 DS3A evening peak hour. However, when compared to the results for the existing roundabout in the 2034 RC3A scenario, the Vendee Drive approach would be operating with significantly less congestion with the proposed improvement in place, with the material reductions in queueing and delay.

6.16 The results in the above table show that the Middleton Stoney Road approach would have a DoS of 94.7%, with performance slightly better with the Travel Plan in place. As described above, it is proposed to provide a single lane on this approach to reduce the attractiveness of this westbound route towards the MSRR and HPLR, in favour of the A41/Vendee Drive route. Hence, the performance of this approach deteriorates slightly with the proposed improvement in place, though the increases in queueing and delay would not be severe.

Delivery of the mitigation scheme

6.17 At the meeting on the 27 October 2025, the mechanism for delivering the proposed mitigation scheme was discussed with OCC.

6.18 The Applicant considers the overall impact of the embedded Highway Works are positive in terms of accommodating the OxSRFI traffic flows and engendering positive background traffic reassignment away from lower category or congested routes. Key to facilitating these positive effects is the performance of the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout, and therefore, given the detailed junction assessment results presented above, it is appropriate to consider the requirement for mitigation measures at the junction.

6.19 However, there is uncertainty regarding the timing of the Strategic Link Road and therefore it would be advantageous for there to be flexibility with regards to the timing of the works at the junction. It is also accepted that there are various proposed or allocated developments that will also impact the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout, as demonstrated in the assessment results of the existing roundabout in the 2034 Reference Case presented above, which demonstrate that there would be significant congestion issues at the roundabout in the evening peak hour. Therefore, it would not be appropriate for the requirement of implementing the identified mitigation scheme to fall solely with OxSRFI.

6.20 Given the above, the Applicant proposes that it would be appropriate for OxSRFI to provide an appropriately costed S106 financial contribution towards the future implementation of a mitigation scheme at the junction. This would be sufficient to allow OCC to implement the proposed scheme discussed above, or it could be used by OCC towards an alternative scheme at that junction. This approach would provide flexibility for OCC to respond to the requirements and timing of other schemes, for example the Strategic Link Road. This approach was discussed at the meeting on 27 October 2025 and OCC agreed to give further thought to how this could be taken forward.

6.21 It is also noted that OCC have adopted the LTCP5 in July 2022. One of the headline LTCP5 targets is that it replaces or remove 1 out of every 4 current car trips in Oxfordshire by 2030. Hence, if OCC is successful in achieving this target, the reduction in background traffic by 25% may mean that the above-described works would not be required. Hence, a monitor and manage approach could be adopted to the requirement for mitigation at this junction, with the S106 funds available to implement the scheme should it be deemed necessary.

7.0 SUMMARY AND CONCLUSIONS

7.1 The Stage 3 Transport Modelling involves detailed junction modelling of the 24 study area junctions using industry standard software. The Stage 3 Transport Modelling work is ongoing. An Interim Report was prepared for the statutory consultation and presents the outcomes of the detailed assessment of the study area junctions that had been completed prior to the consultation.

7.2 The Stage 3 Transport Modelling Interim Report also considered the impact of OxSRFI development traffic and associated traffic reassignment due to the embedded highway works at the B4030 Middleton Stoney Road/Empire Road junction and at the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout, concluding as follows:

- In the DS3A scenario the B4030 Middleton Stoney Road/Empire Road junction would be over capacity, with Empire Road traffic experiencing queueing and delay.
- The Stage 3 modelling showed that in the DS3A scenario, the performance of the Middleton Stoney Road/Howes Lane/Vendee Drive roundabout would deteriorate when compared to the RC3A scenario. Much of the additional traffic using this junction is due to the positive background traffic reassignment from lower category or congested routes.

7.3 Therefore, this report presents the further analysis of these junctions for agreement with OCC, along with assessment of the other junctions along the B4030 Middleton Stoney Road corridor.

7.4 There is significant congestion at the B430/B4030 Middleton Stoney crossroads in the reference case. The Stage 2 Transport Modelling report demonstrates that due to the MSRR providing an alternative more direct and improved route between Bicester and Heyford Park, Ardley, and M40 Junction 10, there would be significant traffic reductions on all arms of the B430/B4030 crossroads. Hence, the detailed modelling results show that congestion and queue lengths would be materially reduced with the Proposed Development and the embedded Highway Works in place. Further, the improved junction performance can comfortably accommodate the proposed improvements to the pedestrian infrastructure at the junction.

7.5 Detailed modelling shows that the B4030/MSRR roundabout would satisfactorily accommodate both the development traffic and the significant background traffic reassignment with no material queueing or delay.

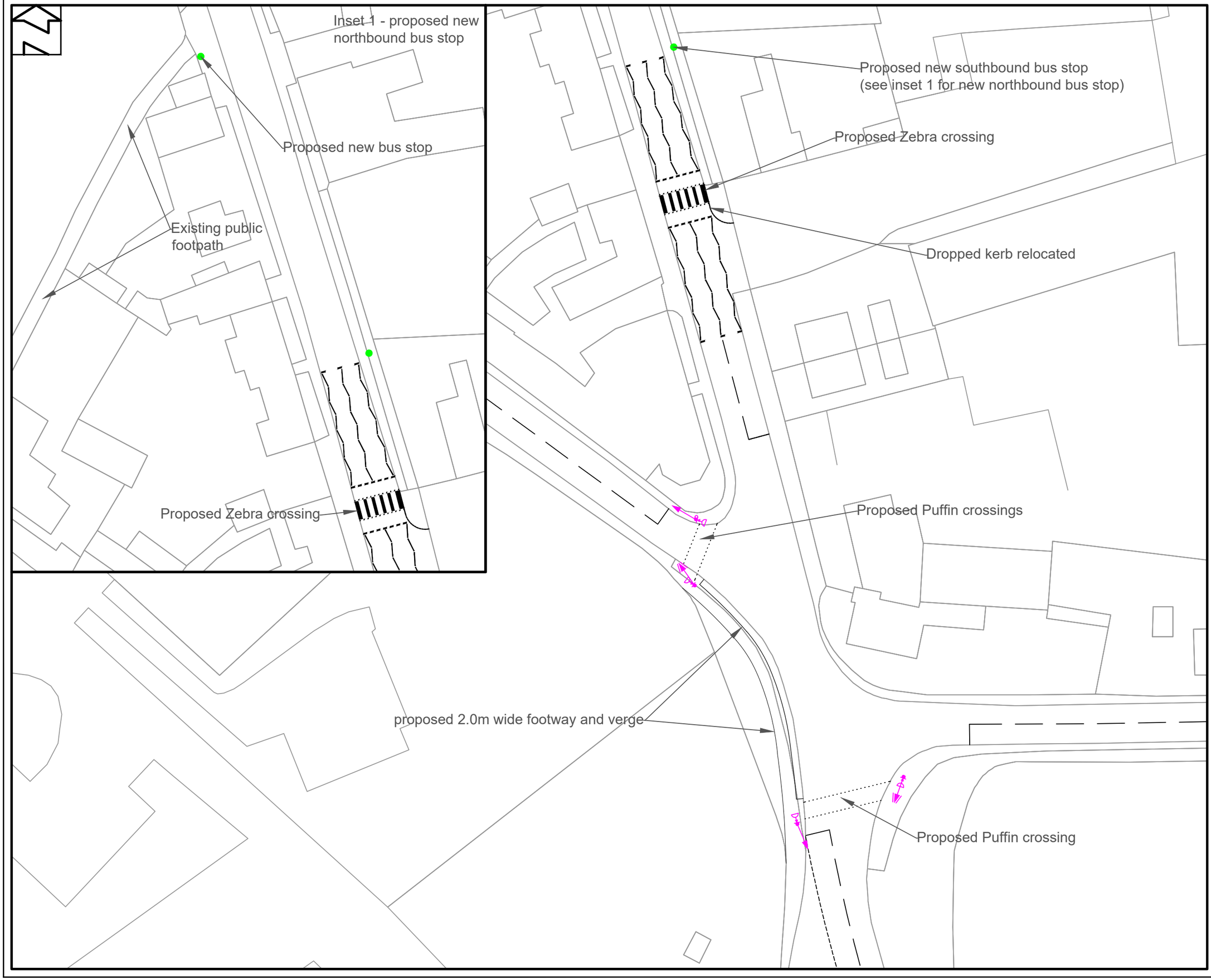
7.6 Detailed modelling suggested that the B4030 Middleton Stoney Road/Empire Road junction would be over capacity with the Proposed Development in place. However, on inspection, the traffic flows for the 2034 RC3A and DS3A scenarios from the BTM for the employment site served via Empire Road were noted as being very high considering the scale of the employment site and the land-uses. A traffic count was undertaken at the junction and the survey results confirmed that the morning and evening peak hour traffic flows to/from Empire Road are materially lower than those modelled in the BTM. The junction model was re-run with a hybrid traffic flow set which keeps the westbound and eastbound BTM traffic flows on the B4030 Middleton Stoney Road but uses the observed turning movements to/from Empire Road. The results show that with the hybrid flow set, the junction would operate acceptably with the proposed OxSRFI and the embedded Highway Works in place and improvement works at this junction would not be required.

7.7 Detailed modelling of the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout in the DS3A scenario shows that the performance of the roundabout would deteriorate when compared to the RC3A scenario, with multiple arms operating above 100% of their capacity. An initial mitigation proposal to fully signalise the roundabout and provide Toucan crossings was

discussed with OCC at a meeting on 27 October 2025, who broadly agreed with the form and scale of the proposals. Following the meeting the mitigation was further developed to incorporate OCC comments and modelling shows that proposals would deliver a better than nil-detriment improvement.

7.8 There is uncertainty regarding the timing of the Strategic Link Road which would change the layout of the northern arm of the roundabout. Therefore it would be advantageous for there to be flexibility with regards to the timing of any works at the junction. Given that the overall impact of the embedded Highway Works are positive in terms of accommodating the OxSRFI traffic flows and engendering positive background traffic reassignment away from lower category routes, and considering that here are various proposed or allocated developments that will also impact the roundabout, it would not be appropriate for the responsibility for implementing the mitigation scheme to fall solely with OxSRFI. Therefore, the Applicant proposes that it would be appropriate for OxSRFI to provide an appropriately costed S106 financial contribution towards the future implementation of a mitigation scheme at the junction.

DRAWINGS



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

KEY:

- 4m Straight Signal Pole
- 4m Cranked Signal Pole

VEHICLE SIGNAL HEADS

- Primary Signal Head (LED)
- Secondary Signal Head (LED)

PEDESTRIAN/CYCLE

- Nearside PEDESTRIAN Signal (LED)
- Pedestrian Push Button with Tactile Cone

Rev	Date	Description	Dr	Rev
P2	04.08.25	zebra and bus stops added	MH	SD
P2	14.03.25	committed scheme removed	MH	SD
P1	04.11.22	First issue	MH	SD

Client:
Oxfordshire Strategic Railfreight Interchange Limited

Project:
OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Title:
Proposed B430/B4030 Crossroads Improvements

ADC INFRASTRUCTURE

Drawn:	Reviewed:
M. Higgins	S. Dunhill

Size:	Scale:	Date:
A3	1:500	04 / 11 / 2022

Status: PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC1794-DR-		013	P3

Equestrian crossing of B430 provided as part of signalised junction

Proposed bridleway - refer to Access and Rights of Way Plans (Document 2.3)

SHEET 04

3m shared use footway / cycleway

Section 05-A

Middleton Stoney Relief Road (MSRR)

Existing Footpath 297/8 stopped up - refer to Access and Rights of Way Plans (Document 2.3)

Diversion of footpath 297/8 and upgrade to bridleway - refer to Access and Rights of Way Plans (Document 2.3)

Connection to public Footpath 148/5

SHEET 05.1

M40

B430

Proposed bridleway - refer to Access and Rights of Way Plans (Document 2.3)

Bridleway underpass: Bridge 19

Gagle Brook

Existing footpath 148/5 upgraded to cycle track

Existing footpath 148/5 diverted to underpass

Field access

Section 05-B

Connection to public Footpath 148/5

3m shared use cycle track connection between MSRR and Middleton Road

Footpath 148/5

300mmØ mammal tunnel (indicative location)

Gagle Brook culvert: Bridge 20

Gagle Brook

Section 05-C

3m shared use footway / cycleway

Middleton Road

Proposed bridleway - refer to Access and Rights of Way Plans (Document 2.3)

Middleton Road upgraded to tie-in with roundabout

Bus stop

Bus stop

Zebra pedestrian crossing

Village gateway feature

Toucan crossing

Section 05-F

Section 05-D

Cycle connections to B4030 east

B4030 east tie-in

Signalised pedestrian crossing

2m footway

Middleton Stoney

Signalised pedestrian crossing

B4030

Uncontrolled bridleway crossing

Footpath connection between B4030 and MSRR underpass

B4030 west tie-in

30mph limit extended to (and including) roundabout

Section 05-E

Connection to public Bridleway 161/14

B4030 speed limit reduced to 50mph

B4030

Sheet 05.1

M40

3m shared use route for pedestrians, cyclists and equestrians along Middleton Road to connect bridleways 148/4 and 148/5

Middleton Road

Bridleway 148/5 realigned - refer to Access and Rights of Way Plans (Document 2.3)

Bridleway 148/4

Works to Middleton Road to reallocate road space over the M40 by implementing traffic signals on Middleton Road for shuttle working. M40 bridge parapets amended for cyclist and equestrian use: Bridge 22

SHEET 05

M40

0 50 100 150 200 250m

SCALE 1:2500

© Crown copyright and database rights 2025 OS 100023251. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

© Copyright BWB Consulting Ltd

Notes

1. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
2. The height of proposed bridges, embankments and depths of cuttings are indicative subject to the limits of deviation referred to in the order.
3. All structure positions and sizes shown are indicative only.
4. The proposed works including their specific alignment will be subject to detailed design within the limits of deviation identified on the works plans.
5. Horizontal and vertical deviation of the highway alignments are permitted in accordance with Article 4 of the Development Consent Order.

Legend

- Draft Order Limits
- Highway Works
- Cross-section locations
- 250 Chainage
- New, amended or removed structures (various types as annotated) - refer to Bridge Plans (Document 2.12)
- Existing public right of way retained (shown for reference only)
- 3rd party scheme as annotated (indicative and shown for reference only)
- Private railway (shown for reference only, refer to Rail Plans, Document 2.11)
- Highway boundary/interface as described

The legend is identical on all sheets of the highway plans and therefore not all items detailed in the legend are represented on each sheet

Highway Works

By reference to the Works Plans (Document 2.2) and Schedule 1 of the Development Consent Order this plan shows the following highway works:

- Work No. 12 (part)
- Work No. 23
- Work No. 24
- Work No. 27

Rev	Date	Details of issue / revision	Drw	Ch'd	Apv
P03	15.09.25	Issued for consultation	SRH	SRH	SRH
P02	01.09.25	MSRR & B4030, 2 lane exit incorporated	SB	SRH	SRH
P01	03.06.25	Preliminary Issue	SB	SRH	SRH

Issues & Revisions

Client

OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Project Title

THE OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X

Drawing Title

HIGHWAY PLANS GENERAL ARRANGEMENT SHEET 05

Regulation:	6(2)	Document:	2.7E
Drawn:	S. Birchall	Checked:	S. Hilditch
Approved:	S. Hilditch	Date:	03.06.25
BWB Ref:	NTH2479	Scale@A1:	1:2500

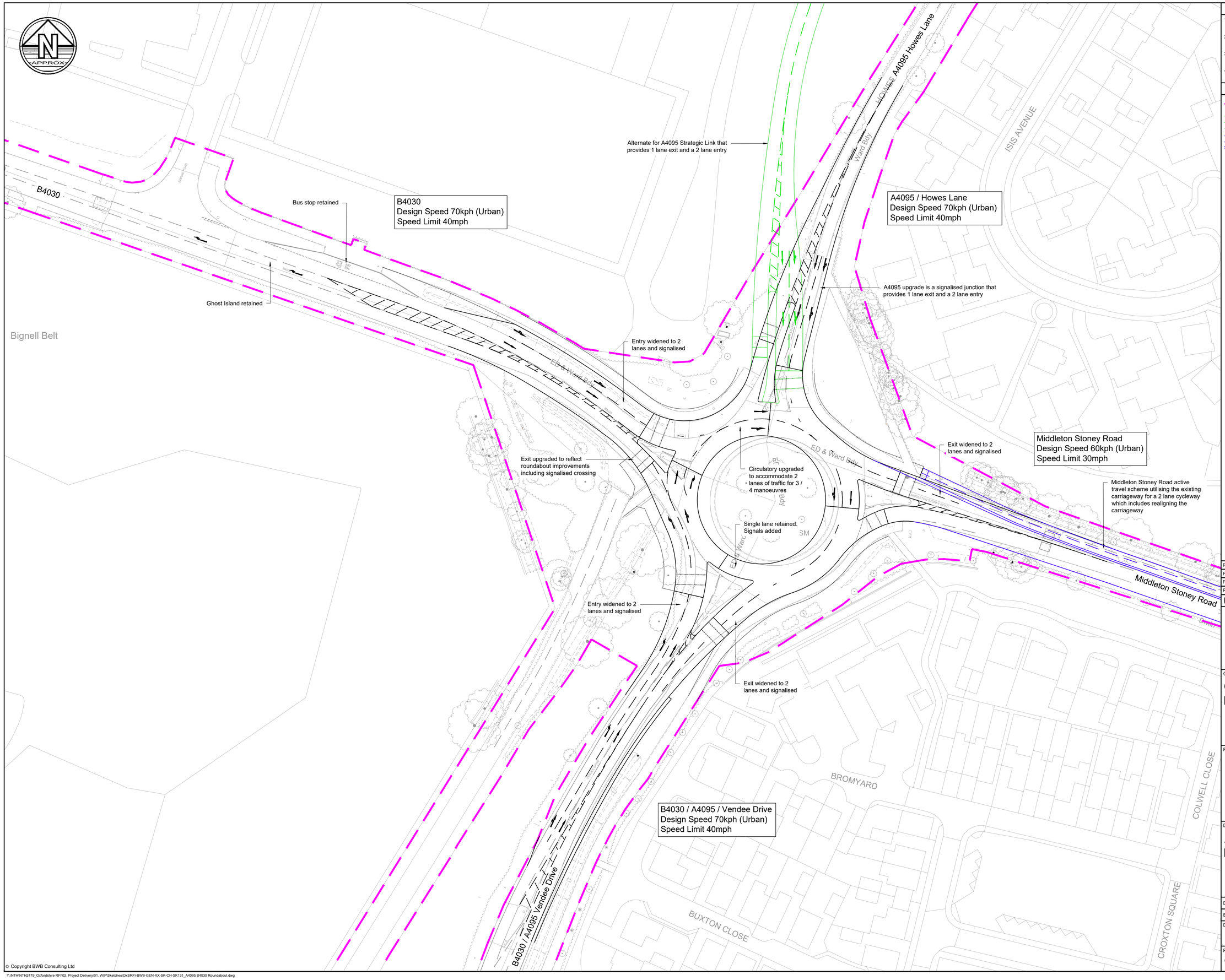
Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number

OxSRFI-BWB-LSI-05-DR-CH-0105

Drawing Status: **S3 - FOR COMMENT**

Rev: **P03**

Y:\NTH\NTH2479_Oxfordshire RFI\02. Project Delivery\01. WIP\Drawings\OxSRFI-BWB-LSI-XX-DR-CH-0100_Document 2.7_Highway Plans GA.dwg



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

- Highway Boundary (Taken from OCC mapping records)
- A4095 Strategic Link Alternate Scheme
- OCC Middleton Stoney Road Active Travel Scheme

Rev	Date	Details of issue / revision	Drw	Rev
P03	18.12.25	Cycle connection to A4095 added	SRH	SRH
P02	17.12.25	Amendment to NB lane allocation	SRH	SRH
P01	17.12.25	Issue for Information	SB	SRH

Issues & Revisions

BWB A CAF GROUP COMPANY
Birmingham | 0121 233 3322
Leeds | 0113 233 8000
London | 020 7407 3879
Manchester | 0161 233 4260
Nottingham | 0115 924 1100
www.bwbconsulting.com

Client

OXFORDSHIRE RAILFREIGHT LTD

Project Title

OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Title

A4095 / B4030 ROUNDABOUT

Drawn:	S. Birchall	Reviewed:	S. Hilditch		
BWB Ref:	NTH 2479	Date:	02.12.25	Scale@A1:	1:500

Drawing Status

FOR INFORMATION

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
OxSRFI-BWB-GEN-XX-SK-G-SK130	S2	P03

© Copyright BWB Consulting Ltd

Y:\NTH\NTH2479_Oxfordshire RFI\02. Project Delivery\01. WIP\Sketches\OxSRFI-BWB-GEN-XX-SK-CH-SK131_A4095 B4030 Roundabout.dwg

APPENDIX A

RC3A, DS3A AND DS3AwTP ASSESSMENT TRAFFIC FLOWS

Junction Reference	Junction Description	Turn Reference	From Arm	To Arm	AM Peak								PM Peak							
					Car	LGV	LV Total	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	LV Total	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs
8	B430/B4030 Middleton Stoney Crossroads	A → B	B430 Ardley Road	B4030 Bicester Road	2	0	2	23	13	0	16	26	5	3	8	28	16	0	24	36
		A → C	B430 Ardley Road	B430 Oxford Road	371	72	443	40	22	0	465	483	133	8	140	44	25	0	165	184
		A → D	B430 Ardley Road	B4030 Heyford Road	12	0	12	0	0	0	12	12	9	3	11	0	0	0	11	11
		B → C	B4030 Bicester Road	B430 Oxford Road	42	0	42	0	0	0	42	42	34	2	36	0	0	0	36	36
		B → D	B4030 Bicester Road	B4030 Heyford Road	175	31	207	10	6	0	212	217	564	89	652	3	2	0	654	655
		B → A	B4030 Bicester Road	B430 Ardley Road	0	0	0	0	0	0	0	0	2	4	6	15	9	0	15	22
		C → D	B430 Oxford Road	B4030 Heyford Road	243	14	257	1	1	0	257	258	30	0	30	4	2	0	32	33
		C → A	B430 Oxford Road	B430 Ardley Road	86	4	90	2	1	0	91	92	104	0	104	14	8	0	111	117
		C → B	B430 Oxford Road	B4030 Bicester Road	13	2	15	0	0	0	15	15	36	0	36	1	1	0	37	37
		D → A	B4030 Heyford Road	B430 Ardley Road	9	4	13	0	0	0	13	13	4	0	4	0	0	0	4	4
		D → B	B4030 Heyford Road	B4030 Bicester Road	574	44	618	23	13	0	630	641	388	18	406	31	17	0	423	437
		D → C	B4030 Heyford Road	B430 Oxford Road	167	9	176	31	17	0	193	207	78	7	85	0	0	0	85	85
10	Middleton Stoney Road/Empire Road	A → B	Empire Road	B4030 (E)	79	0	79	0	0	0	79	79	195	0	195	0	0	0	195	195
		A → C	Empire Road	B4030 (W)	14	0	14	0	0	0	14	14	51	0	51	0	0	0	51	51
		B → C	B4030 (E)	B4030 (W)	214	40	255	11	6	2	263	269	652	91	743	19	11	2	755	766
		B → A	B4030 (E)	Empire Road	169	0	169	0	0	0	169	169	101	0	101	0	0	0	101	101
		C → A	B4030 (W)	Empire Road	56	0	56	0	0	0	56	56	23	0	23	0	0	0	23	23
		C → B	B4030 (W)	B4030 (E)	687	59	746	49	27	2	775	799	495	26	521	59	33	2	556	584
11	B4030 Middleton Stoney Road/Howes Lane Rbt	A → B	Howes Lane	Middleton Stoney Road	43	0	43	0	0	0	43	43	22	0	22	0	0	0	22	22
		A → C	Howes Lane	Vendee Drive	393	62	455	39	22	0	477	494	246	40	286	19	10	0	296	304
		A → D	Howes Lane	B4030 (W)	59	1	60	2	1	0	61	62	91	9	101	13	7	0	108	113
		A → A	Howes Lane	Howes Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		B → C	Middleton Stoney Road	Vendee Drive	204	47	250	0	0	0	250	250	149	15	164	0	0	0	164	164
		B → D	Middleton Stoney Road	B4030 (W)	242	39	281	9	5	1	286	291	367	75	442	3	2	1	445	447
		B → A	Middleton Stoney Road	Howes Lane	9	0	9	0	0	0	9	9	20	0	20	0	0	0	20	20
		B → B	Middleton Stoney Road	Middleton Stoney Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		C → D	Vendee Drive	B4030 (W)	83	1	83	0	0	1	84	85	294	6	300	4	2	1	303	306
		C → A	Vendee Drive	Howes Lane	222	14	235	23	13	0	248	258	511	64	574	18	10	0	585	593
		C → B	Vendee Drive	Middleton Stoney Road	161	23	184	0	0	0	184	184	356	32	387	0	0	0	387	387
		C → C	Vendee Drive	Vendee Drive	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1
		D → A	B4030 (W)	Howes Lane	50	0	50	31	17	0	67	81	82	12	94	31	18	0	111	125
		D → B	B4030 (W)	Middleton Stoney Road	534	58	592	14	8	1	601	608	405	11	416	19	11	1	428	438
		D → C	B4030 (W)	Vendee Drive	181	1	182	4	2	1	185	188	201	4	205	9	5	1	211	215
		D → D	B4030 (W)	B4030 (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction Reference	Junction Description	Turn Reference	From Arm	To Arm	AM Peak										PM Peak									
					Car	LGV	LV Total	HGV (PCU)	HGV OxSRFI (PCU)	HGV Total (PCU)	HGV Total (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	LV Total	HGV (PCU)	HGV OxSRFI (PCU)	HGV Total (PCU)	HGV Total (Veh)	Bus (Veh)	Total Veh	Total PCUs
6	MSRR/B4030 Rbt	A → B	MSRR	Middleton Road	60	0	60	0	0	0	0	0	60	60	36	0	36	0	0	0	0	0	36	36
		A → C	MSRR	B4030 (E)	714	54	768	101	0	101	56	0	824	869	685	17	702	80	0	80	45	0	747	782
		A → D	MSRR	B4030 (W)	3	0	3	0	0	0	0	0	3	3	55	0	56	0	0	0	0	0	56	56
		B → C	Middleton Road	B4030 (E)	5	0	5	0	0	0	0	0	5	5	10	3	13	0	0	0	0	0	13	13
		B → D	Middleton Road	B4030 (W)	79	13	92	0	0	0	0	0	92	92	58	0	58	0	0	0	0	0	58	58
		B → A	Middleton Road	MSRR	40	0	40	0	0	0	0	0	40	40	13	0	13	0	0	0	0	0	13	13
		C → D	B4030 (E)	B4030 (W)	124	41	166	13	0	13	7	4	177	187	403	54	457	4	0	4	2	4	463	469
		C → A	B4030 (E)	MSRR	706	70	776	87	0	88	49	0	824	863	591	47	638	67	0	67	38	0	675	705
		C → B	B4030 (E)	Middleton Road	3	0	3	0	0	0	0	0	3	3	5	0	5	0	0	0	0	0	5	5
		D → A	B4030 (W)	MSRR	33	0	33	0	0	0	0	0	33	33	2	0	2	0	0	0	0	0	2	2
		D → B	B4030 (W)	Middleton Road	31	3	34	0	0	0	0	0	34	34	45	0	45	0	0	0	0	0	45	45
		D → C	B4030 (W)	B4030 (E)	186	32	218	5	0	5	3	4	225	231	147	18	164	10	0	10	6	4	174	183
8	B430/B4030 Middleton Stoney Crossroads	A → B	B430 Ardley Road	B4030 Bicester Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A → C	B430 Ardley Road	B430 Oxford Road	125	31	156	11	0	11	6	0	162	167	162	0	162	2	0	2	1	0	163	164
		A → D	B430 Ardley Road	B4030 Heyford Road	15	0	15	0	0	0	0	0	15	15	33	3	36	0	0	0	0	0	36	36
		B → C	B4030 Bicester Road	B430 Oxford Road	85	13	99	5	0	5	3	0	101	103	85	2	87	0	0	0	0	0	87	87
		B → D	B4030 Bicester Road	B4030 Heyford Road	117	36	153	12	0	12	7	0	160	165	425	56	481	3	0	3	2	0	483	484
		B → A	B4030 Bicester Road	B430 Ardley Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		C → D	B430 Oxford Road	B4030 Heyford Road	67	13	79	0	0	0	0	0	79	79	37	0	37	4	0	4	2	0	39	41
		C → A	B430 Oxford Road	B430 Ardley Road	132	0	132	0	0	0	0	0	132	132	135	0	135	7	0	7	4	0	139	142
		C → B	B430 Oxford Road	B4030 Bicester Road	17	2	19	0	0	0	0	0	19	19	38	0	38	1	0	1	1	0	38	39
		D → A	B4030 Heyford Road	B430 Ardley Road	30	4	34	0	0	0	0	0	34	34	13	0	13	0	0	0	0	0	13	13
		D → B	B4030 Heyford Road	B4030 Bicester Road	200	34	234	3	0	3	1	0	236	237	151	16	167	8	0	8	5	0	172	175
		D → C	B4030 Heyford Road	B430 Oxford Road	206	6	212	1	1	2	1	0	213	214	86	5	91	0	1	1	0	0	91	92
10	Middleton Stoney Road/Empire Road	A → B	Empire Road	B4030 (E)	76	0	76	0	0	0	0	0	76	76	180	0	180	0	0	0	0	0	180	180
		A → C	Empire Road	B4030 (W)	16	0	16	0	0	0	0	0	16	16	63	0	63	0	0	0	0	0	63	63
		B → C	B4030 (E)	B4030 (W)	779	111	890	100	1	101	56	4	950	999	960	101	1061	70	1	71	40	4	1105	1140
		B → A	B4030 (E)	Empire Road	163	0	163	0	0	0	0	0	163	163	96	0	96	0	0	0	0	0	96	96
		C → A	B4030 (W)	Empire Road	64	0	64	0	0	0	0	0	64	64	29	0	29	0	0	0	0	0	29	29
		C → B	B4030 (W)	B4030 (E)	924	86	1009	107	0	107	60	4	1073	1125	812	38	850	90	0	90	51	4	905	948
11	B4030 Middleton Stoney Road/Howes Lane Rbt	A → B	Howes Lane	Middleton Stoney Road	43	0	43	0	0	0	0	0	43	43	42	0	42	0	0	0	0	0	42	42
		A → C	Howes Lane	Vendee Drive	307	60	367	38	0	38	21	0	388	405	205	20	225	19	0	19	10	0	235	243
		A → D	Howes Lane	B4030 (W)	148	7	156	11	0	11	6	0	162	166	87	10	96	13	0	13	7	0	103	109
		A → A	Howes Lane	Howes Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		B → C	Middleton Stoney Road	Vendee Drive	169	39	207	0	0	0	0	0	207	207	111	15	127	0	0	0	0	0	127	127
		B → D	Middleton Stoney Road	B4030 (W)	563	102	665	44	0	44	25	2	691	713	534	85	619	11	0	11	6	2	627	634
		B → A	Middleton Stoney Road	Howes Lane	25	0	25	0	0	0	0	0	25	25	39	0	39	0	0	0	0	0	39	39
		B → B	Middleton Stoney Road	Middleton Stoney Road	1	0	1	0	0	0	0	0	1	1	2	0	2	0	0	0	0	0	2	2
		C → D	Vendee Drive	B4030 (W)	230	2	233	45	1	46	26	2	260	283	435	6	441	46	1	47	27	2	470	493
		C → A	Vendee Drive	Howes Lane	230	17	247	23	0	23	13	0	260	270	408	59	467	15	0	15	9	0	476	482
		C → B	Vendee Drive	Middleton Stoney Road	98	23	122	0	0	0	0	0	122	122	301	32	333	0	0	0	0	0	333	333
		C → C	Vendee Drive	Vendee Drive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		D → A	B4030 (W)	Howes Lane	67	1	68	33	0	34	19	0	87	102	115	12	127	32	0	32	18	0	145	159
		D → B	B4030 (W)	Middleton Stoney Road	685	81	766	15	0	15	9	2	777	786	631	20	652	6	0	6	3	2	657	662
		D → C	B4030 (W)	Vendee Drive	247	3	250	59	0	59	33	2	285	313	245	6	251	52	0	52	29	2	282	307
		D → D	B4030 (W)	B4030 (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction Reference	Junction Description	Turn Reference	From Arm	To Arm	AM Peak										PM Peak									
					Car	LGV	LV Total	HGV (PCU)	HGV OxSRFI (PCU)	HGV Total (PCU)	HGV Total (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	LV Total	HGV (PCU)	HGV OxSRFI (PCU)	HGV Total (PCU)	HGV Total (Veh)	Bus (Veh)	Total Veh	Total PCUs
6	MSRR/B4030 Rbt	A → B	MSRR	Middleton Road	60	0	60	0	0	0	0	0	60	60	31	0	31	0	0	0	0	0	31	31
		A → C	MSRR	B4030 (E)	712	60	773	102	0	102	57	0	829	875	631	22	653	84	0	84	47	0	700	737
		A → D	MSRR	B4030 (W)	3	0	3	0	0	0	0	0	3	3	42	0	42	0	0	0	0	0	42	42
		B → C	Middleton Road	B4030 (E)	5	0	5	0	0	0	0	0	5	5	7	3	10	0	0	0	0	0	10	10
		B → D	Middleton Road	B4030 (W)	73	13	87	0	0	0	0	0	87	87	56	0	56	0	0	0	0	0	56	56
		B → A	Middleton Road	MSRR	39	0	39	0	0	0	0	0	39	39	13	0	13	0	0	0	0	0	13	13
		C → D	B4030 (E)	B4030 (W)	127	44	171	13	0	13	7	4	183	193	407	54	461	4	0	4	2	4	468	473
		C → A	B4030 (E)	MSRR	636	70	706	87	0	88	49	0	755	794	578	47	625	67	0	67	38	0	663	692
		C → B	B4030 (E)	Middleton Road	3	0	3	0	0	0	0	0	3	3	5	0	5	0	0	0	0	0	5	5
		D → A	B4030 (W)	MSRR	33	0	33	0	0	0	0	0	33	33	2	0	2	0	0	0	0	0	2	2
		D → B	B4030 (W)	Middleton Road	30	3	33	0	0	0	0	0	33	33	43	0	43	0	0	0	0	0	43	43
		D → C	B4030 (W)	B4030 (E)	181	32	213	5	0	5	3	4	220	226	151	18	169	20	0	20	11	4	184	197
8	B430/B4030 Middleton Stoney Crossroads	A → B	B430 Ardley Road	B4030 Bicester Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A → C	B430 Ardley Road	B430 Oxford Road	124	31	156	11	0	11	6	0	162	166	163	0	163	2	0	2	1	0	164	165
		A → D	B430 Ardley Road	B4030 Heyford Road	15	0	15	0	0	0	0	0	15	15	29	3	32	0	0	0	0	0	32	32
		B → C	B4030 Bicester Road	B430 Oxford Road	82	13	95	5	0	5	3	0	98	100	70	2	72	0	0	0	0	0	72	72
		B → D	B4030 Bicester Road	B4030 Heyford Road	118	39	157	12	0	12	7	0	164	169	430	56	486	3	0	3	2	0	488	489
		B → A	B4030 Bicester Road	B430 Ardley Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		C → D	B430 Oxford Road	B4030 Heyford Road	64	13	77	0	0	0	0	0	77	77	37	0	37	4	0	4	2	0	39	41
		C → A	B430 Oxford Road	B430 Ardley Road	117	3	120	0	0	0	0	0	120	120	133	0	133	7	0	7	4	0	137	140
		C → B	B430 Oxford Road	B4030 Bicester Road	17	2	19	0	0	0	0	0	19	19	37	0	37	1	0	1	1	0	38	38
		D → A	B4030 Heyford Road	B430 Ardley Road	27	4	31	0	0	0	0	0	31	31	12	0	12	0	0	0	0	0	12	12
		D → B	B4030 Heyford Road	B4030 Bicester Road	194	34	229	3	0	3	1	0	230	231	153	16	169	19	0	19	11	0	180	188
		D → C	B4030 Heyford Road	B430 Oxford Road	207	6	213	1	1	2	1	0	214	215	81	1	83	0	1	1	0	0	83	83
10	Middleton Stoney Road/Empire Road	A → B	Empire Road	B4030 (E)	76	0	76	0	0	0	0	0	76	76	180	0	180	0	0	0	0	0	180	180
		A → C	Empire Road	B4030 (W)	15	0	15	0	0	0	0	0	15	15	62	0	62	0	0	0	0	0	62	62
		B → C	B4030 (E)	B4030 (W)	720	114	834	100	1	101	56	4	894	943	956	101	1057	70	1	71	40	4	1101	1136
		B → A	B4030 (E)	Empire Road	163	0	163	0	0	0	0	0	163	163	95	0	95	0	0	0	0	0	95	96
		C → A	B4030 (W)	Empire Road	64	0	64	0	0	0	0	0	64	64	29	0	29	0	0	0	0	0	29	29
		C → B	B4030 (W)	B4030 (E)	916	93	1009	107	0	108	60	4	1073	1125	769	43	813	105	0	105	59	4	876	926
11	B4030 Middleton Stoney Road/Howes Lane Rbt	A → B	Howes Lane	Middleton Stoney Road	42	0	42	0	0	0	0	0	42	42	43	0	43	0	0	0	0	0	43	43
		A → C	Howes Lane	Vendee Drive	312	51	363	38	0	38	21	0	384	401	195	20	215	19	0	19	10	0	226	234
		A → D	Howes Lane	B4030 (W)	144	10	154	11	0	11	6	0	160	165	85	10	95	13	0	13	7	0	102	108
		A → A	Howes Lane	Howes Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		B → C	Middleton Stoney Road	Vendee Drive	168	47	216	0	0	0	0	0	216	216	111	15	127	0	0	0	0	0	127	127
		B → D	Middleton Stoney Road	B4030 (W)	521	102	623	45	0	45	25	2	650	672	525	85	610	12	0	12	7	2	619	626
		B → A	Middleton Stoney Road	Howes Lane	23	0	23	0	0	0	0	0	23	23	39	0	39	0	0	0	0	0	39	39
		B → B	Middleton Stoney Road	Middleton Stoney Road	1	0	1	0	0	0	0	0	1	1	2	0	2	0	0	0	0	0	2	2
		C → D	Vendee Drive	B4030 (W)	218	2	221	44	1	45	25	2	248	270	441	6	447	46	1	47	26	2	475	498
		C → A	Vendee Drive	Howes Lane	230	14	244	23	0	23	13	0	257	267	398	59	457	15	0	15	9	0	465	472
		C → B	Vendee Drive	Middleton Stoney Road	98	23	122	0	0	0	0	0	122	122	306	32	338	0	0	0	0	0	338	338
		C → C	Vendee Drive	Vendee Drive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		D → A	B4030 (W)	Howes Lane	67	1	68	33	0	34	19	0	87	102	122	12	134	32	0	32	18	0	152	167
		D → B	B4030 (W)	Middleton Stoney Road	678	88	766	15	0	15	9	2	776	785	582	22	603	16	0	16	9	2	614	624
		D → C	B4030 (W)	Vendee Drive	247	3	251	59	0	59	33	2	286	314	245	10	255	57	0	57	32	2	289	315
		D → D	B4030 (W)	B4030 (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX B

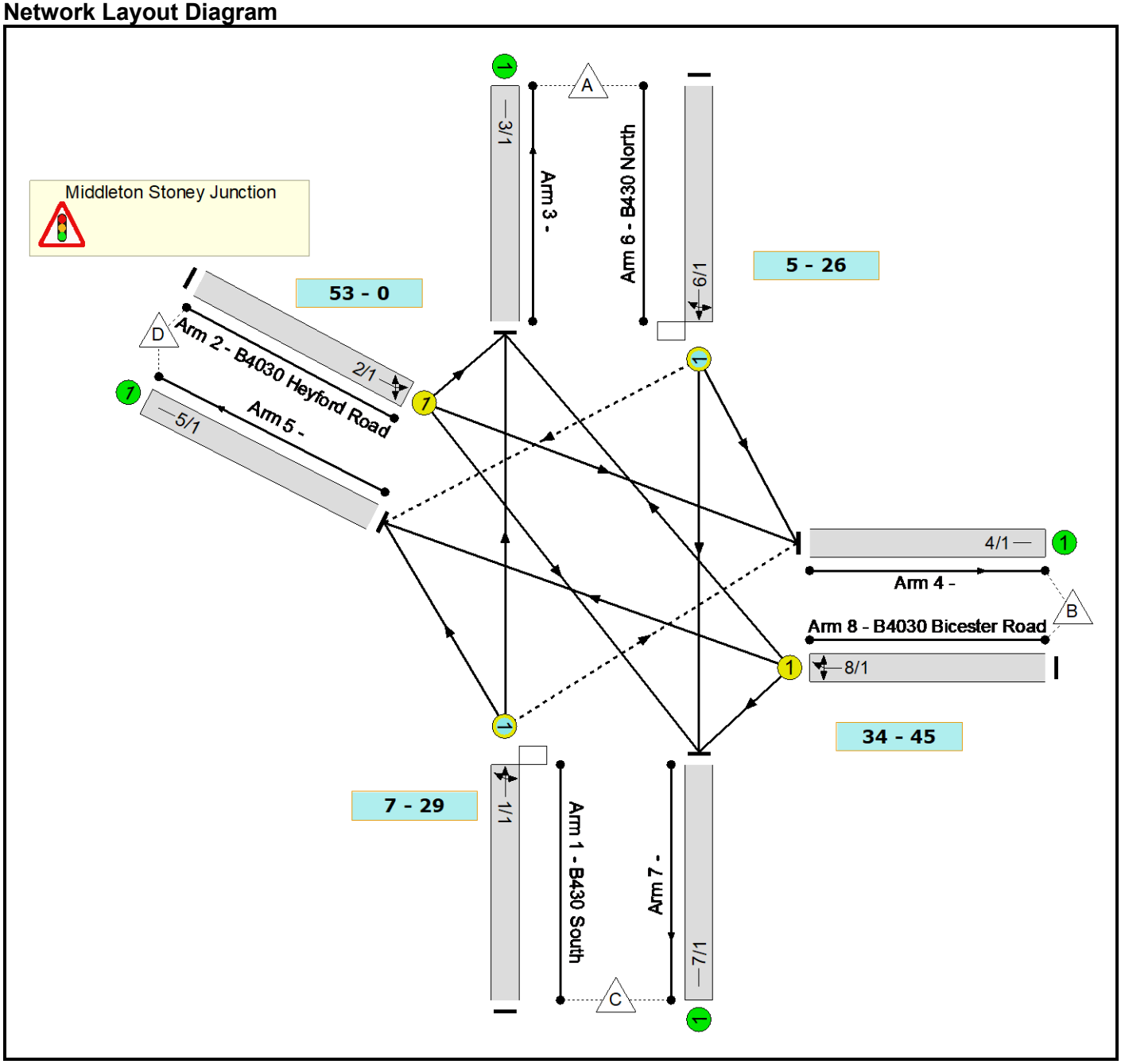
B430/B4030 MIDDLETON STONEY CROSSROADS EXISTING JUNCTION LINSIG

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Middleton Stoney Junction base model**
Location:	
Additional detail:	
File name:	251128 Middleton Stoney reference case model.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



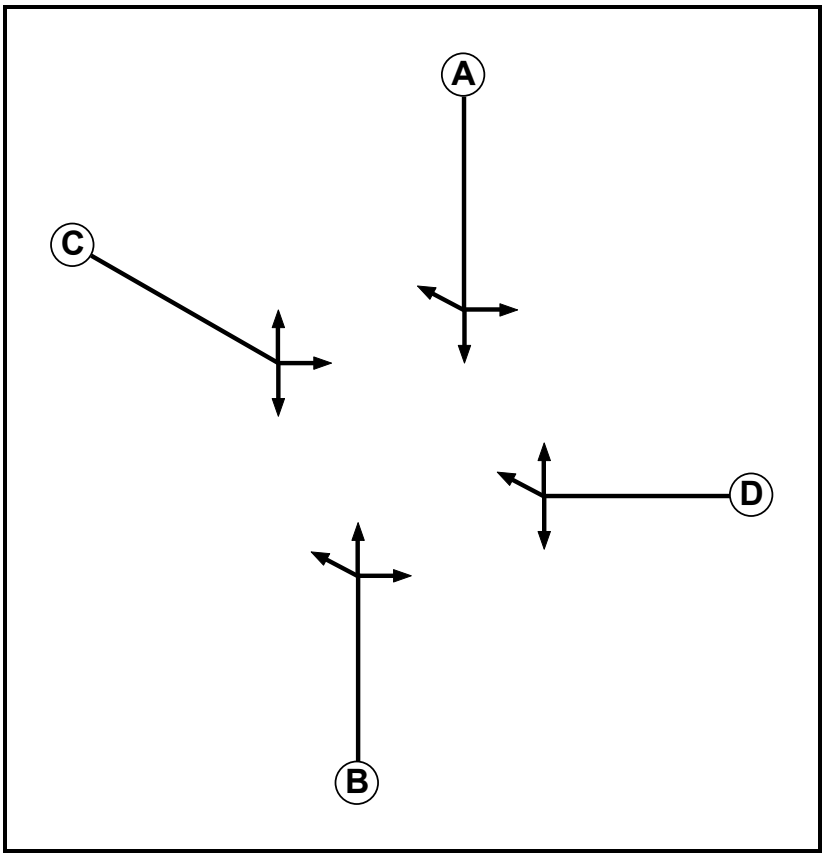
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2034 RC3A - AM Peak	2034 RC3A - AM Peak	Network Control Plan 1	08:00 - 09:00	90	-26.4	134.24
2	2034 RC3A - PM Peak	2034 RC3A - PM Peak	Network Control Plan 1	17:00 - 18:00	90	-16.5	67.21

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	4	3	Middleton Stoney Junction	

Phase Diagram



Phase Input Data

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

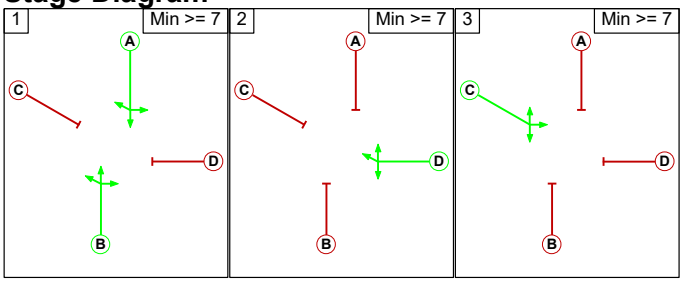
Phase Intergreens Matrix

	Starting Phase			
Terminating Phase	A	B	C	D
A		-	5	8
B	-		8	5
C	5	7		8
D	7	5	8	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	3	3

Lane Input Data

Junction: Middleton Stoney Junction												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B430 South)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Ahead	Inf
											Arm 4 Right	10.00
											Arm 5 Left	25.00
2/1 (B4030 Heyford Road)	U	C	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 3 Left	7.00
											Arm 4 Ahead	25.00
											Arm 7 Right	25.00
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B430 North)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 5 Right	6.00
											Arm 7 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B4030 Bicester Road)	U	D	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 3 Right	18.00
											Arm 5 Ahead	18.00
											Arm 7 Left	15.00

Lane Connector Input Data

Junction: Middleton Stoney Junction				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
1/1	3/1	Internal	5	35
1/1	4/1	Internal	5	35
1/1	5/1	Internal	5	35
2/1	3/1	Internal	5	35
2/1	4/1	Internal	5	35
2/1	7/1	Internal	5	35
6/1	4/1	Internal	5	35
6/1	5/1	Internal	5	35
6/1	7/1	Internal	5	35
8/1	3/1	Internal	5	35

8/1	5/1	Internal	5	35
8/1	7/1	Internal	5	35

Lane Saturation Flows

Scenario 1: '2034 RC3A - AM Peak' (FG1: '2034 RC3A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	25.2 %	1826	1826
				Arm 4 Right	10.00	4.1 %		
				Arm 5 Left	25.00	70.7 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	1.5 %	1793	1793
				Arm 4 Ahead	25.00	74.4 %		
				Arm 7 Right	25.00	24.0 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	5.0 %	1892	1892
				Arm 5 Right	6.00	2.3 %		
				Arm 7 Ahead	Inf	92.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1745	1745
				Arm 5 Ahead	18.00	83.8 %		
				Arm 7 Left	15.00	16.2 %		

Scenario 2: '2034 RC3A - PM Peak' (FG2: '2034 RC3A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	62.6 %	1841	1841
				Arm 4 Right	10.00	19.8 %		
				Arm 5 Left	25.00	17.6 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	0.8 %	1795	1795
				Arm 4 Ahead	25.00	83.1 %		
				Arm 7 Right	25.00	16.2 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	15.6 %	1857	1857
				Arm 5 Right	6.00	4.8 %		
				Arm 7 Ahead	Inf	79.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	3.1 %	1748	1748
				Arm 5 Ahead	18.00	91.9 %		
				Arm 7 Left	15.00	5.0 %		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 RC3A - AM Peak'	08:00	09:00	01:00	
2: '2034 RC3A - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2034 RC3A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	483	12	521
	B	0	0	42	217	259
	C	92	15	0	258	365
	D	13	641	207	0	861
	Tot.	105	682	732	487	2006

FG2: '2034 RC3A - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	36	184	11	231
	B	22	0	36	655	713
	C	117	37	0	33	187
	D	4	437	85	0	526
	Tot.	143	510	305	699	1657

FG3: '2022 Base - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	38	596	9	643
	B	50	0	50	279	379
	C	173	26	0	72	271
	D	4	261	126	0	391
	Tot.	227	325	772	360	1684

FG4: '2022 Base - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	47	163	15	225
	B	48	0	17	268	333
	C	372	62	0	87	521
	D	9	255	68	0	332
	Tot.	429	364	248	370	1411

Scenario 1: '2034 RC3A - AM Peak' (FG1: '2034 RC3A - AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	483	12	521
	B	0	0	42	217	259
	C	92	15	0	258	365
	D	13	641	207	0	861
	Tot.	105	682	732	487	2006

Traffic Flows, Difference

Difference :

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

Scenario 2: '2034 RC3A - PM Peak' (FG2: '2034 RC3A - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	36	184	11	231
	B	22	0	36	655	713
	C	117	37	0	33	187
	D	4	437	85	0	526
	Tot.	143	510	305	699	1657

Traffic Flows, Difference

Difference :

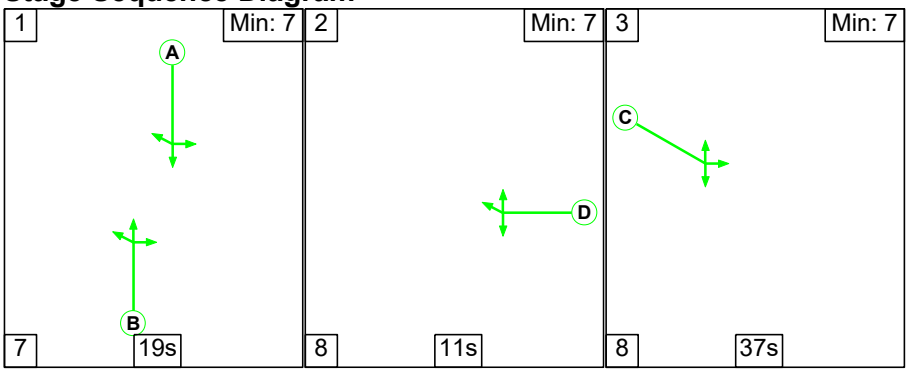
	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2034 RC3A - AM Peak	Scenario 2: 2034 RC3A - PM Peak
Junction: Middleton Stoney Junction		
1/1	365	187
2/1	861	526
3/1	105	143
4/1	682	510
5/1	487	699
6/1	521	231
7/1	732	305
8/1	259	713

Scenario 1: '2034 RC3A - AM Peak' (FG1: '2034 RC3A - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	11	37
Change Point	0	26	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	21	5	26
B	B430 South Ahead Right Left	Traffic	22	7	29
C	B4030 Heyford Road Left Ahead Right	Traffic	37	53	0
D	B4030 Bicester Road Right Ahead Left	Traffic	11	34	45

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction base model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**113.7%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**113.7%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	22	-	-	365	1826	467	78.2%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	37	-	-	861	1793	757	113.7%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	21	-	-	521	1892	462	112.7%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	11	-	-	259	1745	233	111.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction base model	-	-	**10**	**15**	**0**	**26.4**	**107.7**	**0.1**	**134.2**	-	-	-	-	
Middleton Stoney Junction	-	-	**10**	**15**	**0**	**26.4**	**107.7**	**0.1**	**134.2**	-	-	-	-	
1/1	365	365	0	15	0	3.2	1.7	0.1	4.9	48.8	8.4	1.7	10.2	
2/1	861	757	-	-	-	11.9	55.8	-	67.7	283.2	26.0	55.8	81.8	
6/1	521	462	10	0	0	7.6	33.2	0.0	40.8	281.7	14.5	33.2	47.7	
8/1	259	233	-	-	-	3.8	17.0	-	20.8	289.1	7.1	17.0	24.1	

C1

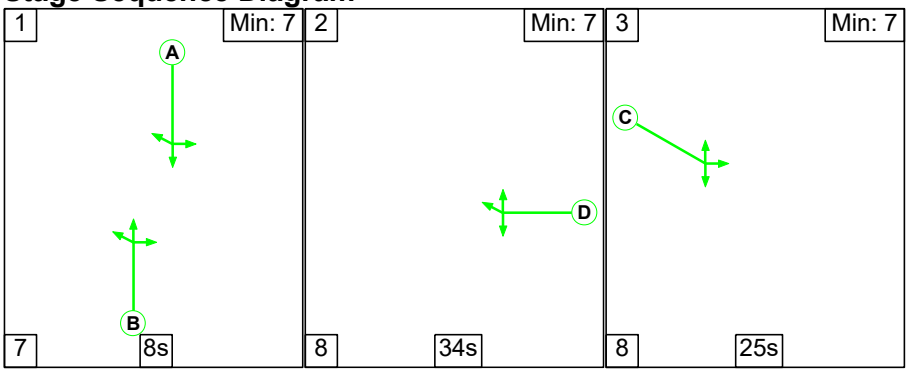
PRC for Signalled Lanes (%): -26.4
PRC Over All Lanes (%): -26.4

Total Delay for Signalled Lanes (pcuHr): 134.24
Total Delay Over All Lanes(pcuHr): 134.24

Cycle Time (s): 90

Scenario 2: '2034 RC3A - PM Peak' (FG2: '2034 RC3A - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	8	34	25
Change Point	0	15	57

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	10	5	15
B	B430 South Ahead Right Left	Traffic	11	7	18
C	B4030 Heyford Road Left Ahead Right	Traffic	25	65	0
D	B4030 Bicester Road Right Ahead Left	Traffic	34	23	57

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction base model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**104.9%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**104.9%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	11	-	-	187	1841	199	94.0%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	25	-	-	526	1795	519	101.4%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	10	-	-	231	1857	227	101.8%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	34	-	-	713	1748	680	104.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction base model	-	-	**10**	**21**	**17**	**16.5**	**50.7**	**0.1**	**67.2**	-	-	-	-	
Middleton Stoney Junction	-	-	**10**	**21**	**17**	**16.5**	**50.7**	**0.1**	**67.2**	-	-	-	-	
1/1	187	187	0	20	17	2.0	4.5	0.1	6.5	125.2	4.5	4.5	9.0	
2/1	526	519	-	-	-	5.1	13.5	-	18.5	126.9	13.3	13.5	26.8	
6/1	231	227	10	1	0	2.7	8.7	0.0	11.4	177.9	5.9	8.7	14.6	
8/1	713	680	-	-	-	6.7	24.0	-	30.7	155.3	18.7	24.0	42.7	

C1 PRC for Signalled Lanes (%): -16.5 PRC Over All Lanes (%): -16.5 Total Delay for Signalled Lanes (pcuHr): 67.21 Total Delay Over All Lanes(pcuHr): 67.21 Cycle Time (s): 90

APPENDIX C

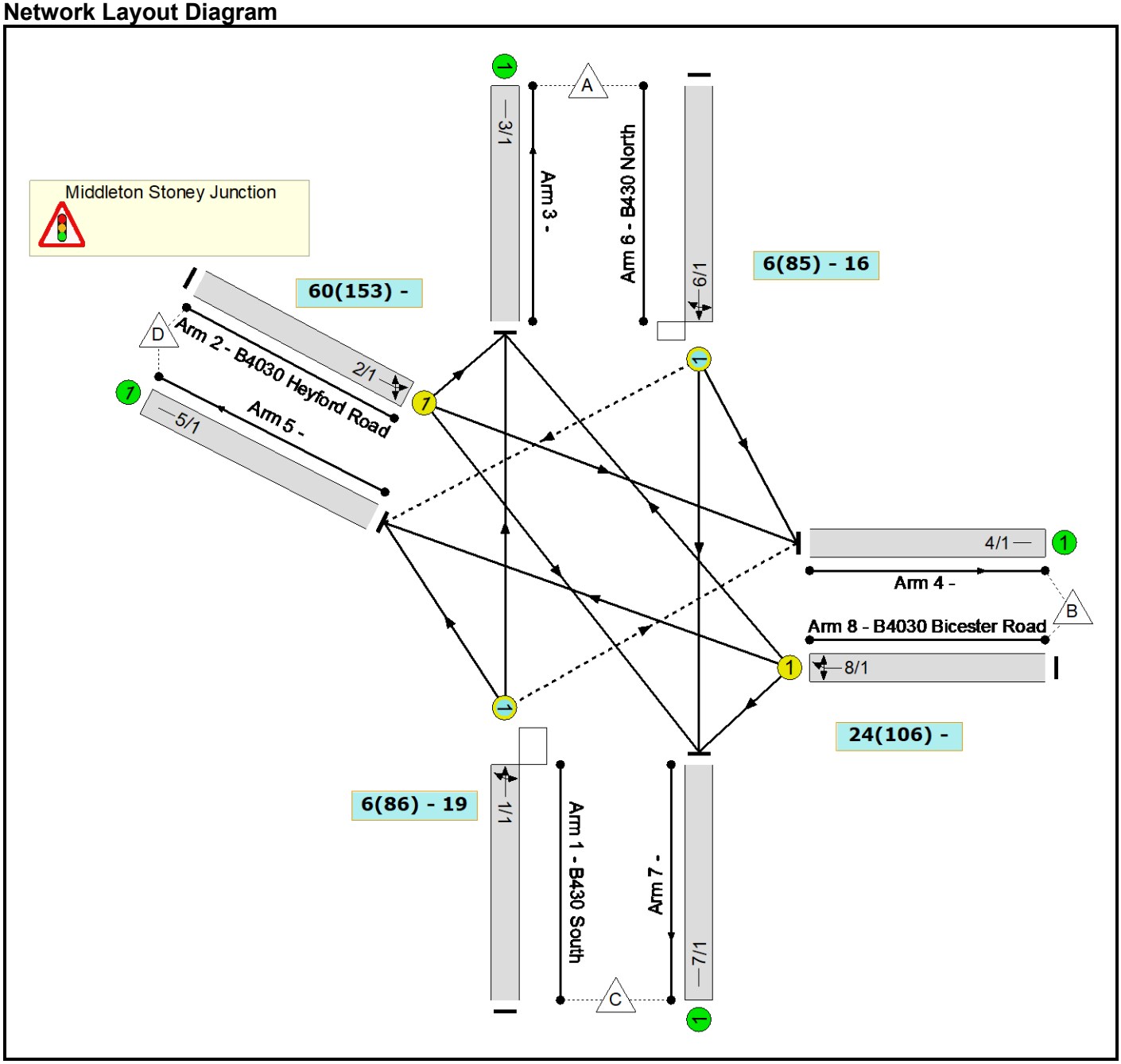
B430/B4030 MIDDLETON STONEY CROSSROADS PROPOSED JUNCTION LINSIG

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Middleton Stoney Junction Proposed Improvememts**
Location:	
Additional detail:	
File name:	251209 Middleton Stoney - proposed scheme.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



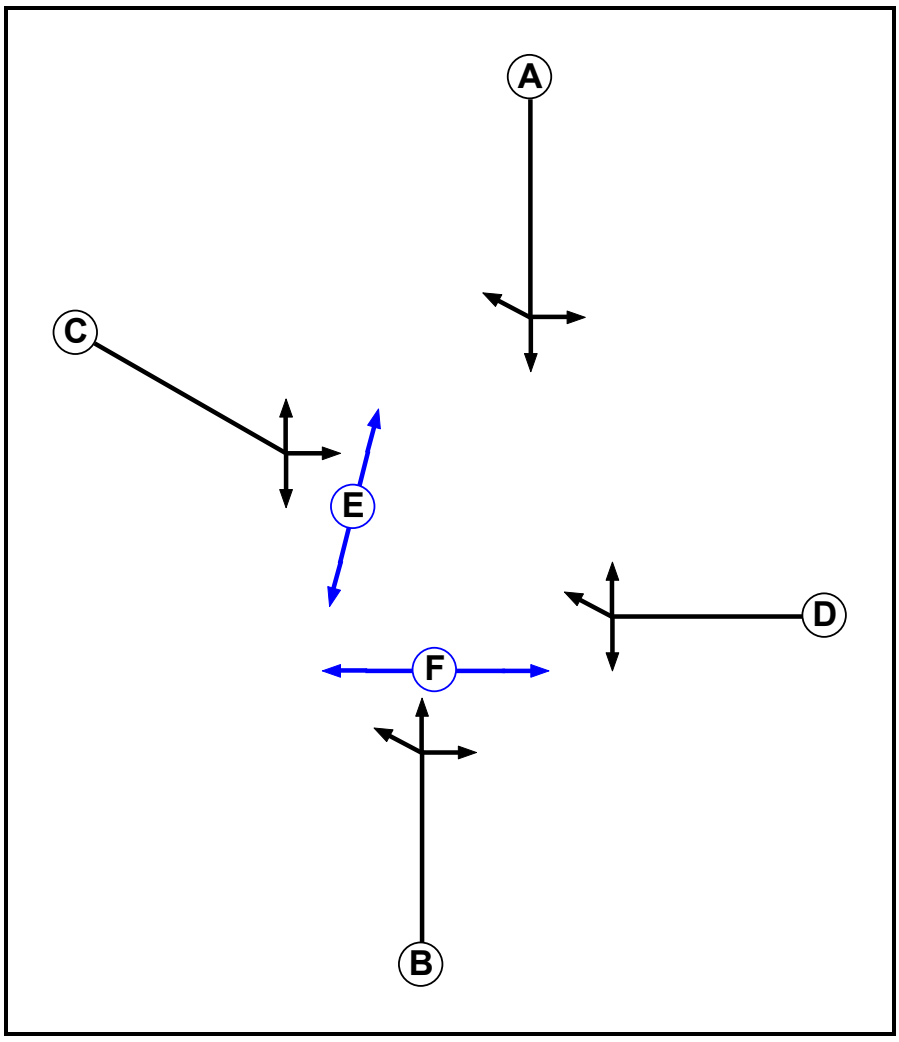
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2034 DS3A - AM Peak	2034 DS3A - AM Peak	Network Control Plan 1	08:00 - 09:00	180	21.0	15.24
2	2042 DS3A - PM Peak	2034 DS3A - PM Peak	Network Control Plan 1	17:00 - 18:00	180	5.4	19.67
3	2034 DS3AwTP - AM Peak	2034 DS3AwTP - AM Peak	Network Control Plan 1	08:00 - 09:00	180	23.1	14.85
4	2034 DS3AwTP - PM Peak	2034 DS3AwTP - PM Peak	Network Control Plan 1	17:00 - 18:00	180	7.4	18.81

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	6	4	Middleton Stoney Junction	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6

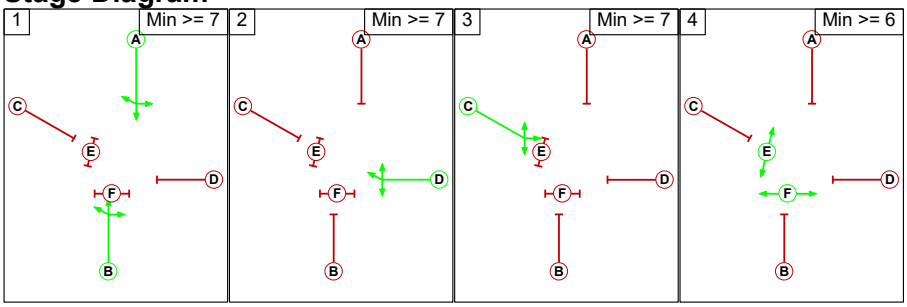
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F
A		-	6	8	8	8
B	-		8	5	8	5
C	5	6		8	5	8
D	6	5	8		8	6
E	6	6	6	6		-
F	6	6	6	6	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	3	3

Lane Input Data

Junction: Middleton Stoney Junction												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B430 South)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Ahead	Inf
											Arm 4 Right	Inf
											Arm 5 Left	25.00
2/1 (B4030 Heyford Road)	U	C	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 3 Left	7.00
											Arm 4 Ahead	25.00
											Arm 7 Right	25.00
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B430 North)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 5 Right	6.00
											Arm 7 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B4030 Bicester Road)	U	D	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 3 Right	18.00
											Arm 5 Ahead	18.00
											Arm 7 Left	15.00

Lane Connector Input Data

Junction: Middleton Stoney Junction				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
1/1	3/1	Internal	5	35
1/1	4/1	Internal	5	35
1/1	5/1	Internal	5	35
2/1	3/1	Internal	5	35
2/1	4/1	Internal	5	35
2/1	7/1	Internal	5	35
6/1	4/1	Internal	5	35
6/1	5/1	Internal	5	35
6/1	7/1	Internal	5	35
8/1	3/1	Internal	5	35

8/1	5/1	Internal	5	35
8/1	7/1	Internal	5	35

Lane Saturation Flows

Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	57.4 %	1876	1876
				Arm 4 Right	Inf	8.3 %		
				Arm 5 Left	25.00	34.3 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	7.0 %	1779	1779
				Arm 4 Ahead	25.00	48.9 %		
				Arm 7 Right	25.00	44.1 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1876	1876
				Arm 5 Right	6.00	8.2 %		
				Arm 7 Ahead	Inf	91.8 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1739	1739
				Arm 5 Ahead	18.00	61.6 %		
				Arm 7 Left	15.00	38.4 %		

Scenario 2: '2042 DS3A - PM Peak' (FG2: '2034 DS3A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	64.0 %	1894	1894
				Arm 4 Right	Inf	17.6 %		
				Arm 5 Left	25.00	18.5 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	4.6 %	1785	1785
				Arm 4 Ahead	25.00	62.5 %		
				Arm 7 Right	25.00	32.9 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1833	1833
				Arm 5 Right	6.00	18.0 %		
				Arm 7 Ahead	Inf	82.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1745	1745
				Arm 5 Ahead	18.00	84.8 %		
				Arm 7 Left	15.00	15.2 %		

Scenario 3: '2034 DS3AwTP - AM Peak' (FG3: '2034 DS3AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	55.6 %	1875	1875
				Arm 4 Right	Inf	8.8 %		
				Arm 5 Left	25.00	35.6 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	6.5 %	1780	1780
				Arm 4 Ahead	25.00	48.4 %		
				Arm 7 Right	25.00	45.1 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1876	1876
				Arm 5 Right	6.00	8.3 %		
				Arm 7 Ahead	Inf	91.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1739	1739
				Arm 5 Ahead	18.00	62.8 %		
				Arm 7 Left	15.00	37.2 %		

Scenario 4: '2034 DS3AwTP - PM Peak' (FG4: '2034 DS3AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	63.9 %	1894	1894
				Arm 4 Right	Inf	17.4 %		
				Arm 5 Left	25.00	18.7 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	4.2 %	1786	1786
				Arm 4 Ahead	25.00	66.4 %		
				Arm 7 Right	25.00	29.3 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1840	1840
				Arm 5 Right	6.00	16.2 %		
				Arm 7 Ahead	Inf	83.8 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1746	1746
				Arm 5 Ahead	18.00	87.2 %		
				Arm 7 Left	15.00	12.8 %		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 DS3A - AM Peak'	08:00	09:00	01:00	
2: '2034 DS3A - PM Peak'	17:00	18:00	01:00	
3: '2034 DS3AwTP - AM Peak'	08:00	09:00	01:00	
4: '2034 DS3AwTP - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2034 DS3A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	167	15	182
	B	0	0	103	165	268
	C	132	19	0	79	230
	D	34	237	214	0	485
	Tot.	166	256	484	259	1165

FG2: '2034 DS3A - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	164	36	200
	B	0	0	87	484	571
	C	142	39	0	41	222
	D	13	175	92	0	280
	Tot.	155	214	343	561	1273

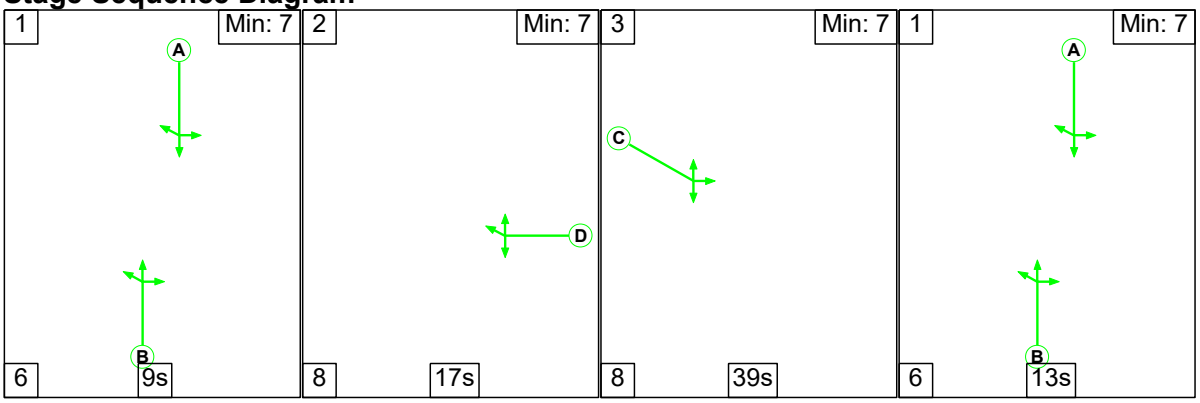
FG3: '2034 DS3AwTP - AM Peak'
Desired Flow :

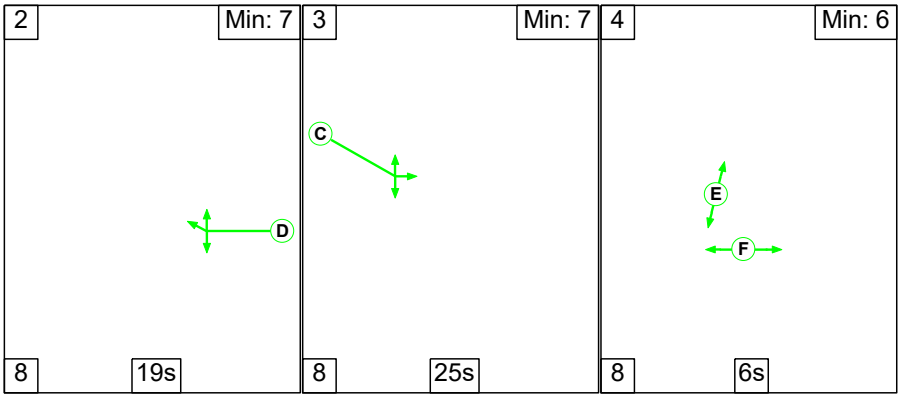
		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	166	15	181
	B	0	0	100	169	269
	C	120	19	0	77	216
	D	31	231	215	0	477
	Tot.	151	250	481	261	1143

FG4: '2034 DS3AwTP - PM Peak'
Desired Flow :

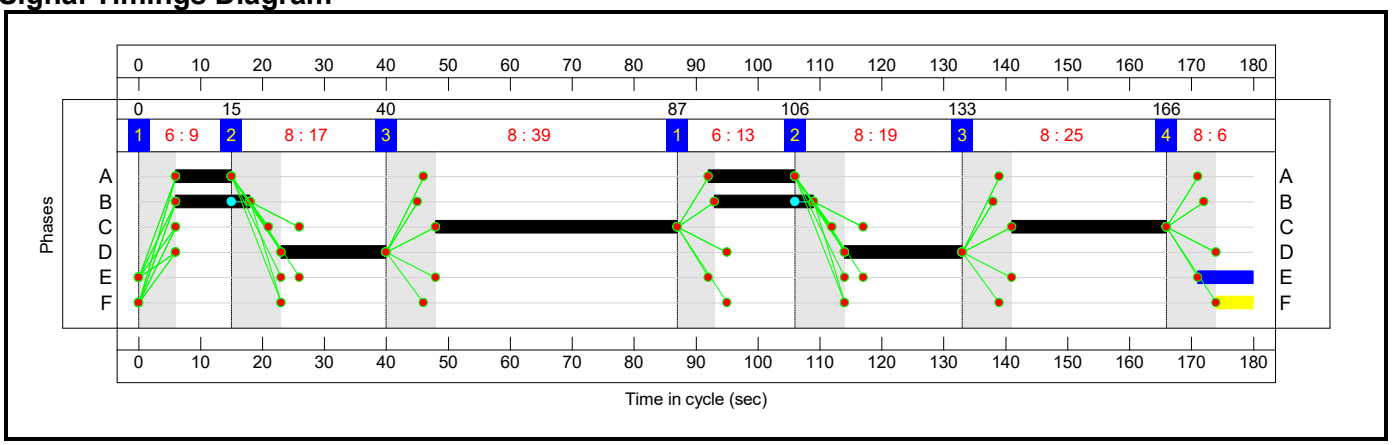
		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	165	32	197
	B	0	0	72	489	561
	C	140	38	0	41	219
	D	12	188	83	0	283
	Tot.	152	226	320	562	1260

Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM Peak', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram





Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**74.4%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**74.4%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	28	-	-	230	1876	313	73.6%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	64	-	-	485	1779	652	74.4%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	23	-	-	182	1876	260	69.9%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	36	-	-	268	1739	367	73.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**33**	**1**	**0**	**10.0**	**5.2**	**0.1**	**15.2**	-	-	-	-	
Middleton Stoney Junction	-	-	**33**	**1**	**0**	**10.0**	**5.2**	**0.1**	**15.2**	-	-	-	-	
1/1	230	230	18	1	0	2.3	1.3	0.0	3.6	57.0	5.5	1.3	6.8	
2/1	485	485	-	-	-	3.4	1.4	-	4.8	35.5	11.2	1.4	12.6	
6/1	182	182	15	0	0	1.9	1.1	0.0	3.0	59.9	4.4	1.1	5.5	
8/1	268	268	-	-	-	2.5	1.3	-	3.8	50.8	6.4	1.3	7.7	

C1

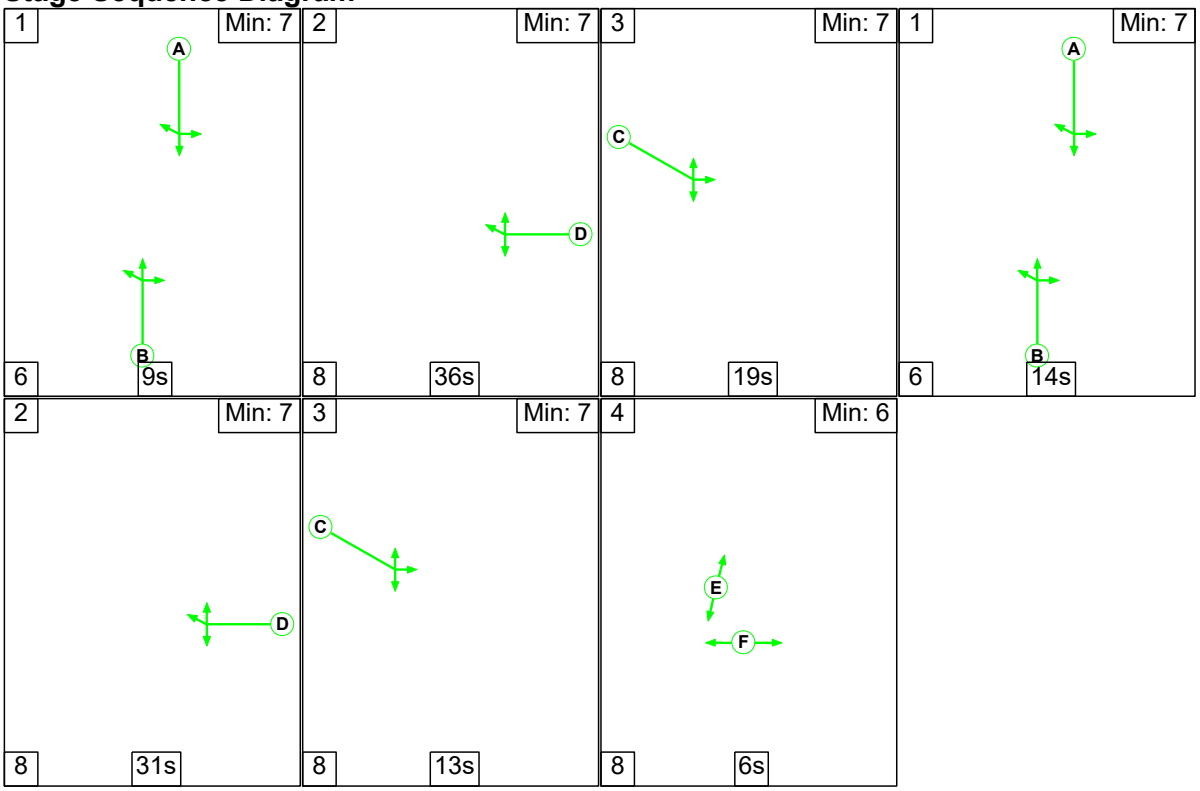
PRC for Signalled Lanes (%): 21.0
PRC Over All Lanes (%): 21.0

Total Delay for Signalled Lanes (pcuHr): 15.24
Total Delay Over All Lanes(pcuHr): 15.24

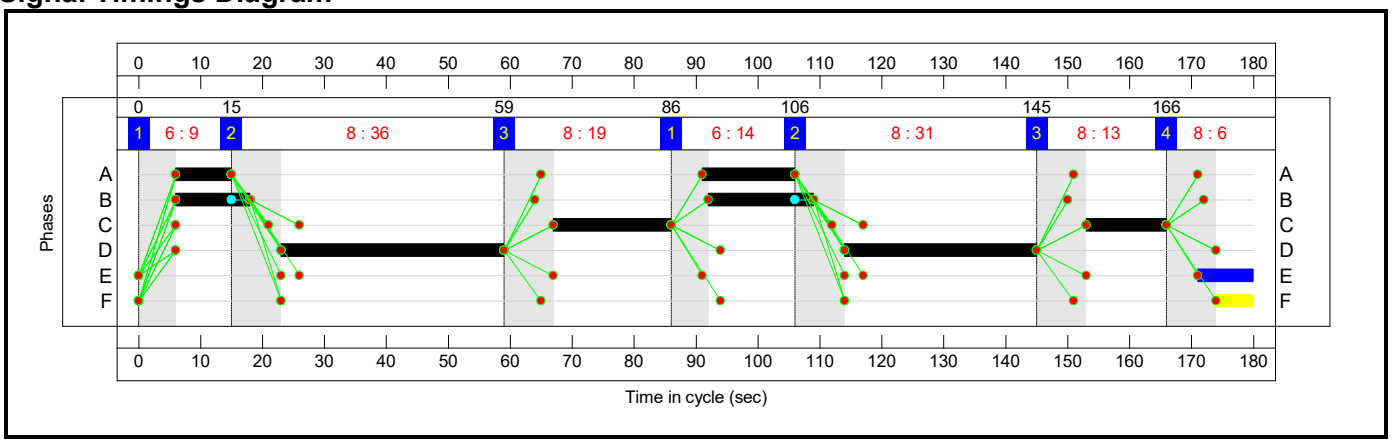
Cycle Time (s): 180

Scenario 2: '2042 DS3A - PM Peak' (FG2: '2034 DS3A - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**85.4%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**85.4%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	29	-	-	222	1894	326	68.1%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	32	-	-	280	1785	337	83.0%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	24	-	-	200	1833	236	84.6%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	67	-	-	571	1745	669	85.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**56**	**11**	**8**	**11.0**	**8.5**	**0.1**	**19.7**	-	-	-	-	
Middleton Stoney Junction	-	-	**56**	**11**	**8**	**11.0**	**8.5**	**0.1**	**19.7**	-	-	-	-	
1/1	222	222	20	11	8	2.2	1.0	0.1	3.3	52.8	5.3	1.0	6.3	
2/1	280	280	-	-	-	2.8	2.3	-	5.0	64.6	7.3	2.3	9.6	
6/1	200	200	36	0	0	2.1	2.4	0.1	4.6	82.7	4.9	2.4	7.4	
8/1	571	571	-	-	-	4.0	2.8	-	6.8	42.9	13.3	2.8	16.1	

C1

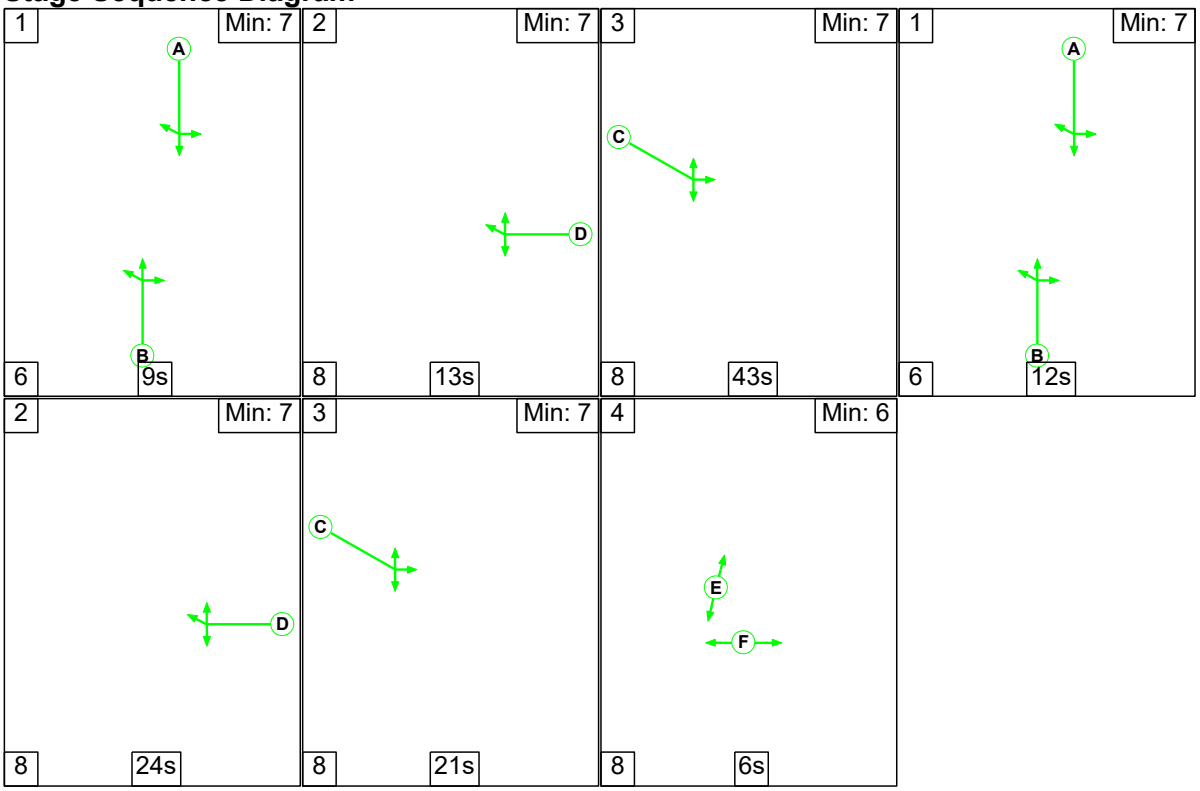
PRC for Signalled Lanes (%): 5.4
PRC Over All Lanes (%): 5.4

Total Delay for Signalled Lanes (pcuHr): 19.67
Total Delay Over All Lanes(pcuHr): 19.67

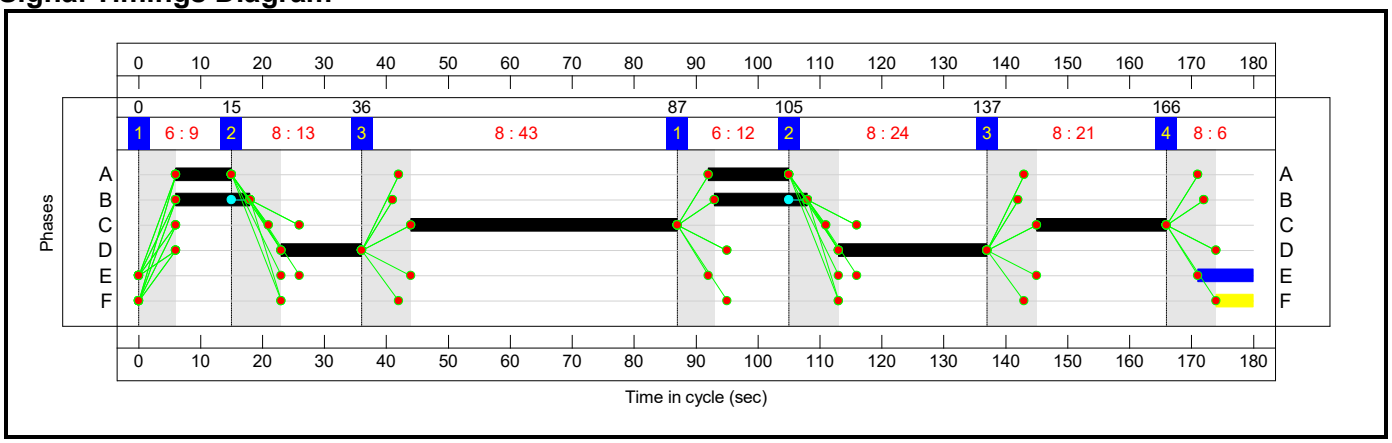
Cycle Time (s): 180

Scenario 3: '2034 DS3AwTP - AM Peak' (FG3: '2034 DS3AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

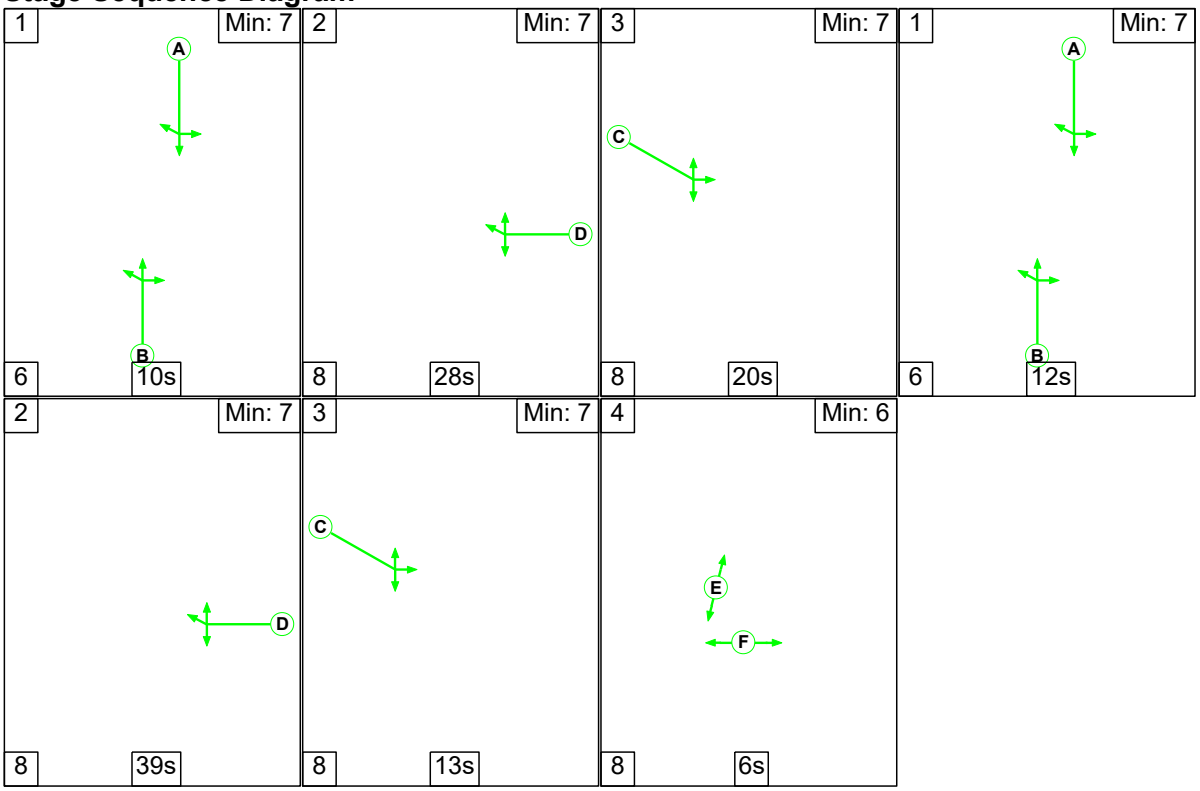
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**73.1%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**73.1%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	27	-	-	216	1875	302	71.5%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	64	-	-	477	1780	653	73.1%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	22	-	-	181	1876	250	72.4%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	37	-	-	269	1739	377	71.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**33**	**1**	**0**	**9.8**	**5.0**	**0.1**	**14.8**	-	-	-	-	
Middleton Stoney Junction	-	-	**33**	**1**	**0**	**9.8**	**5.0**	**0.1**	**14.8**	-	-	-	-	
1/1	216	216	18	1	0	2.1	1.2	0.0	3.4	56.5	5.2	1.2	6.4	
2/1	477	477	-	-	-	3.3	1.3	-	4.6	34.8	10.2	1.3	11.5	
6/1	181	181	15	0	0	1.9	1.3	0.0	3.2	63.2	4.4	1.3	5.7	
8/1	269	269	-	-	-	2.5	1.2	-	3.7	49.2	6.7	1.2	7.9	

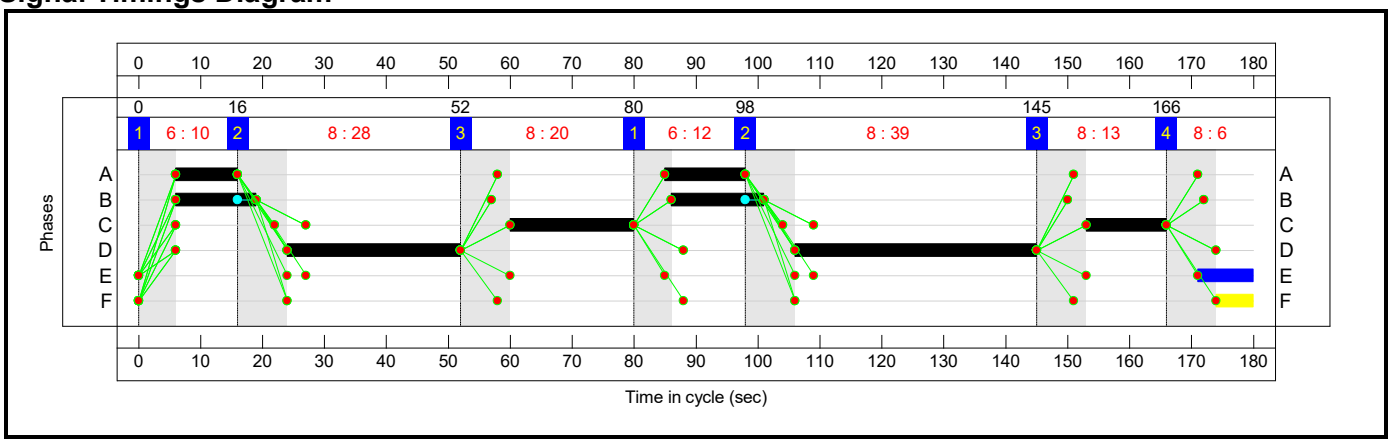
C1 PRC for Signalled Lanes (%): 23.1 Total Delay for Signalled Lanes (pcuHr): 14.85 Cycle Time (s): 180
PRC Over All Lanes (%): 23.1 Total Delay Over All Lanes(pcuHr): 14.85

Scenario 4: '2034 DS3AwTP - PM Peak' (FG4: '2034 DS3AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.8%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.8%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	28	-	-	219	1894	316	69.4%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	33	-	-	283	1786	347	81.5%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	23	-	-	197	1840	239	82.3%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	67	-	-	561	1746	669	83.8%

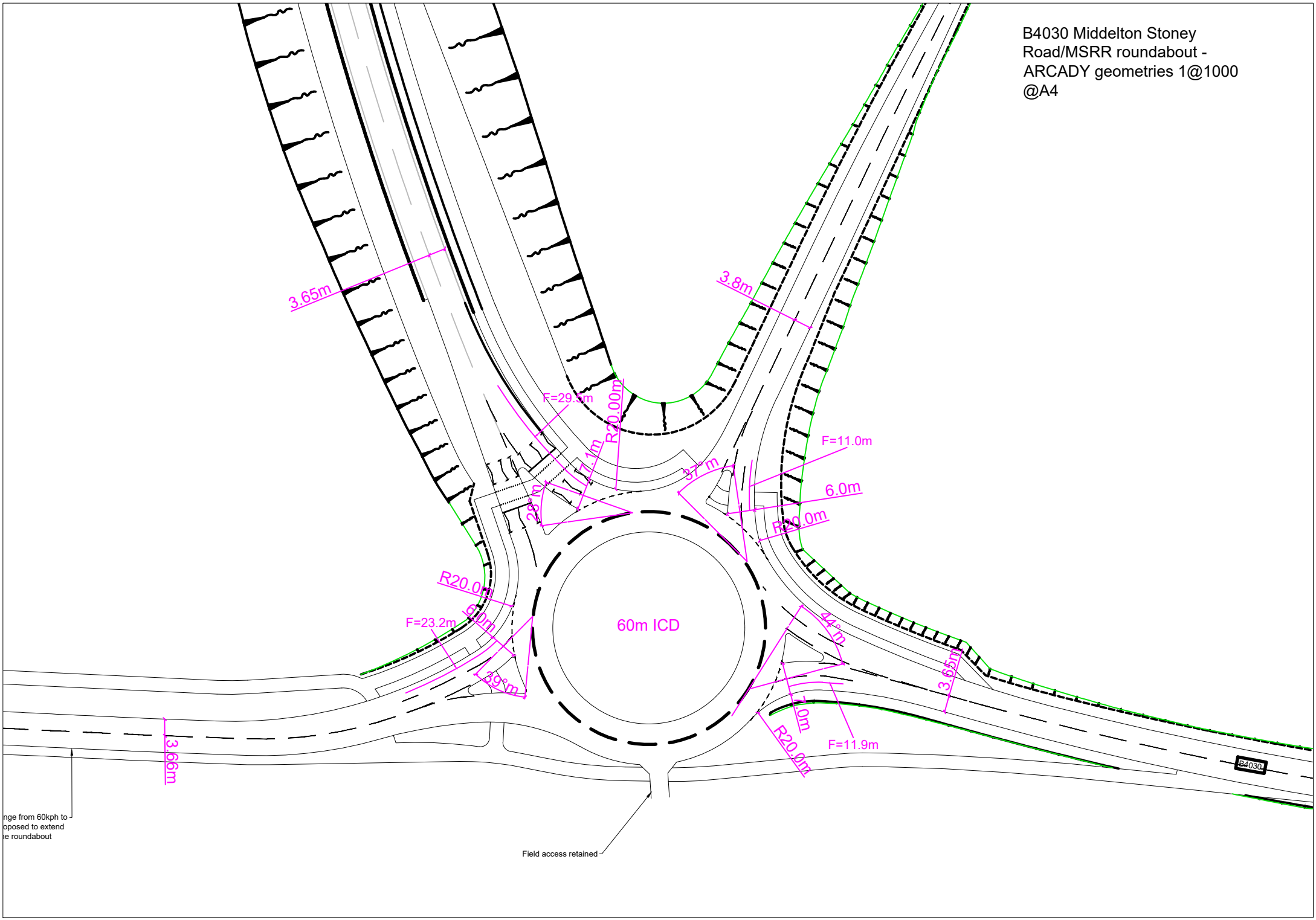
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**50**	**11**	**9**	**10.9**	**7.8**	**0.1**	**18.8**	-	-	-	-	
Middleton Stoney Junction	-	-	**50**	**11**	**9**	**10.9**	**7.8**	**0.1**	**18.8**	-	-	-	-	
1/1	219	219	18	11	9	2.2	1.1	0.1	3.3	54.9	5.7	1.1	6.8	
2/1	283	283	-	-	-	2.7	2.1	-	4.8	61.0	6.8	2.1	8.8	
6/1	197	197	32	0	0	2.1	2.1	0.1	4.3	77.8	5.3	2.1	7.4	
8/1	561	561	-	-	-	3.9	2.5	-	6.4	41.2	13.2	2.5	15.7	

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 18.81 Cycle Time (s): 180
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 18.81

APPENDIX D

B4030 MIDDLETON STONEY ROAD/MSRR ROUNDABOUT JUNCTIONS 11 PICADY

B4030 Middelton Stoney Road/MSRR roundabout - ARCADY geometries 1@1000 @A4



Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 251215 MSRR_B4030 roundabout.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\6. MSRR_B4030 roundabout
Report generation date: 15/12/2025 14:33:01

»proposed roundabout layout - D1 - | DS3A | AM
»proposed roundabout layout - D2 - | DS3A | PM
»proposed roundabout layout - D3 - | DS3AwTP | AM
»proposed roundabout layout - D4 - | DS3AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	proposed roundabout layout - - DS3A									
1 - B4030 (W)	D1	0.4	4.90	0.30	A	D2	0.3	3.98	0.21	A
2 - MSRR		2.4	8.81	0.71	A		1.9	7.31	0.65	A
3 - Middleton Road		0.2	4.86	0.17	A		0.1	4.26	0.10	A
4 - B4030 (E)		3.4	11.36	0.78	B		6.2	18.47	0.87	C
	proposed roundabout layout - - DS3AwTP									
1 - B4030 (W)	D3	0.4	4.59	0.29	A	D4	0.3	4.09	0.22	A
2 - MSRR		2.4	8.86	0.71	A		1.5	6.55	0.61	A
3 - Middleton Road		0.2	4.82	0.16	A		0.1	4.11	0.09	A
4 - B4030 (E)		2.6	9.25	0.73	A		5.7	17.05	0.86	C

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

File summary

File Description

Title	OxSRFI
Location	B4030/MSRR roundabout
Site number	
Date	03/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.90	36.00	20.00		

Demand Set Summary

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D4	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	proposed roundabout layout	✓	100.000	100.000

proposed roundabout layout - D1 - | DS3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	9.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.22	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B4030 (W)		
2	MSRR		
3	Middleton Road		
4	B4030 (E)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - B4030 (W)	3.65	6.00	23.2	20.0	60.0	39.0		
2 - MSRR	3.65	7.10	29.5	20.0	60.0	28.0		
3 - Middleton Road	3.80	6.00	11.0	20.0	60.0	37.0		
4 - B4030 (E)	3.65	7.00	12.0	20.0	60.0	44.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - MSRR	1.00	3.00	2.00	1.00	6.00	7.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B4030 (W)	0.530	1592
2 - MSRR	0.590	1880
3 - Middleton Road	0.519	1520
4 - B4030 (E)	0.520	1562

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

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	292	100.000
2 - MSRR		ONE HOUR	✓	887	100.000
3 - Middleton Road		ONE HOUR	✓	137	100.000
4 - B4030 (E)		ONE HOUR	✓	1004	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	33	34	225
	2 - MSRR	3	0	60	824
	3 - Middleton Road	92	40	0	5
	4 - B4030 (E)	177	824	3	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.11	0.12	0.77
	2 - MSRR	0.00	0.00	0.07	0.93
	3 - Middleton Road	0.67	0.29	0.00	0.04
	4 - B4030 (E)	0.18	0.82	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	1
	2 - MSRR	0	0	0	7
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	4	6	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.008
	2 - MSRR	1.000	1.000	1.000	1.056
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.032	1.048	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - B4030 (W)	220	221	
	2 - MSRR	668	703	90.34
	3 - Middleton Road	103	103	
	4 - B4030 (E)	756	790	
08:00-08:15	1 - B4030 (W)	263	264	
	2 - MSRR	797	839	107.88
	3 - Middleton Road	123	123	
	4 - B4030 (E)	903	943	
08:15-08:30	1 - B4030 (W)	321	323	
	2 - MSRR	977	1027	132.12
	3 - Middleton Road	151	151	
	4 - B4030 (E)	1105	1155	
08:30-08:45	1 - B4030 (W)	321	323	
	2 - MSRR	977	1027	132.12
	3 - Middleton Road	151	151	
	4 - B4030 (E)	1105	1155	
08:45-09:00	1 - B4030 (W)	263	264	
	2 - MSRR	797	839	107.88
	3 - Middleton Road	123	123	
	4 - B4030 (E)	903	943	
09:00-09:15	1 - B4030 (W)	220	221	
	2 - MSRR	668	703	90.34
	3 - Middleton Road	103	103	
	4 - B4030 (E)	756	790	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.30	4.90	0.4	A	268	402
2 - MSRR	0.71	8.81	2.4	A	814	1221
3 - Middleton Road	0.17	4.86	0.2	A	126	189
4 - B4030 (E)	0.78	11.36	3.4	B	921	1382

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	220	55	649		1225	0.179	219	204	0.0	0.2	3.575	A
2 - MSRR	668	167	196	90.34	1457	0.458	664	672	0.0	0.8	4.525	A
3 - Middleton Road	103	26	788		1092	0.094	103	73	0.0	0.1	3.637	A
4 - B4030 (E)	756	189	101		1445	0.523	752	790	0.0	1.1	5.163	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	263	66	777		1154	0.227	262	244	0.2	0.3	4.035	A
2 - MSRR	797	199	235	107.88	1444	0.552	796	804	0.8	1.2	5.540	A
3 - Middleton Road	123	31	944		1007	0.122	123	87	0.1	0.1	4.071	A
4 - B4030 (E)	903	226	121		1435	0.629	900	946	1.1	1.7	6.707	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	321	80	949		1060	0.303	321	298	0.3	0.4	4.870	A
2 - MSRR	977	244	288	132.12	1385	0.705	972	982	1.2	2.3	8.626	A
3 - Middleton Road	151	38	1154		893	0.169	151	106	0.1	0.2	4.845	A
4 - B4030 (E)	1105	276	148		1421	0.778	1099	1156	1.7	3.3	10.945	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	321	80	954		1057	0.304	321	299	0.4	0.4	4.895	A
2 - MSRR	977	244	288	132.12	1385	0.705	976	987	2.3	2.4	8.805	A
3 - Middleton Road	151	38	1158		891	0.169	151	107	0.2	0.2	4.863	A
4 - B4030 (E)	1105	276	149		1421	0.778	1105	1160	3.3	3.4	11.364	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	263	66	785		1150	0.228	263	246	0.4	0.3	4.060	A
2 - MSRR	797	199	236	107.88	1444	0.552	802	812	2.4	1.3	5.645	A
3 - Middleton Road	123	31	950		1004	0.123	123	88	0.2	0.1	4.089	A
4 - B4030 (E)	903	226	122		1434	0.629	909	952	3.4	1.7	6.942	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	220	55	655		1222	0.180	220	205	0.3	0.2	3.597	A
2 - MSRR	668	167	198	90.34	1489	0.448	670	677	1.3	0.8	4.401	A
3 - Middleton Road	103	26	794		1089	0.095	103	73	0.1	0.1	3.655	A
4 - B4030 (E)	756	189	102		1444	0.523	758	795	1.7	1.1	5.266	A

proposed roundabout layout - D2 - | DS3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	12.44	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.44	B

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	221	100.000
2 - MSRR		ONE HOUR	✓	839	100.000
3 - Middleton Road		ONE HOUR	✓	84	100.000
4 - B4030 (E)		ONE HOUR	✓	1143	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	2	45	174
	2 - MSRR	56	0	36	747
	3 - Middleton Road	58	13	0	13
	4 - B4030 (E)	463	675	5	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.01	0.20	0.79
	2 - MSRR	0.07	0.00	0.04	0.89
	3 - Middleton Road	0.69	0.15	0.00	0.15
	4 - B4030 (E)	0.41	0.59	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	3
	2 - MSRR	0	0	0	6
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	0	6	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.024
	2 - MSRR	1.000	1.000	1.000	1.048
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.000	1.048	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - B4030 (W)	166	170	
	2 - MSRR	632	659	90.34
	3 - Middleton Road	63	63	
	4 - B4030 (E)	861	885	
17:00-17:15	1 - B4030 (W)	199	202	
	2 - MSRR	754	786	107.88
	3 - Middleton Road	76	76	
	4 - B4030 (E)	1028	1057	
17:15-17:30	1 - B4030 (W)	243	248	
	2 - MSRR	924	963	132.12
	3 - Middleton Road	92	92	
	4 - B4030 (E)	1258	1294	
17:30-17:45	1 - B4030 (W)	243	248	
	2 - MSRR	924	963	132.12
	3 - Middleton Road	92	92	
	4 - B4030 (E)	1258	1294	
17:45-18:00	1 - B4030 (W)	199	202	
	2 - MSRR	754	786	107.88
	3 - Middleton Road	76	76	
	4 - B4030 (E)	1028	1057	
18:00-18:15	1 - B4030 (W)	166	170	
	2 - MSRR	632	659	90.34
	3 - Middleton Road	63	63	
	4 - B4030 (E)	861	885	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.21	3.98	0.3	A	203	304
2 - MSRR	0.65	7.31	1.9	A	770	1155
3 - Middleton Road	0.10	4.26	0.1	A	77	116
4 - B4030 (E)	0.87	18.47	6.2	C	1049	1573

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	166	42	518		1280	0.130	166	432	0.0	0.1	3.228	A
2 - MSRR	632	158	168	90.34	1480	0.427	629	516	0.0	0.7	4.215	A
3 - Middleton Road	63	16	732		1124	0.056	63	64	0.0	0.1	3.392	A
4 - B4030 (E)	861	215	95		1471	0.585	855	700	0.0	1.4	5.792	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	199	50	621		1225	0.162	198	517	0.1	0.2	3.507	A
2 - MSRR	754	189	201	107.88	1468	0.514	753	618	0.7	1.0	5.028	A
3 - Middleton Road	76	19	877		1046	0.072	75	77	0.1	0.1	3.709	A
4 - B4030 (E)	1028	257	114		1462	0.703	1024	838	1.4	2.3	8.157	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	243	61	755		1152	0.211	243	629	0.2	0.3	3.960	A
2 - MSRR	924	231	246	132.12	1416	0.652	921	751	1.0	1.8	7.218	A
3 - Middleton Road	92	23	1072		940	0.098	92	94	0.1	0.1	4.247	A
4 - B4030 (E)	1258	315	140		1449	0.869	1244	1025	2.3	5.8	16.579	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	243	61	762		1148	0.212	243	635	0.3	0.3	3.980	A
2 - MSRR	924	231	247	132.12	1416	0.652	924	759	1.8	1.9	7.309	A
3 - Middleton Road	92	23	1076		938	0.099	92	95	0.1	0.1	4.255	A
4 - B4030 (E)	1258	315	140		1448	0.869	1257	1028	5.8	6.2	18.467	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	199	50	632		1219	0.163	199	525	0.3	0.2	3.533	A
2 - MSRR	754	189	202	107.88	1472	0.512	757	629	1.9	1.1	5.056	A
3 - Middleton Road	76	19	882		1043	0.072	76	78	0.1	0.1	3.719	A
4 - B4030 (E)	1028	257	114		1461	0.703	1042	843	6.2	2.4	8.884	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	166	42	524		1277	0.130	167	436	0.2	0.2	3.243	A
2 - MSRR	632	158	169	90.34	1512	0.418	633	522	1.1	0.7	4.102	A
3 - Middleton Road	63	16	737		1121	0.056	63	65	0.1	0.1	3.404	A
4 - B4030 (E)	861	215	96		1471	0.585	865	705	2.4	1.4	5.979	A

proposed roundabout layout - D3 - | DS3AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	8.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.27	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	286	100.000
2 - MSRR		ONE HOUR	✓	892	100.000
3 - Middleton Road		ONE HOUR	✓	131	100.000
4 - B4030 (E)		ONE HOUR	✓	941	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	33	33	220
	2 - MSRR	3	0	60	829
	3 - Middleton Road	87	39	0	5
	4 - B4030 (E)	183	755	3	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.12	0.12	0.77
	2 - MSRR	0.00	0.00	0.07	0.93
	3 - Middleton Road	0.66	0.30	0.00	0.04
	4 - B4030 (E)	0.19	0.80	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	1
	2 - MSRR	0	0	0	7
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	4	6	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.008
	2 - MSRR	1.000	1.000	1.000	1.056
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.032	1.048	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - B4030 (W)	215	217	
	2 - MSRR	672	706	90.34
	3 - Middleton Road	99	99	
	4 - B4030 (E)	708	740	
08:00-08:15	1 - B4030 (W)	257	259	
	2 - MSRR	802	844	107.88
	3 - Middleton Road	118	118	
	4 - B4030 (E)	846	884	
08:15-08:30	1 - B4030 (W)	315	317	
	2 - MSRR	982	1033	132.12
	3 - Middleton Road	144	144	
	4 - B4030 (E)	1036	1082	
08:30-08:45	1 - B4030 (W)	315	317	
	2 - MSRR	982	1033	132.12
	3 - Middleton Road	144	144	
	4 - B4030 (E)	1036	1082	
08:45-09:00	1 - B4030 (W)	257	259	
	2 - MSRR	802	844	107.88
	3 - Middleton Road	118	118	
	4 - B4030 (E)	846	884	
09:00-09:15	1 - B4030 (W)	215	217	
	2 - MSRR	672	706	90.34
	3 - Middleton Road	99	99	
	4 - B4030 (E)	708	740	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.29	4.59	0.4	A	262	394
2 - MSRR	0.71	8.86	2.4	A	819	1228
3 - Middleton Road	0.16	4.82	0.2	A	120	180
4 - B4030 (E)	0.73	9.25	2.6	A	863	1295

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	215	54	597		1254	0.172	214	205	0.0	0.2	3.458	A
2 - MSRR	672	168	192	90.34	1459	0.460	668	619	0.0	0.8	4.533	A
3 - Middleton Road	99	25	788		1092	0.090	98	72	0.0	0.1	3.620	A
4 - B4030 (E)	708	177	97		1447	0.490	705	790	0.0	0.9	4.824	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	257	64	715		1189	0.216	257	245	0.2	0.3	3.862	A
2 - MSRR	802	200	230	107.88	1447	0.554	800	742	0.8	1.2	5.557	A
3 - Middleton Road	118	29	944		1007	0.117	118	86	0.1	0.1	4.047	A
4 - B4030 (E)	846	211	116		1438	0.588	844	946	0.9	1.4	6.027	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	315	79	874		1101	0.286	314	299	0.3	0.4	4.572	A
2 - MSRR	982	246	281	132.12	1388	0.708	978	907	1.2	2.3	8.679	A
3 - Middleton Road	144	36	1154		893	0.161	144	105	0.1	0.2	4.804	A
4 - B4030 (E)	1036	259	142		1425	0.727	1031	1156	1.4	2.6	9.044	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	315	79	877		1099	0.286	315	301	0.4	0.4	4.589	A
2 - MSRR	982	246	282	132.12	1388	0.708	982	910	2.3	2.4	8.862	A
3 - Middleton Road	144	36	1158		891	0.162	144	106	0.2	0.2	4.821	A
4 - B4030 (E)	1036	259	142		1425	0.727	1036	1160	2.6	2.6	9.247	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	257	64	720		1186	0.217	258	247	0.4	0.3	3.881	A
2 - MSRR	802	200	231	107.88	1446	0.554	806	747	2.4	1.3	5.664	A
3 - Middleton Road	118	29	950		1004	0.117	118	87	0.2	0.1	4.066	A
4 - B4030 (E)	846	211	116		1438	0.588	851	952	2.6	1.5	6.183	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	215	54	602		1251	0.172	216	206	0.3	0.2	3.476	A
2 - MSRR	672	168	193	90.34	1492	0.450	673	624	1.3	0.8	4.408	A
3 - Middleton Road	99	25	794		1089	0.091	99	72	0.1	0.1	3.638	A
4 - B4030 (E)	708	177	97		1447	0.490	710	795	1.5	1.0	4.899	A

proposed roundabout layout - D4 - | DS3AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	11.55	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.55	B

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	229	100.000
2 - MSRR		ONE HOUR	✓	773	100.000
3 - Middleton Road		ONE HOUR	✓	79	100.000
4 - B4030 (E)		ONE HOUR	✓	1136	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	2	43	184
	2 - MSRR	42	0	31	700
	3 - Middleton Road	56	13	0	10
	4 - B4030 (E)	468	663	5	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.01	0.19	0.80
	2 - MSRR	0.05	0.00	0.04	0.91
	3 - Middleton Road	0.71	0.16	0.00	0.13
	4 - B4030 (E)	0.41	0.58	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	6
	2 - MSRR	0	0	0	7
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	0	6	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.048
	2 - MSRR	1.000	1.000	1.000	1.056
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.000	1.048	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - B4030 (W)	172	179	
	2 - MSRR	582	611	90.34
	3 - Middleton Road	59	59	
	4 - B4030 (E)	855	879	
17:00-17:15	1 - B4030 (W)	206	214	
	2 - MSRR	695	730	107.88
	3 - Middleton Road	71	71	
	4 - B4030 (E)	1021	1050	
17:15-17:30	1 - B4030 (W)	252	262	
	2 - MSRR	851	894	132.12
	3 - Middleton Road	87	87	
	4 - B4030 (E)	1251	1286	
17:30-17:45	1 - B4030 (W)	252	262	
	2 - MSRR	851	894	132.12
	3 - Middleton Road	87	87	
	4 - B4030 (E)	1251	1286	
17:45-18:00	1 - B4030 (W)	206	214	
	2 - MSRR	695	730	107.88
	3 - Middleton Road	71	71	
	4 - B4030 (E)	1021	1050	
18:00-18:15	1 - B4030 (W)	172	179	
	2 - MSRR	582	611	90.34
	3 - Middleton Road	59	59	
	4 - B4030 (E)	855	879	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.22	4.09	0.3	A	210	315
2 - MSRR	0.61	6.55	1.5	A	709	1064
3 - Middleton Road	0.09	4.11	0.1	A	72	109
4 - B4030 (E)	0.86	17.05	5.7	C	1042	1564

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	172	43	509		1261	0.137	172	424	0.0	0.2	3.303	A
2 - MSRR	582	145	174	90.34	1462	0.398	579	507	0.0	0.7	4.066	A
3 - Middleton Road	59	15	694		1141	0.052	59	59	0.0	0.1	3.328	A
4 - B4030 (E)	855	214	83		1478	0.579	850	670	0.0	1.4	5.686	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	206	51	610		1207	0.171	206	507	0.2	0.2	3.594	A
2 - MSRR	695	174	208	107.88	1445	0.481	694	607	0.7	0.9	4.783	A
3 - Middleton Road	71	18	831		1066	0.067	71	71	0.1	0.1	3.618	A
4 - B4030 (E)	1021	255	100		1469	0.695	1018	803	1.4	2.2	7.912	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	252	63	742		1137	0.222	252	618	0.2	0.3	4.068	A
2 - MSRR	851	213	255	132.12	1400	0.608	849	739	0.9	1.5	6.496	A
3 - Middleton Road	87	22	1017		964	0.090	87	87	0.1	0.1	4.103	A
4 - B4030 (E)	1251	313	122		1458	0.858	1238	982	2.2	5.4	15.532	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	252	63	749		1133	0.223	252	623	0.3	0.3	4.086	A
2 - MSRR	851	213	255	132.12	1400	0.608	851	746	1.5	1.5	6.552	A
3 - Middleton Road	87	22	1019		963	0.090	87	87	0.1	0.1	4.109	A
4 - B4030 (E)	1251	313	122		1458	0.858	1250	984	5.4	5.7	17.048	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	206	51	620		1202	0.171	206	515	0.3	0.2	3.615	A
2 - MSRR	695	174	209	107.88	1457	0.477	697	617	1.5	0.9	4.757	A
3 - Middleton Road	71	18	835		1064	0.067	71	71	0.1	0.1	3.626	A
4 - B4030 (E)	1021	255	100		1469	0.695	1035	806	5.7	2.3	8.527	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	172	43	515		1258	0.137	173	428	0.2	0.2	3.316	A
2 - MSRR	582	145	175	90.34	1490	0.391	583	513	0.9	0.6	3.975	A
3 - Middleton Road	59	15	698		1138	0.052	60	60	0.1	0.1	3.338	A
4 - B4030 (E)	855	214	84		1477	0.579	859	674	2.3	1.4	5.859	A

APPENDIX E

B4030 MIDDLETON STONEY ROAD/EMPIRE ROAD JUNCTION 11 PICADY

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 251210 MSR_Empire Road T-junction with 2034 hybrid flows.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\10. MSR_Empire Rd T-junction
Report generation date: 15/12/2025 12:30:20

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | RC3A (hybrid) | AM
»D6 - 2034 | RC3A (hybrid) | PM
»D7 - 2034 | DS3A (hybrid) | AM
»D8 - 2034 | DS3A (hybrid) | PM
»D9 - 2034 | DS3AwTP (hybrid) | AM
»D10 - 2034 | DS3AwTP (hybrid) | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.2	8.19	0.17	A	D2	0.6	10.06	0.38	B
Stream B-A		0.1	17.22	0.07	C		0.3	21.55	0.25	C
Stream C-AB		0.5	10.34	0.35	B		0.2	7.11	0.18	A
	2034 - DS3A									
Stream B-C	D3	12.6	413.83	1.39	F	D4	20.6	329.06	1.21	F
Stream B-A		3.4	578.96	1.24	F		8.2	402.77	1.16	F
Stream C-AB		0.7	14.72	0.42	B		0.3	9.27	0.21	A
	2034 - RC3A (hybrid)									
Stream B-C	D5	0.1	10.01	0.09	B	D6	0.2	6.99	0.14	A
Stream B-A		0.0	17.68	0.02	C		0.0	14.40	0.04	B
Stream C-AB		0.2	8.15	0.16	A		0.0	6.46	0.04	A
	2034 - DS3A (hybrid)									
Stream B-C	D7	0.1	13.08	0.11	B	D8	0.2	9.24	0.17	A
Stream B-A		0.1	95.43	0.08	F		0.1	41.00	0.10	E
Stream C-AB		0.3	10.66	0.20	B		0.1	8.11	0.05	A
	2034 - DS3AwTP (hybrid)									
Stream B-C	D9	0.1	13.04	0.11	B	D10	0.2	9.06	0.17	A
Stream B-A		0.1	80.32	0.07	F		0.1	38.34	0.10	E
Stream C-AB		0.3	10.68	0.20	B		0.1	7.99	0.05	A

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

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

File summary

File Description

Title	OxSRFI
Location	Middleton Stoney Road/Empire Road
Site number	
Date	12/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	RC3A (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	RC3A (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2034	DS3A (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2034	DS3A (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2034	DS3AwTP (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2034	DS3AwTP (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.90	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4030 Middleton Stoney road west		Major
B	Empire Road		Minor
C	B4030 Middleton Stoney road east		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	250.0	✓	8.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B	One lane plus flare	10.00	6.00	4.50	3.65	3.65	✓	1.00	160	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	561	0.098	0.247	0.155	0.353
B-C	806	0.118	0.299	-	-
C-B	820	0.304	0.304	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	831	100.000
B		ONE HOUR	✓	93	100.000
C		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	56	775
	B	14	0	79
	C	263	169	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	8.19	0.2	A	72	109
B-A	0.07	17.22	0.1	C	13	19
C-AB	0.35	10.34	0.5	B	155	233
C-A					241	362
A-B					51	77
A-C					711	1067

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	617	0.096	59	0.0	0.1	6.454	A
B-A	11	3	0.00	332	0.032	10	0.0	0.0	11.194	B
C-AB	127	32	0.00	625	0.204	126	0.0	0.3	7.209	A
C-A	198	50	0.00			198				
A-B	42	11	0.00			42				
A-C	583	146	0.00			583				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	579	0.123	71	0.1	0.1	7.083	A
B-A	13	3	0.00	287	0.044	13	0.0	0.0	13.127	B
C-AB	152	38	0.00	587	0.259	152	0.3	0.3	8.269	A
C-A	236	59	0.00			236				
A-B	50	13	0.00			50				
A-C	697	174	0.00			697				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	526	0.165	87	0.1	0.2	8.185	A
B-A	15	4	0.00	225	0.069	15	0.0	0.1	17.181	C
C-AB	186	47	0.00	534	0.348	185	0.3	0.5	10.303	B
C-A	290	72	0.00			290				
A-B	62	15	0.00			62				
A-C	853	213	0.00			853				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	526	0.165	87	0.2	0.2	8.195	A
B-A	15	4	0.00	224	0.069	15	0.1	0.1	17.218	C
C-AB	186	47	0.00	534	0.348	186	0.5	0.5	10.343	B
C-A	290	72	0.00			290				
A-B	62	15	0.00			62				
A-C	853	213	0.00			853				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	579	0.123	71	0.2	0.1	7.094	A
B-A	13	3	0.00	286	0.044	13	0.1	0.0	13.156	B
C-AB	152	38	0.00	587	0.259	153	0.5	0.4	8.311	A
C-A	236	59	0.00			236				
A-B	50	13	0.00			50				
A-C	697	174	0.00			697				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	616	0.096	60	0.1	0.1	6.469	A
B-A	11	3	0.00	331	0.032	11	0.0	0.0	11.225	B
C-AB	127	32	0.00	625	0.204	128	0.4	0.3	7.248	A
C-A	198	50	0.00			198				
A-B	42	11	0.00			42				
A-C	583	146	0.00			583				

D2 - 2034 | RC3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	579	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	856	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	556
	B	51	0	195
	C	755	101	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.38	10.06	0.6	B	179	268
B-A	0.25	21.55	0.3	C	47	70
C-AB	0.18	7.11	0.2	A	93	139
C-A					693	1039
A-B					21	32
A-C					510	765

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	147	37	0.00	665	0.221	146	0.0	0.3	6.915	A
B-A	38	10	0.00	338	0.114	38	0.0	0.1	11.983	B
C-AB	76	19	0.00	682	0.112	76	0.0	0.1	5.933	A
C-A	568	142	0.00			568				
A-B	17	4	0.00			17				
A-C	419	105	0.00			419				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	0.00	630	0.278	175	0.3	0.4	7.903	A
B-A	46	11	0.00	291	0.158	46	0.1	0.2	14.687	B
C-AB	91	23	0.00	655	0.139	91	0.1	0.2	6.378	A
C-A	679	170	0.00			679				
A-B	21	5	0.00			21				
A-C	500	125	0.00			500				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	215	54	0.00	573	0.374	214	0.4	0.6	9.991	A
B-A	56	14	0.00	223	0.251	56	0.2	0.3	21.392	C
C-AB	111	28	0.00	618	0.180	111	0.2	0.2	7.101	A
C-A	831	208	0.00			831				
A-B	25	6	0.00			25				
A-C	612	153	0.00			612				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	215	54	0.00	572	0.375	215	0.6	0.6	10.059	B
B-A	56	14	0.00	223	0.252	56	0.3	0.3	21.551	C
C-AB	111	28	0.00	618	0.180	111	0.2	0.2	7.107	A
C-A	831	208	0.00			831				
A-B	25	6	0.00			25				
A-C	612	153	0.00			612				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	0.00	629	0.279	176	0.6	0.4	7.962	A
B-A	46	11	0.00	290	0.158	46	0.3	0.2	14.786	B
C-AB	91	23	0.00	655	0.139	91	0.2	0.2	6.386	A
C-A	679	170	0.00			679				
A-B	21	5	0.00			21				
A-C	500	125	0.00			500				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	147	37	0.00	665	0.221	147	0.4	0.3	6.967	A
B-A	38	10	0.00	338	0.114	39	0.2	0.1	12.047	B
C-AB	76	19	0.00	682	0.112	76	0.2	0.1	5.947	A
C-A	568	142	0.00			568				
A-B	17	4	0.00			17				
A-C	419	105	0.00			419				

D3 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		17.71	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.71	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1135	100.000
B		ONE HOUR	✓	92	100.000
C		ONE HOUR	✓	1111	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	64	1071
	B	16	0	76
	C	948	163	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.39	413.83	12.6	F	70	105
B-A	1.24	578.96	3.4	F	15	22
C-AB	0.42	14.72	0.7	B	150	225
C-A					870	1305
A-B					59	88
A-C					983	1474

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	57	14	0.00	538	0.106	57	0.0	0.1	7.477	A
B-A	12	3	0.00	189	0.064	12	0.0	0.1	20.303	C
C-AB	123	31	0.00	549	0.224	122	0.0	0.3	8.404	A
C-A	714	178	0.00			714				
A-B	48	12	0.00			48				
A-C	806	202	0.00			806				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	0.00	480	0.142	68	0.1	0.2	8.743	A
B-A	14	4	0.00	116	0.124	14	0.1	0.1	35.406	E
C-AB	147	37	0.00	496	0.295	146	0.3	0.4	10.265	B
C-A	852	213	0.00			852				
A-B	58	14	0.00			58				
A-C	963	241	0.00			963				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	21	0.00	67	1.247	59	0.2	6.4	271.488	F
B-A	18	4	0.00	14	1.219	10	0.1	2.0	578.963	F
C-AB	180	45	0.00	424	0.424	179	0.4	0.7	14.583	B
C-A	1043	261	0.00			1043				
A-B	70	18	0.00			70				
A-C	1179	295	0.00			1179				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	21	0.00	60	1.386	59	6.4	12.6	413.831	F
B-A	18	4	0.00	14	1.238	12	2.0	3.4	525.753	F
C-AB	180	45	0.00	424	0.424	180	0.7	0.7	14.721	B
C-A	1043	261	0.00			1043				
A-B	70	18	0.00			70				
A-C	1179	295	0.00			1179				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	0.00	472	0.145	118	12.6	0.2	11.715	B
B-A	14	4	0.00	114	0.126	27	3.4	0.2	46.980	E
C-AB	147	37	0.00	496	0.295	148	0.7	0.4	10.366	B
C-A	852	213	0.00			852				
A-B	58	14	0.00			58				
A-C	963	241	0.00			963				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	57	14	0.00	537	0.107	57	0.2	0.1	7.512	A
B-A	12	3	0.00	189	0.064	12	0.2	0.1	20.466	C
C-AB	123	31	0.00	549	0.224	123	0.4	0.3	8.468	A
C-A	714	178	0.00			714				
A-B	48	12	0.00			48				
A-C	806	202	0.00			806				

D4 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		34.86	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.86	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	932	100.000
B		ONE HOUR	✓	243	100.000
C		ONE HOUR	✓	1199	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	29	903
	B	63	0	180
	C	1103	96	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.21	329.06	20.6	F	165	248
B-A	1.16	402.77	8.2	F	58	87
C-AB	0.21	9.27	0.3	A	88	132
C-A					1012	1518
A-B					27	40
A-C					829	1243

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	0.00	557	0.243	134	0.0	0.3	8.497	A
B-A	47	12	0.00	229	0.207	46	0.0	0.3	19.582	C
C-AB	72	18	0.00	597	0.121	72	0.0	0.1	6.844	A
C-A	830	208	0.00			830				
A-B	22	5	0.00			22				
A-C	680	170	0.00			680				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	40	0.00	479	0.338	161	0.3	0.5	11.300	B
B-A	57	14	0.00	158	0.358	56	0.3	0.5	34.722	D
C-AB	86	22	0.00	554	0.156	86	0.1	0.2	7.693	A
C-A	992	248	0.00			992				
A-B	26	7	0.00			26				
A-C	812	203	0.00			812				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	0.00	167	1.187	155	0.5	11.3	173.283	F
B-A	69	17	0.00	60	1.163	51	0.5	5.1	266.846	F
C-AB	106	26	0.00	494	0.214	105	0.2	0.3	9.256	A
C-A	1214	304	0.00			1214				
A-B	32	8	0.00			32				
A-C	994	249	0.00			994				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	0.00	163	1.215	161	11.3	20.6	329.059	F
B-A	69	17	0.00	60	1.154	57	5.1	8.2	402.773	F
C-AB	106	26	0.00	494	0.214	106	0.3	0.3	9.272	A
C-A	1214	304	0.00			1214				
A-B	32	8	0.00			32				
A-C	994	249	0.00			994				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	40	0.00	392	0.413	241	20.6	0.7	39.320	E
B-A	57	14	0.00	139	0.408	86	8.2	0.8	94.328	F
C-AB	86	22	0.00	554	0.156	87	0.3	0.2	7.710	A
C-A	992	248	0.00			992				
A-B	26	7	0.00			26				
A-C	812	203	0.00			812				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	0.00	552	0.245	137	0.7	0.3	8.701	A
B-A	47	12	0.00	229	0.207	49	0.8	0.3	20.215	C
C-AB	72	18	0.00	597	0.121	72	0.2	0.1	6.865	A
C-A	830	208	0.00			830				
A-B	22	5	0.00			22				
A-C	680	170	0.00			680				

D5 - 2034 | RC3A (hybrid) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	RC3A (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	785	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	775
	B	3	0	32
	C	263	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	30	4
	B	33	0	47
	C	2	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	10.01	0.1	B	29	44
B-A	0.02	17.68	0.0	C	3	4
C-AB	0.16	8.15	0.2	A	72	107
C-A					241	362
A-B					9	14
A-C					711	1067

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	457	0.053	24	0.0	0.1	8.312	A
B-A	2	0.56	0.00	281	0.008	2	0.0	0.0	12.931	B
C-AB	59	15	0.00	610	0.096	58	0.0	0.1	6.519	A
C-A	198	50	0.00			198				
A-B	8	2	0.00			8				
A-C	583	146	0.00			583				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	431	0.067	29	0.1	0.1	8.954	A
B-A	3	0.67	0.00	250	0.011	3	0.0	0.0	14.577	B
C-AB	70	18	0.00	576	0.122	70	0.1	0.1	7.119	A
C-A	236	59	0.00			236				
A-B	9	2	0.00			9				
A-C	697	174	0.00			697				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	395	0.089	35	0.1	0.1	10.007	B
B-A	3	1	0.00	207	0.016	3	0.0	0.0	17.672	C
C-AB	86	21	0.00	528	0.163	86	0.1	0.2	8.142	A
C-A	290	72	0.00			290				
A-B	11	3	0.00			11				
A-C	853	213	0.00			853				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	395	0.089	35	0.1	0.1	10.013	B
B-A	3	1	0.00	207	0.016	3	0.0	0.0	17.681	C
C-AB	86	21	0.00	528	0.163	86	0.2	0.2	8.150	A
C-A	290	72	0.00			290				
A-B	11	3	0.00			11				
A-C	853	213	0.00			853				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	431	0.067	29	0.1	0.1	8.962	A
B-A	3	0.67	0.00	250	0.011	3	0.0	0.0	14.584	B
C-AB	70	18	0.00	576	0.122	70	0.2	0.1	7.127	A
C-A	236	59	0.00			236				
A-B	9	2	0.00			9				
A-C	697	174	0.00			697				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	457	0.053	24	0.1	0.1	8.324	A
B-A	2	0.56	0.00	280	0.008	2	0.0	0.0	12.941	B
C-AB	59	15	0.00	610	0.096	59	0.1	0.1	6.532	A
C-A	198	50	0.00			198				
A-B	8	2	0.00			8				
A-C	583	146	0.00			583				

D6 - 2034 | RC3A (hybrid) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	RC3A (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	558	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	778	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	556
	B	9	0	75
	C	755	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	50	6
	B	0	0	3
	C	1	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	6.99	0.2	A	69	103
B-A	0.04	14.40	0.0	B	8	12
C-AB	0.04	6.46	0.0	A	21	32
C-A					693	1039
A-B					2	3
A-C					510	765

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	660	0.086	56	0.0	0.1	5.956	A
B-A	7	2	0.00	354	0.019	7	0.0	0.0	10.362	B
C-AB	17	4	0.00	640	0.027	17	0.0	0.0	5.777	A
C-A	568	142	0.00			568				
A-B	2	0.38	0.00			2				
A-C	419	105	0.00			419				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	634	0.106	67	0.1	0.1	6.353	A
B-A	8	2	0.00	315	0.026	8	0.0	0.0	11.747	B
C-AB	21	5	0.00	616	0.034	21	0.0	0.0	6.046	A
C-A	679	170	0.00			679				
A-B	2	0.45	0.00			2				
A-C	500	125	0.00			500				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	598	0.138	82	0.1	0.2	6.986	A
B-A	10	2	0.00	260	0.038	10	0.0	0.0	14.398	B
C-AB	25	6	0.00	582	0.043	25	0.0	0.0	6.460	A
C-A	831	208	0.00			831				
A-B	2	0.55	0.00			2				
A-C	612	153	0.00			612				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	598	0.138	83	0.2	0.2	6.989	A
B-A	10	2	0.00	260	0.038	10	0.0	0.0	14.404	B
C-AB	25	6	0.00	582	0.043	25	0.0	0.0	6.460	A
C-A	831	208	0.00			831				
A-B	2	0.55	0.00			2				
A-C	612	153	0.00			612				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	634	0.106	68	0.2	0.1	6.357	A
B-A	8	2	0.00	315	0.026	8	0.0	0.0	11.753	B
C-AB	21	5	0.00	616	0.034	21	0.0	0.0	6.046	A
C-A	679	170	0.00			679				
A-B	2	0.45	0.00			2				
A-C	500	125	0.00			500				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	660	0.086	57	0.1	0.1	5.966	A
B-A	7	2	0.00	354	0.019	7	0.0	0.0	10.370	B
C-AB	17	4	0.00	640	0.027	17	0.0	0.0	5.780	A
C-A	568	142	0.00			568				
A-B	2	0.38	0.00			2				
A-C	419	105	0.00			419				

D7 - 2034 | DS3A (hybrid) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2034	DS3A (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1081	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	1026	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	1071
	B	3	0	32
	C	948	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	30	6
	B	33	0	47
	C	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	13.08	0.1	B	29	44
B-A	0.08	95.43	0.1	F	3	4
C-AB	0.20	10.66	0.3	B	72	107
C-A					870	1305
A-B					9	14
A-C					983	1474

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	403	0.060	24	0.0	0.1	9.498	A
B-A	2	0.56	0.00	167	0.014	2	0.0	0.0	21.847	C
C-AB	59	15	0.00	539	0.109	58	0.0	0.1	7.478	A
C-A	714	178	0.00			714				
A-B	8	2	0.00			8				
A-C	806	202	0.00			806				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	366	0.079	29	0.1	0.1	10.677	B
B-A	3	0.67	0.00	114	0.024	3	0.0	0.0	32.311	D
C-AB	70	18	0.00	491	0.143	70	0.1	0.2	8.554	A
C-A	852	213	0.00			852				
A-B	9	2	0.00			9				
A-C	963	241	0.00			963				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	311	0.113	35	0.1	0.1	13.030	B
B-A	3	1	0.00	41	0.080	3	0.0	0.1	94.278	F
C-AB	86	21	0.00	424	0.203	86	0.2	0.3	10.638	B
C-A	1044	261	0.00			1044				
A-B	11	3	0.00			11				
A-C	1179	295	0.00			1179				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	311	0.113	35	0.1	0.1	13.075	B
B-A	3	1	0.00	41	0.081	3	0.1	0.1	95.433	F
C-AB	86	21	0.00	424	0.203	86	0.3	0.3	10.659	B
C-A	1044	261	0.00			1044				
A-B	11	3	0.00			11				
A-C	1179	295	0.00			1179				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	365	0.079	29	0.1	0.1	10.707	B
B-A	3	0.67	0.00	114	0.024	3	0.1	0.0	32.471	D
C-AB	70	18	0.00	491	0.143	70	0.3	0.2	8.574	A
C-A	852	213	0.00			852				
A-B	9	2	0.00			9				
A-C	963	241	0.00			963				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	403	0.060	24	0.1	0.1	9.518	A
B-A	2	0.56	0.00	167	0.014	2	0.0	0.0	21.892	C
C-AB	59	15	0.00	539	0.109	59	0.2	0.1	7.498	A
C-A	714	178	0.00			714				
A-B	8	2	0.00			8				
A-C	806	202	0.00			806				

D8 - 2034 | DS3A (hybrid) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2034	DS3A (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	905	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	1126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	903
	B	9	0	75
	C	1103	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	50	6
	B	0	0	3
	C	4	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	9.24	0.2	A	69	103
B-A	0.10	41.00	0.1	E	8	12
C-AB	0.05	8.11	0.1	A	21	32
C-A					1012	1518
A-B					2	3
A-C					829	1243

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	579	0.098	56	0.0	0.1	6.881	A
B-A	7	2	0.00	243	0.028	7	0.0	0.0	15.222	C
C-AB	17	4	0.00	563	0.031	17	0.0	0.0	6.597	A
C-A	830	208	0.00			830				
A-B	2	0.38	0.00			2				
A-C	680	170	0.00			680				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	536	0.126	67	0.1	0.1	7.679	A
B-A	8	2	0.00	182	0.044	8	0.0	0.0	20.679	C
C-AB	21	5	0.00	523	0.040	21	0.0	0.0	7.161	A
C-A	992	248	0.00			992				
A-B	2	0.45	0.00			2				
A-C	812	203	0.00			812				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	473	0.175	82	0.1	0.2	9.217	A
B-A	10	2	0.00	98	0.101	10	0.0	0.1	40.796	E
C-AB	25	6	0.00	469	0.054	25	0.0	0.1	8.113	A
C-A	1214	304	0.00			1214				
A-B	2	0.55	0.00			2				
A-C	994	249	0.00			994				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	472	0.175	83	0.2	0.2	9.240	A
B-A	10	2	0.00	98	0.101	10	0.1	0.1	41.005	E
C-AB	25	6	0.00	469	0.054	25	0.1	0.1	8.115	A
C-A	1214	304	0.00			1214				
A-B	2	0.55	0.00			2				
A-C	994	249	0.00			994				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	536	0.126	68	0.2	0.1	7.698	A
B-A	8	2	0.00	182	0.044	8	0.1	0.0	20.750	C
C-AB	21	5	0.00	523	0.040	21	0.1	0.0	7.165	A
C-A	992	248	0.00			992				
A-B	2	0.45	0.00			2				
A-C	812	203	0.00			812				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	579	0.098	57	0.1	0.1	6.898	A
B-A	7	2	0.00	243	0.028	7	0.0	0.0	15.246	C
C-AB	17	4	0.00	563	0.031	17	0.0	0.0	6.601	A
C-A	830	208	0.00			830				
A-B	2	0.38	0.00			2				
A-C	680	170	0.00			680				

D9 - 2034 | DS3AwTP (hybrid) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2034	DS3AwTP (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1083	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	972	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	1073
	B	3	0	32
	C	894	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	30	6
	B	33	0	47
	C	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	13.04	0.1	B	29	44
B-A	0.07	80.32	0.1	F	3	4
C-AB	0.20	10.68	0.3	B	72	107
C-A					820	1231
A-B					9	14
A-C					985	1477

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	402	0.060	24	0.0	0.1	9.505	A
B-A	2	0.56	0.00	172	0.013	2	0.0	0.0	21.218	C
C-AB	59	15	0.00	539	0.109	58	0.0	0.1	7.485	A
C-A	673	168	0.00			673				
A-B	8	2	0.00			8				
A-C	808	202	0.00			808				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	365	0.079	29	0.1	0.1	10.687	B
B-A	3	0.67	0.00	120	0.023	3	0.0	0.0	30.709	D
C-AB	70	18	0.00	490	0.143	70	0.1	0.2	8.565	A
C-A	804	201	0.00			804				
A-B	9	2	0.00			9				
A-C	965	241	0.00			965				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	312	0.113	35	0.1	0.1	13.000	B
B-A	3	1	0.00	48	0.069	3	0.0	0.1	79.652	F
C-AB	86	21	0.00	423	0.203	86	0.2	0.3	10.659	B
C-A	984	246	0.00			984				
A-B	11	3	0.00			11				
A-C	1181	295	0.00			1181				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	311	0.113	35	0.1	0.1	13.036	B
B-A	3	1	0.00	48	0.069	3	0.1	0.1	80.322	F
C-AB	86	21	0.00	423	0.203	86	0.3	0.3	10.680	B
C-A	984	246	0.00			984				
A-B	11	3	0.00			11				
A-C	1181	295	0.00			1181				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	365	0.079	29	0.1	0.1	10.712	B
B-A	3	0.67	0.00	120	0.023	3	0.1	0.0	30.836	D
C-AB	70	18	0.00	490	0.143	70	0.3	0.2	8.585	A
C-A	804	201	0.00			804				
A-B	9	2	0.00			9				
A-C	965	241	0.00			965				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	402	0.060	24	0.1	0.1	9.524	A
B-A	2	0.56	0.00	172	0.013	2	0.0	0.0	21.259	C
C-AB	59	15	0.00	539	0.109	59	0.2	0.1	7.508	A
C-A	673	168	0.00			673				
A-B	8	2	0.00			8				
A-C	808	202	0.00			808				

D10 - 2034 | DS3AwTP (hybrid) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2034	DS3AwTP (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	878	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	1124	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	876
	B	9	0	75
	C	1101	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	50	7
	B	0	0	3
	C	4	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	9.06	0.2	A	69	103
B-A	0.10	38.34	0.1	E	8	12
C-AB	0.05	7.99	0.1	A	21	32
C-A					1010	1515
A-B					2	3
A-C					804	1206

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	583	0.097	56	0.0	0.1	6.819	A
B-A	7	2	0.00	247	0.027	7	0.0	0.0	14.958	B
C-AB	17	4	0.00	567	0.031	17	0.0	0.0	6.543	A
C-A	829	207	0.00			829				
A-B	2	0.38	0.00			2				
A-C	659	165	0.00			659				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	542	0.124	67	0.1	0.1	7.587	A
B-A	8	2	0.00	187	0.043	8	0.0	0.0	20.106	C
C-AB	21	5	0.00	529	0.039	21	0.0	0.0	7.084	A
C-A	990	247	0.00			990				
A-B	2	0.45	0.00			2				
A-C	788	197	0.00			788				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	480	0.172	82	0.1	0.2	9.044	A
B-A	10	2	0.00	104	0.096	10	0.0	0.1	38.175	E
C-AB	25	6	0.00	476	0.053	25	0.0	0.1	7.993	A
C-A	1212	303	0.00			1212				
A-B	2	0.55	0.00			2				
A-C	964	241	0.00			964				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	480	0.172	83	0.2	0.2	9.063	A
B-A	10	2	0.00	104	0.096	10	0.1	0.1	38.343	E
C-AB	25	6	0.00	476	0.053	25	0.1	0.1	7.995	A
C-A	1212	303	0.00			1212				
A-B	2	0.55	0.00			2				
A-C	964	241	0.00			964				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	541	0.125	68	0.2	0.1	7.604	A
B-A	8	2	0.00	187	0.043	8	0.1	0.0	20.166	C
C-AB	21	5	0.00	529	0.039	21	0.1	0.0	7.089	A
C-A	990	247	0.00			990				
A-B	2	0.45	0.00			2				
A-C	788	197	0.00			788				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	583	0.097	57	0.1	0.1	6.838	A
B-A	7	2	0.00	247	0.027	7	0.0	0.0	14.978	B
C-AB	17	4	0.00	567	0.031	17	0.0	0.0	6.546	A
C-A	829	207	0.00			829				
A-B	2	0.38	0.00			2				
A-C	659	165	0.00			659				

APPENDIX F

TRAFFIC SURVEY RESULTS

Road Data Services Ltd

Bicester
Tuesday 7th October 2025
Junction: 1
Approach: Empire Road

	Left to B4030 (E)				Right to B4030 (W)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	2	2	4	6.6	0	0	0	0.0
07:45 - 08:00	7	0	7	7.0	0	0	0	0.0
Hourly Total	**9**	**2**	**11**	**13.6**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	4	3	7	10.9	0	0	0	0.0
08:15 - 08:30	4	7	11	20.1	1	0	1	1.0
08:30 - 08:45	4	2	6	8.6	0	1	1	2.3
08:45 - 09:00	5	3	8	11.9	1	0	1	1.0
Hourly Total	**17**	**15**	**32**	**51.5**	**2**	**1**	**3**	**4.3**
09:00 - 09:15	5	2	7	9.6	1	0	1	1.0
09:15 - 09:30	4	3	7	10.9	0	0	0	0.0
Hourly Total	**9**	**5**	**14**	**20.5**	**1**	**0**	**1**	**1.0**
TOTAL	**35**	**22**	**57**	**85.6**	**3**	**1**	**4**	**5.3**
16:30 - 16:45	9	0	9	9.0	1	1	2	3.3
16:45 - 17:00	7	1	8	9.3	3	0	3	3.0
Hourly Total	**16**	**1**	**17**	**18.3**	**4**	**1**	**5**	**6.3**
17:00 - 17:15	41	2	43	45.6	6	0	6	6.0
17:15 - 17:30	10	0	10	10.0	0	0	0	0.0
17:30 - 17:45	14	0	14	14.0	1	0	1	1.0
17:45 - 18:00	8	0	8	8.0	2	0	2	2.0
Hourly Total	**73**	**2**	**75**	**77.6**	**9**	**0**	**9**	**9.0**
18:00 - 18:15	13	0	13	13.0	5	0	5	5.0
18:15 - 18:30	4	0	4	4.0	1	0	1	1.0
Hourly Total	**17**	**0**	**17**	**17.0**	**6**	**0**	**6**	**6.0**
TOTAL	**106**	**3**	**109**	**112.9**	**19**	**1**	**20**	**21.3**

Road Data Services Ltd

Bicester
Tuesday 7th October 2025
Junction: 1
Approach: B4030 East

	Ahead to B4030 (W)				Right to Empire Road			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	94	8	102	112.4	11	0	11	11.0
07:45 - 08:00	73	4	77	82.2	19	5	24	30.5
Hourly Total	**167**	**12**	**179**	**194.6**	**30**	**5**	**35**	**41.5**
08:00 - 08:15	93	5	98	104.5	19	1	20	21.3
08:15 - 08:30	71	6	77	84.8	21	1	22	23.3
08:30 - 08:45	96	2	98	100.6	14	1	15	16.3
08:45 - 09:00	63	4	67	72.2	20	1	21	22.3
Hourly Total	**323**	**17**	**340**	**362.1**	**74**	**4**	**78**	**83.2**
09:00 - 09:15	59	2	61	63.6	6	5	11	17.5
09:15 - 09:30	63	3	66	69.9	8	8	16	26.4
Hourly Total	**122**	**5**	**127**	**133.5**	**14**	**13**	**27**	**43.9**
TOTAL	**612**	**34**	**646**	**690.2**	**118**	**22**	**140**	**168.6**
16:30 - 16:45	79	1	80	81.3	4	3	7	10.9
16:45 - 17:00	86	2	88	90.6	6	1	7	8.3
Hourly Total	**165**	**3**	**168**	**171.9**	**10**	**4**	**14**	**19.2**
17:00 - 17:15	86	1	87	88.3	7	1	8	9.3
17:15 - 17:30	93	1	94	95.3	5	1	6	7.3
17:30 - 17:45	68	0	68	68.0	4	0	4	4.0
17:45 - 18:00	92	1	93	94.3	5	0	5	5.0
Hourly Total	**339**	**3**	**342**	**345.9**	**21**	**2**	**23**	**25.6**
18:00 - 18:15	86	2	88	90.6	5	2	7	9.6
18:15 - 18:30	75	0	75	75.0	4	4	8	13.2
Hourly Total	**161**	**2**	**163**	**165.6**	**9**	**6**	**15**	**22.8**
TOTAL	**665**	**8**	**673**	**683.4**	**40**	**12**	**52**	**67.6**

Road Data Services Ltd

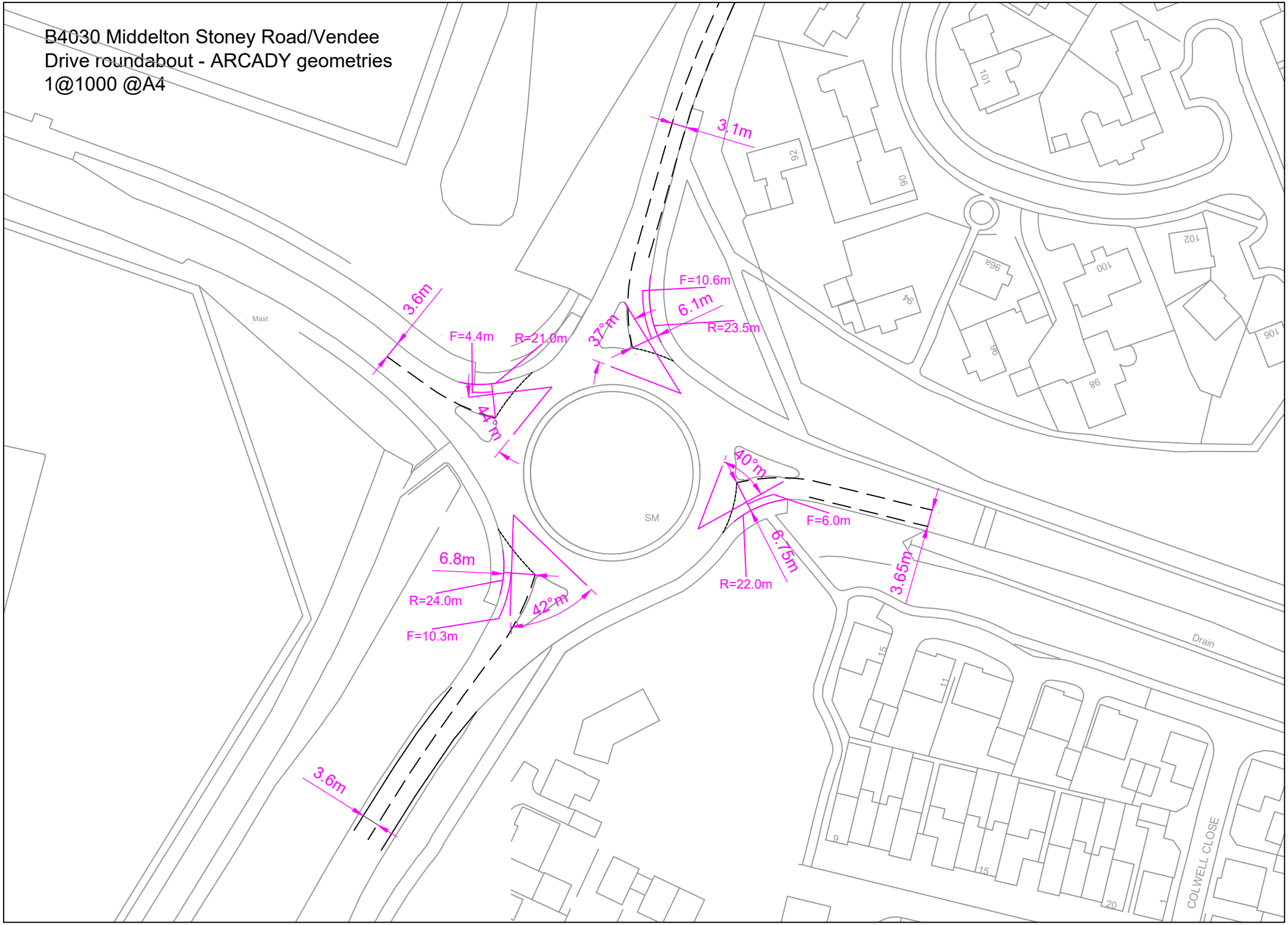
Bicester
Tuesday 7th October 2025
Junction: 1
Approach: B4030 West

	Left to Empire Road				Ahead to B4030 (E)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	2	1	3	4.3	57	5	62	68.5
07:45 - 08:00	1	0	1	1.0	72	2	74	76.6
Hourly Total	**3**	**1**	**4**	**5.3**	**129**	**7**	**136**	**145.1**
08:00 - 08:15	0	0	0	0.0	92	2	94	96.6
08:15 - 08:30	1	0	1	1.0	101	3	104	107.9
08:30 - 08:45	4	1	5	6.3	84	5	89	95.5
08:45 - 09:00	2	2	4	6.6	91	3	94	97.9
Hourly Total	**7**	**3**	**10**	**13.9**	**368**	**13**	**381**	**397.9**
09:00 - 09:15	2	2	4	6.6	63	5	68	74.5
09:15 - 09:30	2	1	3	4.3	65	5	70	76.5
Hourly Total	**4**	**3**	**7**	**10.9**	**128**	**10**	**138**	**151.0**
TOTAL	**14**	**7**	**21**	**30.1**	**625**	**30**	**655**	**694.0**
16:30 - 16:45	0	0	0	0.0	108	1	109	110.3
16:45 - 17:00	0	0	0	0.0	103	2	105	107.6
Hourly Total	**0**	**0**	**0**	**0.0**	**211**	**3**	**214**	**217.9**
17:00 - 17:15	0	0	0	0.0	109	1	110	111.3
17:15 - 17:30	0	1	1	2.3	111	1	112	113.3
17:30 - 17:45	0	0	0	0.0	90	2	92	94.6
17:45 - 18:00	1	0	1	1.0	71	0	71	71.0
Hourly Total	**1**	**1**	**2**	**3.3**	**381**	**4**	**385**	**390.2**
18:00 - 18:15	1	0	1	1.0	77	1	78	79.3
18:15 - 18:30	1	0	1	1.0	64	1	65	66.3
Hourly Total	**2**	**0**	**2**	**2.0**	**141**	**2**	**143**	**145.6**
TOTAL	**3**	**1**	**4**	**5.3**	**733**	**9**	**742**	**753.7**

APPENDIX G

B4030 MIDDLETON STONEY ROAD/HOWES LANE/VENDEE DRIVE JUNCTION 11 ARCADY

B4030 Middelton Stoney Road/Vendee Drive roundabout - ARCADY geometries
1@1000 @A4



Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Import of 250827 B4030 MSR_Vendee Dr roundabout.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\11. B4030 MSR_Vendee Dr roundabout
Report generation date: 15/12/2025 12:52:30

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3AwTP | AM
»D6 - 2034 | DS3AwTP | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2034 - RC3A							
1 - B4030 Middleton Stoney Road	D1	7.2	29.16	0.89	D2	18.1	81.09	0.99
2 - Howes Lane		3.8	22.25	0.80		1.4	10.68	0.58
3 - Middleton Stoney Road		1.6	9.59	0.62		1.9	10.06	0.66
4 - Vendee Drive		0.8	5.05	0.44		130.5	358.12	1.21
	2034 - DS3A							
1 - B4030 Middleton Stoney Road	D3	114.8	358.86	1.20	D4	163.5	624.45	1.27
2 - Howes Lane		5.4	31.91	0.86		1.1	9.93	0.54
3 - Middleton Stoney Road		61.1	198.02	1.12		4.3	18.36	0.82
4 - Vendee Drive		2.5	13.12	0.72		219.4	685.87	1.37
	2034 - DS3AwTP							
1 - B4030 Middleton Stoney Road	D5	115.2	359.79	1.20	D6	144.5	561.80	1.25
2 - Howes Lane		5.1	30.27	0.85		1.1	9.66	0.52
3 - Middleton Stoney Road		43.7	148.38	1.07		4.1	17.92	0.81
4 - Vendee Drive		2.2	11.98	0.70		215.3	672.44	1.36

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

File summary

File Description

Title	OxSRFI
Location	B4030 Middleton Stoney Road/Howes Lane
Site number	
Date	03/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AUTOCAD\ADC
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.34	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.34	C

Arms

Arms

Arm	Name	Description	No give-way line
1	B4030 Middleton Stoney Road		
2	Howes Lane		
3	Middleton Stoney Road		
4	Vendee Drive		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - B4030 Middleton Stoney Road	3.60	7.40	4.4	21.0	54.0	44.0		
2 - Howes Lane	3.10	6.10	10.6	23.5	54.0	37.0		
3 - Middleton Stoney Road	3.65	6.75	6.0	22.0	54.0	40.0		
4 - Vendee Drive	3.60	6.80	10.3	24.0	54.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B4030 Middleton Stoney Road	0.509	1332
2 - Howes Lane	0.528	1392
3 - Middleton Stoney Road	0.529	1416
4 - Vendee Drive	0.548	1524

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	853	100.000
2 - Howes Lane		ONE HOUR	✓	581	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	545	100.000
4 - Vendee Drive		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	67	601	185
	2 - Howes Lane	61	0	43	477
	3 - Middleton Stoney Road	286	9	0	250
	4 - Vendee Drive	84	248	184	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	26	1	1
	2 - Howes Lane	2	0	0	5
	3 - Middleton Stoney Road	2	0	0	0
	4 - Vendee Drive	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	0.89	29.16	7.2	D	783	1174
2 - Howes Lane	0.80	22.25	3.8	C	533	800
3 - Middleton Stoney Road	0.62	9.59	1.6	A	500	750
4 - Vendee Drive	0.44	5.05	0.8	A	473	710

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	642	161	331	1133	0.567	637	323	0.0	1.3	7.185	A
2 - Howes Lane	437	109	725	973	0.450	434	243	0.0	0.8	6.640	A
3 - Middleton Stoney Road	410	103	540	1112	0.369	408	619	0.0	0.6	5.096	A
4 - Vendee Drive	388	97	266	1350	0.288	387	682	0.0	0.4	3.731	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	767	192	396	1100	0.697	763	387	1.3	2.2	10.570	B
2 - Howes Lane	522	131	868	899	0.581	520	291	0.8	1.4	9.436	A
3 - Middleton Stoney Road	490	122	647	1054	0.465	489	741	0.6	0.9	6.352	A
4 - Vendee Drive	464	116	319	1321	0.351	463	817	0.4	0.5	4.194	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	939	235	485	1055	0.890	922	472	2.2	6.5	24.460	C
2 - Howes Lane	640	160	1052	805	0.795	631	355	1.4	3.5	19.784	C
3 - Middleton Stoney Road	600	150	784	980	0.612	597	899	0.9	1.5	9.335	A
4 - Vendee Drive	568	142	390	1283	0.443	567	992	0.5	0.8	5.023	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	939	235	486	1054	0.891	937	474	6.5	7.2	29.161	D
2 - Howes Lane	640	160	1066	798	0.802	639	357	3.5	3.8	22.251	C
3 - Middleton Stoney Road	600	150	794	975	0.616	600	910	1.5	1.6	9.594	A
4 - Vendee Drive	568	142	392	1282	0.443	568	1003	0.8	0.8	5.045	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	767	192	397	1099	0.698	786	390	7.2	2.4	12.132	B
2 - Howes Lane	522	131	890	888	0.588	532	293	3.8	1.5	10.340	B
3 - Middleton Stoney Road	490	122	663	1046	0.468	493	759	1.6	0.9	6.539	A
4 - Vendee Drive	464	116	322	1319	0.352	465	833	0.8	0.5	4.219	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	642	161	332	1132	0.567	646	325	2.4	1.3	7.476	A
2 - Howes Lane	437	109	734	968	0.452	440	245	1.5	0.8	6.847	A
3 - Middleton Stoney Road	410	103	548	1108	0.370	412	627	0.9	0.6	5.175	A
4 - Vendee Drive	388	97	269	1349	0.288	389	690	0.5	0.4	3.752	A

D2 - 2034 | RC3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	170.63	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	170.63	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	750	100.000
2 - Howes Lane		ONE HOUR	✓	426	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	629	100.000
4 - Vendee Drive		ONE HOUR	✓	1275	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	111	428	211
	2 - Howes Lane	108	0	22	296
	3 - Middleton Stoney Road	445	20	0	164
	4 - Vendee Drive	303	585	387	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	16	3	2
	2 - Howes Lane	7	0	0	4
	3 - Middleton Stoney Road	0	0	0	0
	4 - Vendee Drive	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	0.99	81.09	18.1	F	688	1032
2 - Howes Lane	0.58	10.68	1.4	B	391	586
3 - Middleton Stoney Road	0.66	10.06	1.9	B	577	866
4 - Vendee Drive	1.21	358.12	130.5	F	1170	1755

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	565	141	738	919	0.615	558	639	0.0	1.6	9.833	A
2 - Howes Lane	321	80	764	949	0.338	319	533	0.0	0.5	5.695	A
3 - Middleton Stoney Road	474	118	459	1165	0.406	471	623	0.0	0.7	5.164	A
4 - Vendee Drive	960	240	429	1275	0.753	948	501	0.0	2.9	10.674	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	674	169	872	852	0.791	667	762	1.6	3.5	18.652	C
2 - Howes Lane	383	96	908	874	0.438	382	631	0.5	0.8	7.295	A
3 - Middleton Stoney Road	565	141	550	1116	0.507	564	740	0.7	1.0	6.507	A
4 - Vendee Drive	1146	287	514	1228	0.933	1120	600	2.9	9.4	28.173	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	826	206	906	835	0.988	787	882	3.5	13.2	51.595	F
2 - Howes Lane	469	117	1022	815	0.576	467	670	0.8	1.3	10.277	B
3 - Middleton Stoney Road	693	173	664	1054	0.657	689	825	1.0	1.9	9.785	A
4 - Vendee Drive	1404	351	628	1166	1.204	1160	725	9.4	70.4	134.411	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	826	206	909	834	0.990	806	885	13.2	18.1	81.092	F
2 - Howes Lane	469	117	1040	806	0.582	469	675	1.3	1.4	10.677	B
3 - Middleton Stoney Road	693	173	671	1050	0.660	692	837	1.9	1.9	10.064	B
4 - Vendee Drive	1404	351	631	1164	1.206	1164	733	70.4	130.5	313.965	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	674	169	946	816	0.827	724	789	18.1	5.6	47.867	E
2 - Howes Lane	383	96	986	834	0.459	385	684	1.4	0.9	8.060	A
3 - Middleton Stoney Road	565	141	569	1106	0.511	569	803	1.9	1.1	6.745	A
4 - Vendee Drive	1146	287	518	1226	0.935	1217	620	130.5	112.9	358.116	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	565	141	977	800	0.706	577	717	5.6	2.5	16.911	C
2 - Howes Lane	321	80	874	892	0.360	322	679	0.9	0.6	6.328	A
3 - Middleton Stoney Road	474	118	468	1161	0.408	475	729	1.1	0.7	5.259	A
4 - Vendee Drive	960	240	433	1273	0.754	1262	510	112.9	37.5	217.347	F

D3 - 2034 | DS3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	187.95	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	187.95	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1147	100.000
2 - Howes Lane		ONE HOUR	✓	593	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	922	100.000
4 - Vendee Drive		ONE HOUR	✓	641	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	87	776	284
	2 - Howes Lane	162	0	43	388
	3 - Middleton Stoney Road	690	25	0	207
	4 - Vendee Drive	259	260	122	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	21	1	12
	2 - Howes Lane	4	0	0	6
	3 - Middleton Stoney Road	4	0	0	0
	4 - Vendee Drive	10	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.20	358.86	114.8	F	1053	1579
2 - Howes Lane	0.86	31.91	5.4	D	544	816
3 - Middleton Stoney Road	1.12	198.02	61.1	F	846	1269
4 - Vendee Drive	0.72	13.12	2.5	B	588	882

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	864	216	304	1126	0.767	851	828	0.0	3.1	12.590	B
2 - Howes Lane	446	112	878	880	0.507	442	278	0.0	1.0	8.154	A
3 - Middleton Stoney Road	694	174	621	1042	0.666	686	699	0.0	1.9	9.916	A
4 - Vendee Drive	483	121	653	1102	0.438	479	654	0.0	0.8	5.759	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1031	258	364	1096	0.941	1004	988	3.1	9.8	32.444	D
2 - Howes Lane	533	133	1038	797	0.669	529	331	1.0	1.9	13.288	B
3 - Middleton Stoney Road	829	207	740	977	0.848	817	827	1.9	4.9	21.087	C
4 - Vendee Drive	576	144	778	1034	0.557	574	779	0.8	1.2	7.797	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1263	316	442	1057	1.195	1051	1131	9.8	62.8	135.762	F
2 - Howes Lane	653	163	1105	762	0.857	641	388	1.9	5.0	27.334	D
3 - Middleton Stoney Road	1015	254	855	915	1.109	899	891	4.9	34.0	91.659	F
4 - Vendee Drive	706	176	872	984	0.717	701	881	1.2	2.4	12.521	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1263	316	445	1055	1.197	1055	1141	62.8	114.8	308.469	F
2 - Howes Lane	653	163	1109	760	0.860	651	391	5.0	5.4	31.911	D
3 - Middleton Stoney Road	1015	254	865	909	1.116	906	895	34.0	61.1	198.024	F
4 - Vendee Drive	706	176	881	979	0.721	705	891	2.4	2.5	13.119	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1031	258	371	1092	0.944	1083	1089	114.8	101.9	358.864	F
2 - Howes Lane	533	133	1111	758	0.703	545	343	5.4	2.5	17.725	C
3 - Middleton Stoney Road	829	207	774	958	0.865	943	883	61.1	32.6	181.358	F
4 - Vendee Drive	576	144	880	979	0.588	580	836	2.5	1.5	9.116	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	864	216	311	1123	0.769	1112	929	101.9	39.8	232.290	F
2 - Howes Lane	446	112	1120	753	0.593	450	303	2.5	1.5	12.044	B
3 - Middleton Stoney Road	694	174	693	1002	0.693	815	877	32.6	2.4	32.426	D
4 - Vendee Drive	483	121	755	1047	0.461	485	753	1.5	0.9	6.435	A

D4 - 2034 | DS3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	446.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	446.54	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1082	100.000
2 - Howes Lane		ONE HOUR	✓	380	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	792	100.000
4 - Vendee Drive		ONE HOUR	✓	1278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	145	656	281
	2 - Howes Lane	103	0	42	235
	3 - Middleton Stoney Road	626	39	0	127
	4 - Vendee Drive	469	476	333	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	12	1	10
	2 - Howes Lane	7	0	0	4
	3 - Middleton Stoney Road	1	0	0	0
	4 - Vendee Drive	6	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.27	624.45	163.5	F	993	1489
2 - Howes Lane	0.54	9.93	1.1	A	349	523
3 - Middleton Stoney Road	0.82	18.36	4.3	C	727	1090
4 - Vendee Drive	1.37	685.87	219.4	F	1173	1759

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	815	204	628	972	0.838	796	892	0.0	4.5	18.910	C
2 - Howes Lane	286	72	936	857	0.334	284	488	0.0	0.5	6.264	A
3 - Middleton Stoney Road	596	149	460	1151	0.518	592	761	0.0	1.1	6.390	A
4 - Vendee Drive	962	241	574	1177	0.817	946	477	0.0	4.1	14.655	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	973	243	717	928	1.048	900	1048	4.5	22.8	68.573	F
2 - Howes Lane	342	85	1060	792	0.431	341	557	0.5	0.7	7.952	A
3 - Middleton Stoney Road	712	178	537	1109	0.642	709	864	1.1	1.7	8.948	A
4 - Vendee Drive	1149	287	688	1116	1.030	1078	558	4.1	21.8	56.055	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1191	298	697	938	1.270	936	1174	22.8	86.5	220.338	F
2 - Howes Lane	418	105	1080	782	0.535	417	553	0.7	1.1	9.830	A
3 - Middleton Stoney Road	872	218	614	1066	0.818	863	883	1.7	4.1	16.947	C
4 - Vendee Drive	1407	352	837	1035	1.360	1033	639	21.8	115.3	248.132	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1191	298	695	939	1.269	939	1180	86.5	149.6	463.498	F
2 - Howes Lane	418	105	1081	781	0.536	418	552	1.1	1.1	9.926	A
3 - Middleton Stoney Road	872	218	616	1065	0.819	871	884	4.1	4.3	18.362	C
4 - Vendee Drive	1407	352	845	1030	1.366	1030	642	115.3	209.5	557.768	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	973	243	738	918	1.060	917	1070	149.6	163.5	624.455	F
2 - Howes Lane	342	85	1083	780	0.438	343	572	1.1	0.8	8.263	A
3 - Middleton Stoney Road	712	178	543	1105	0.644	722	883	4.3	1.9	9.615	A
4 - Vendee Drive	1149	287	699	1110	1.035	1109	566	209.5	219.4	685.875	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	815	204	769	902	0.903	897	980	163.5	143.0	615.639	F
2 - Howes Lane	286	72	1081	782	0.366	287	585	0.8	0.6	7.291	A
3 - Middleton Stoney Road	596	149	488	1135	0.525	599	880	1.9	1.1	6.751	A
4 - Vendee Drive	962	241	581	1174	0.820	1168	506	219.4	167.9	597.313	F

D5 - 2034 | DS3AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	175.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	175.54	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1149	100.000
2 - Howes Lane		ONE HOUR	✓	586	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	889	100.000
4 - Vendee Drive		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	87	776	286
	2 - Howes Lane	160	0	42	384
	3 - Middleton Stoney Road	650	23	0	216
	4 - Vendee Drive	248	257	122	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	22	1	12
	2 - Howes Lane	4	0	0	6
	3 - Middleton Stoney Road	4	0	0	0
	4 - Vendee Drive	10	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.20	359.79	115.2	F	1054	1582
2 - Howes Lane	0.85	30.27	5.1	D	538	807
3 - Middleton Stoney Road	1.07	148.38	43.7	F	816	1224
4 - Vendee Drive	0.70	11.98	2.2	B	575	863

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	865	216	301	1127	0.768	853	789	0.0	3.1	12.606	B
2 - Howes Lane	441	110	879	879	0.502	437	274	0.0	1.0	8.077	A
3 - Middleton Stoney Road	669	167	618	1044	0.641	662	698	0.0	1.7	9.267	A
4 - Vendee Drive	472	118	621	1120	0.422	469	660	0.0	0.7	5.510	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1033	258	360	1097	0.941	1006	943	3.1	9.8	32.508	D
2 - Howes Lane	527	132	1039	796	0.662	523	327	1.0	1.9	13.047	B
3 - Middleton Stoney Road	799	200	736	980	0.816	790	826	1.7	4.0	18.172	C
4 - Vendee Drive	564	141	741	1055	0.534	562	785	0.7	1.1	7.279	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1265	316	438	1058	1.195	1052	1097	9.8	63.0	136.020	F
2 - Howes Lane	645	161	1106	761	0.848	634	384	1.9	4.7	26.261	D
3 - Middleton Stoney Road	979	245	850	918	1.067	893	890	4.0	25.5	73.628	F
4 - Vendee Drive	690	173	849	997	0.693	686	894	1.1	2.2	11.442	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1265	316	441	1057	1.197	1056	1111	63.0	115.2	309.073	F
2 - Howes Lane	645	161	1111	759	0.850	643	386	4.7	5.1	30.275	D
3 - Middleton Stoney Road	979	245	860	912	1.073	906	894	25.5	43.7	148.380	F
4 - Vendee Drive	690	173	862	990	0.697	690	905	2.2	2.2	11.980	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1033	258	367	1094	0.944	1084	1060	115.2	102.4	359.794	F
2 - Howes Lane	527	132	1113	757	0.696	538	339	5.1	2.4	17.127	C
3 - Middleton Stoney Road	799	200	769	961	0.831	942	881	43.7	8.1	107.118	F
4 - Vendee Drive	564	141	860	991	0.569	567	851	2.2	1.3	8.567	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	865	216	305	1125	0.769	1114	816	102.4	40.1	232.983	F
2 - Howes Lane	441	110	1122	752	0.587	445	297	2.4	1.5	11.869	B
3 - Middleton Stoney Road	669	167	690	1004	0.667	693	877	8.1	2.1	12.448	B
4 - Vendee Drive	472	118	646	1106	0.427	474	737	1.3	0.8	5.724	A

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	422.85	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	422.85	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1055	100.000
2 - Howes Lane		ONE HOUR	✓	371	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	785	100.000
4 - Vendee Drive		ONE HOUR	✓	1278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	152	614	289
	2 - Howes Lane	102	0	43	226
	3 - Middleton Stoney Road	619	39	0	127
	4 - Vendee Drive	465	475	338	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	12	1	11
	2 - Howes Lane	7	0	0	5
	3 - Middleton Stoney Road	1	0	0	0
	4 - Vendee Drive	6	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.25	561.80	144.5	F	968	1452
2 - Howes Lane	0.52	9.66	1.1	A	340	511
3 - Middleton Stoney Road	0.81	17.92	4.1	C	720	1080
4 - Vendee Drive	1.36	672.44	215.3	F	1173	1759

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	794	199	631	967	0.822	778	883	0.0	4.1	17.762	C
2 - Howes Lane	279	70	916	862	0.324	277	493	0.0	0.5	6.137	A
3 - Middleton Stoney Road	591	148	458	1150	0.514	587	735	0.0	1.0	6.342	A
4 - Vendee Drive	962	241	568	1181	0.815	946	477	0.0	4.0	14.476	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	948	237	722	922	1.029	887	1039	4.1	19.4	61.472	F
2 - Howes Lane	334	83	1045	795	0.420	333	564	0.5	0.7	7.770	A
3 - Middleton Stoney Road	706	176	537	1106	0.638	703	841	1.0	1.7	8.865	A
4 - Vendee Drive	1149	287	681	1120	1.026	1080	559	4.0	21.2	54.678	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1162	290	703	931	1.247	929	1164	19.4	77.5	198.660	F
2 - Howes Lane	408	102	1070	782	0.522	407	562	0.7	1.1	9.569	A
3 - Middleton Stoney Road	864	216	614	1064	0.813	855	862	1.7	4.0	16.600	C
4 - Vendee Drive	1407	352	829	1039	1.354	1038	641	21.2	113.5	242.776	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1162	290	701	932	1.246	932	1170	77.5	135.0	420.971	F
2 - Howes Lane	408	102	1071	781	0.523	408	562	1.1	1.1	9.659	A
3 - Middleton Stoney Road	864	216	616	1063	0.813	864	863	4.0	4.1	17.915	C
4 - Vendee Drive	1407	352	836	1035	1.359	1035	644	113.5	206.5	547.301	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	948	237	744	911	1.041	910	1061	135.0	144.5	561.798	F
2 - Howes Lane	334	83	1074	780	0.428	335	580	1.1	0.8	8.109	A
3 - Middleton Stoney Road	706	176	545	1102	0.641	715	863	4.1	1.8	9.519	A
4 - Vendee Drive	1149	287	691	1114	1.031	1113	569	206.5	215.3	672.435	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	794	199	775	896	0.887	890	972	144.5	120.6	537.041	F
2 - Howes Lane	279	70	1071	782	0.357	280	593	0.8	0.6	7.192	A
3 - Middleton Stoney Road	591	148	491	1132	0.522	594	860	1.8	1.1	6.733	A
4 - Vendee Drive	962	241	575	1177	0.817	1172	510	215.3	162.9	581.692	F

APPENDIX H

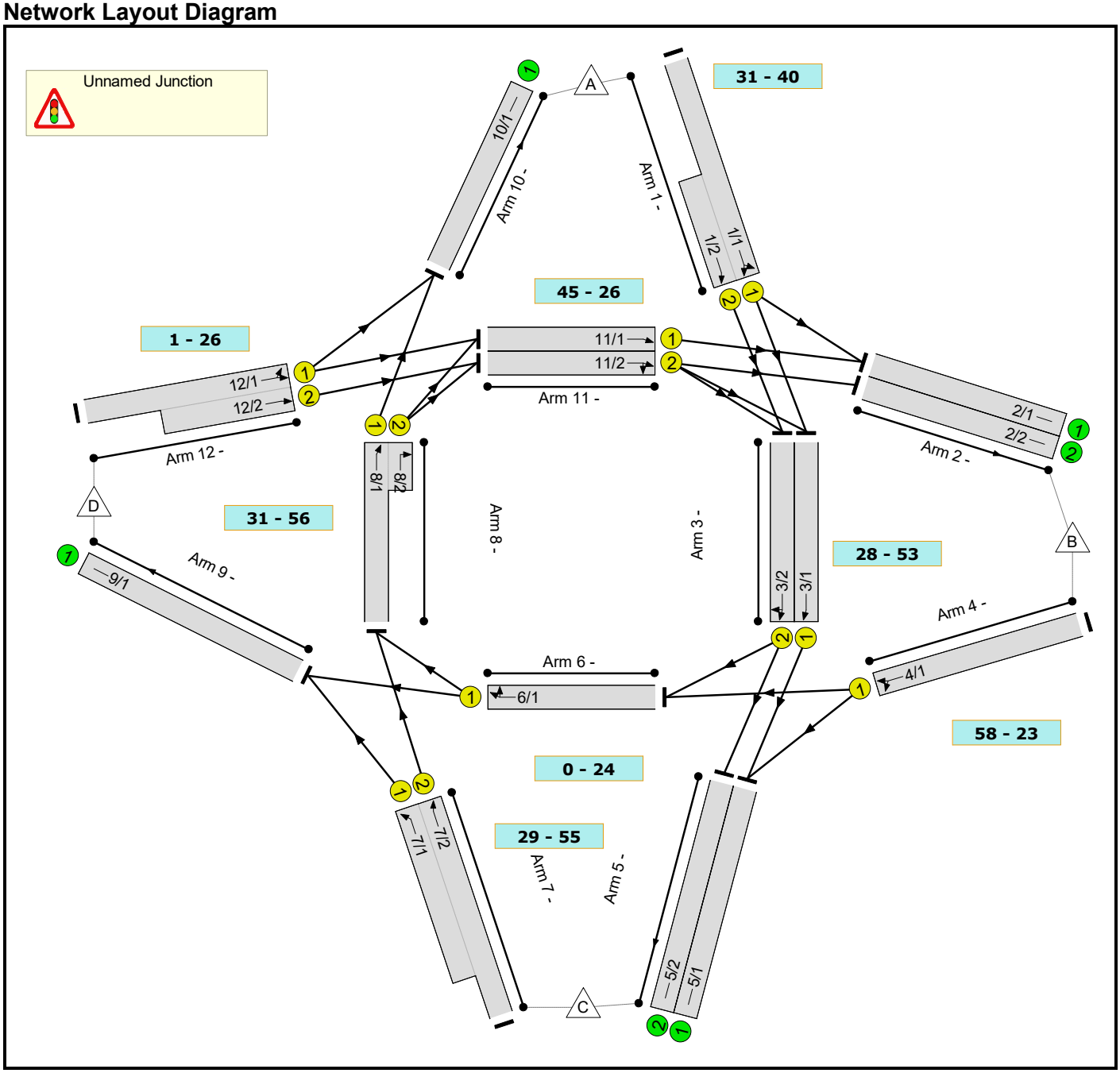
B4030 MIDDLETON STONEY ROAD/HOWES LANE/VENDEE DRIVE MITIGATION LINSIG

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation**
Location:	
Additional detail:	
File name:	251218 B4030 MSR_Vendee Dr roundabout mitigation.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



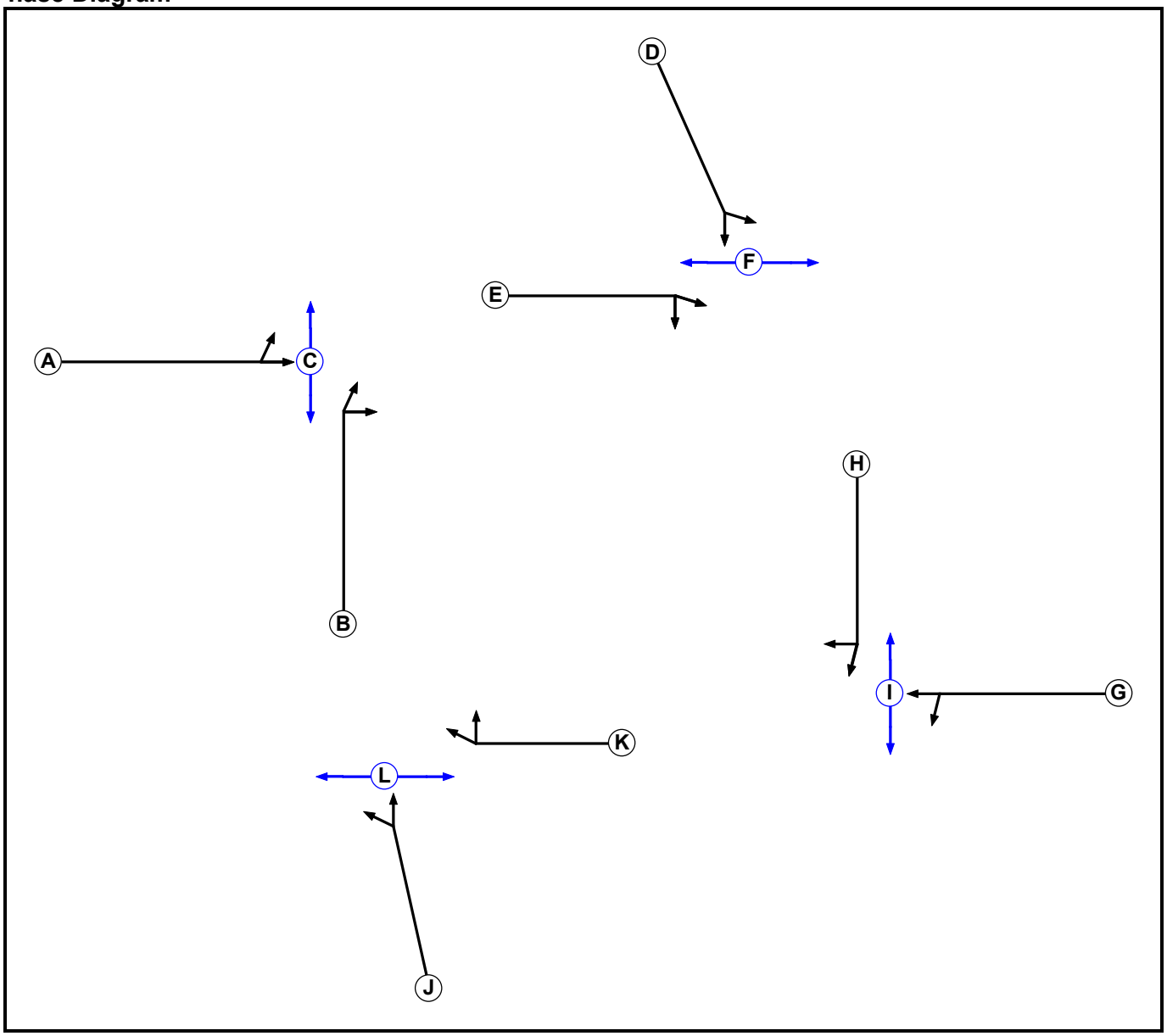
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2034 DS3A - AM Peak	2034 DS3A - AM	Network Control Plan 1	08:00 - 09:00	60	2.1	29.32
2	2034 DS3A - PM Peak	2034 DS3A - PM	Network Control Plan 1	17:00 - 18:00	60	-5.2	34.82
3	2034 DS3AwTP - AM Peak	2034 DS3A wTP - AM	Network Control Plan 1	08:00 - 09:00	60	3.1	27.75
4	2034 DS3AwTP - PM Peak	2034 DS3A wTP - PM	Network Control Plan 1	17:00 - 18:00	60	-4.1	33.17

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	3	2	Unnamed Junction	
			Stage Stream 2	3	2	Unnamed Junction	
			Stage Stream 3	3	2	Unnamed Junction	
			Stage Stream 4	3	2	Unnamed Junction	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	5
C	Pedestrian	1		5	5
D	Traffic	2		7	7
E	Traffic	2		7	5
F	Pedestrian	2		5	5
G	Traffic	3		7	7
H	Traffic	3		7	7
I	Pedestrian	3		5	5
J	Traffic	4		7	7
K	Traffic	4		7	5
L	Pedestrian	4		5	5

Phase Intergreens Matrix

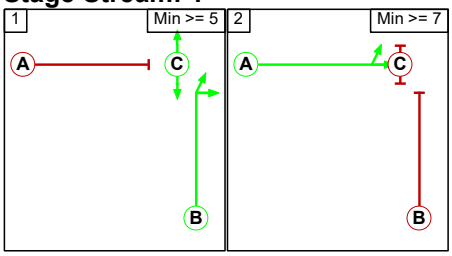
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		5	5	-	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-	-	-
	C	7	-		-	-	-	-	-	-	-	-	-
	D	-	-	-		5	5	-	-	-	-	-	-
	E	-	-	-	5		-	-	-	-	-	-	-
	F	-	-	-	7	-		-	-	-	-	-	-
	G	-	-	-	-	-	-		5	5	-	-	-
	H	-	-	-	-	-	-	5		-	-	-	-
	I	-	-	-	-	-	-	5	-		-	-	-
	J	-	-	-	-	-	-	-	-	-		5	5
	K	-	-	-	-	-	-	-	-	-	5		-
	L	-	-	-	-	-	-	-	-	-	7	-	

Phases in Stage

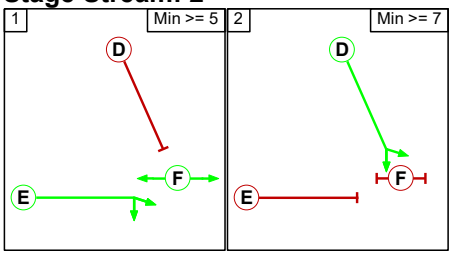
Stream	Stage No.	Phases in Stage
1	1	B C
1	2	A
2	1	E F
2	2	D
3	1	H I
3	2	G
4	1	K L
4	2	J

Stage Diagram

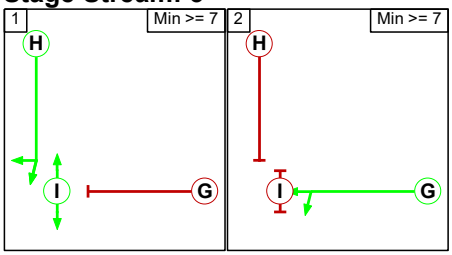
Stage Stream: 1



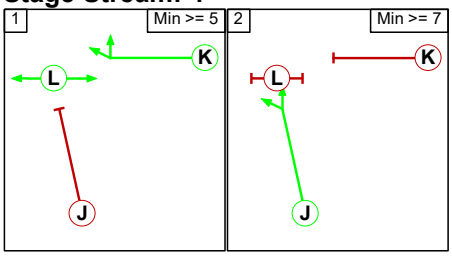
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	2	2

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	2	2

Stage Stream: 3

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

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	K	Losing	2	2

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1	U	D	2	3	60.0	User	1900	-	-	-	-	-
1/2	U	D	2	3	7.0	User	1900	-	-	-	-	-
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1	U	H	0	3	7.8	User	2000	-	-	-	-	-
3/2	U	H	0	3	7.8	User	2000	-	-	-	-	-
4/1	U	G	2	3	60.0	User	1950	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U	K	0	3	9.6	User	2000	-	-	-	-	-
7/1	U	J	2	3	14.8	User	1800	-	-	-	-	-
7/2	U	J	2	3	60.0	User	1950	-	-	-	-	-
8/1	U	B	0	3	7.0	User	2000	-	-	-	-	-
8/2	U	B	0	3	3.0	User	2000	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U	E	1	3	6.6	User	2000	-	-	-	-	-
11/2	U	E	1	3	6.6	User	2000	-	-	-	-	-
12/1	U	A	2	3	60.0	User	1900	-	-	-	-	-
12/2	U	A	2	3	8.3	User	1900	-	-	-	-	-

Lane Connector Input Data

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

Lane Saturation Flows

Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2000	2000
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1	This lane uses a directly entered Saturation Flow						1900	1900
12/2	This lane uses a directly entered Saturation Flow						1900	1900

Scenario 2: '2034 DS3A - PM Peak' (FG2: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2000	2000
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1	This lane uses a directly entered Saturation Flow						1900	1900
12/2	This lane uses a directly entered Saturation Flow						1900	1900

Scenario 3: '2034 DS3AwTP - AM Peak' (FG3: '2034 DS3A wTP - AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2000	2000
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1	This lane uses a directly entered Saturation Flow						1900	1900
12/2	This lane uses a directly entered Saturation Flow						1900	1900

Scenario 4: '2034 DS3AwTP - PM Peak' (FG4: '2034 DS3A wTP - PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2000	2000
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1	This lane uses a directly entered Saturation Flow						1900	1900
12/2	This lane uses a directly entered Saturation Flow						1900	1900

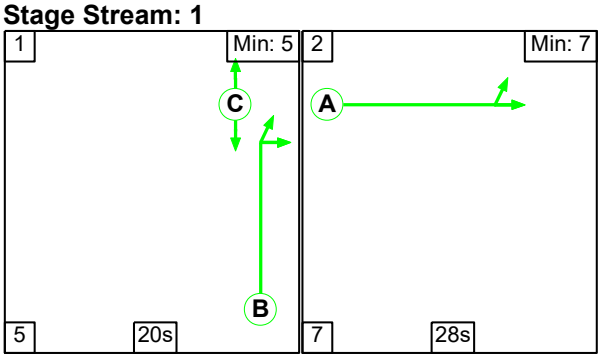
Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 DS3A - AM'	08:00	09:00	01:00	
2: '2034 DS3A - PM'	17:00	18:00	01:00	
3: '2034 DS3A wTP - AM'	08:00	09:00	01:00	
4: '2034 DS3A wTP - PM'	17:00	18:00	01:00	

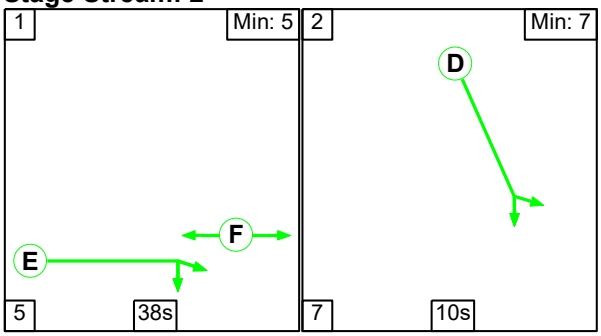
Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

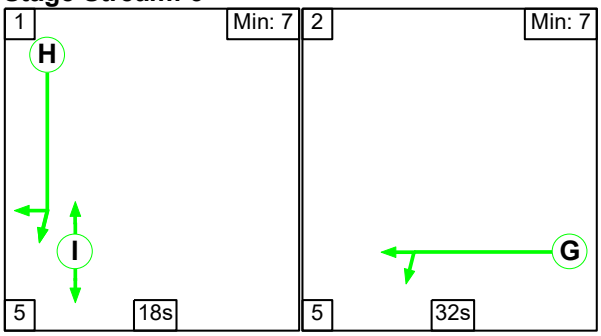
Stage Stream: 1



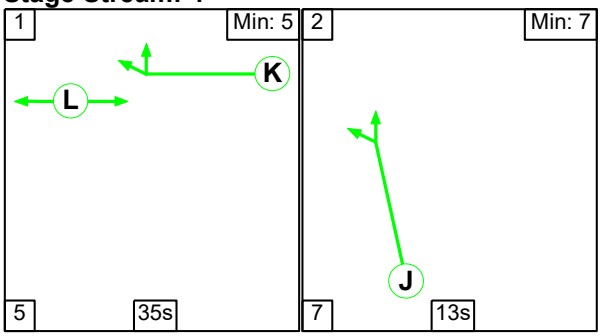
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	48	13

Stage Stream: 2

Stage	1	2
Duration	38	10
Change Point	13	56

Stage Stream: 3

Stage	1	2
Duration	18	32
Change Point	53	16

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	14	54

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Left Ahead	Traffic	1	28	20	48
B	Ahead Right	Traffic	1	22	53	15
C	Pedestrians across	Pedestrian	1	20	53	13
D	Left Ahead	Traffic	2	10	3	13
E	Ahead Right	Traffic	2	40	18	58
F	Pedestrians across	Pedestrian	2	38	18	56
G	Left Ahead	Traffic	3	32	21	53
H	Ahead Right	Traffic	3	18	58	16
I	Pedestrians across	Pedestrian	3	18	58	16
J	Ahead Left	Traffic	4	13	1	14
K	Right Ahead	Traffic	4	37	19	56
L	Pedestrians across	Pedestrian	4	35	19	54

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.1%**
1/1+1/2	Left Ahead	U	2	N/A	D		1	10	-	-	614	1900:1900	348+348	88.1 : 88.1%
3/1	Ahead	U	3	N/A	H		1	18	-	-	422	2000	700	60.3%
3/2	Ahead Right	U	3	N/A	H		1	18	-	-	462	2000	700	66.0%
4/1	Left Ahead	U	3	N/A	G		1	32	-	-	945	1950	1073	88.1%
6/1	Right Ahead	U	4	N/A	K		1	37	-	-	904	2000	1333	67.8%
7/2+7/1	Ahead Left	U	4	N/A	J		1	13	-	-	675	1950:1800	455+420	86.2 : 67.4%
8/1+8/2	Ahead Right	U	1	N/A	B		1	22	-	-	417	2000:2000	652+269	45.3 : 45.3%
11/1	Ahead	U	2	N/A	E		1	40	-	-	559	2000	1400	39.9%
11/2	Ahead Right	U	2	N/A	E		1	40	-	-	662	2000	1400	47.3%
12/1+12/2	Left Ahead	U	1	N/A	A		1	28	-	-	1201	1900:1900	714+715	84.0 : 84.0%

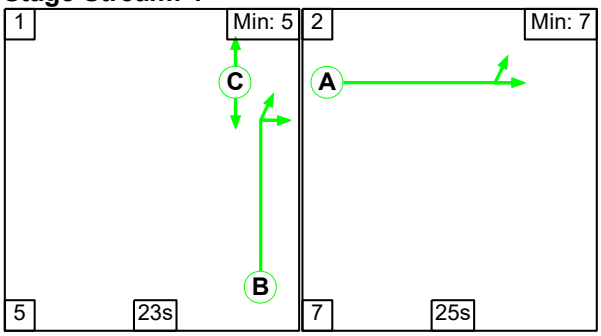
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**18.1**	**11.2**	**0.0**	**29.3**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**18.1**	**11.2**	**0.0**	**29.3**	**-**	**-**	**-**	**-**	
1/1+1/2	614	614	-	-	-	4.1	3.4	-	7.5	44.0	4.9	3.4	8.4	
3/1	422	422	-	-	-	1.1	0.0	-	1.1	9.7	2.9	0.0	2.9	
3/2	462	462	-	-	-	1.1	0.0	-	1.1	8.9	2.8	0.0	2.8	
4/1	945	945	-	-	-	3.1	3.5	-	6.6	25.2	13.7	3.5	17.2	
6/1	904	904	-	-	-	0.3	0.0	-	0.3	1.2	2.9	0.0	2.9	
7/2+7/1	675	675	-	-	-	4.0	1.7	-	5.7	30.5	6.2	1.7	7.9	
8/1+8/2	417	417	-	-	-	0.3	0.0	-	0.3	2.4	0.6	0.0	0.6	
11/1	559	559	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9	
11/2	662	662	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9	
12/1+12/2	1201	1201	-	-	-	3.9	2.6	-	6.5	19.4	7.5	2.6	10.1	

C1	Stream: 1 PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	6.75	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	7.67	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	8.89	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	6.01	Cycle Time (s):	60
	PRC Over All Lanes (%):	2.1	Total Delay Over All Lanes(pcuHr):	29.32		

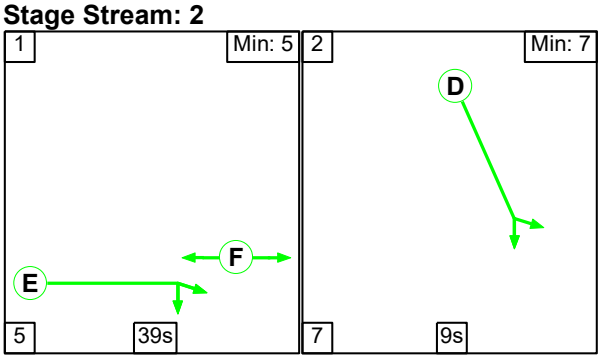
Scenario 2: '2034 DS3A - PM Peak' (FG2: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

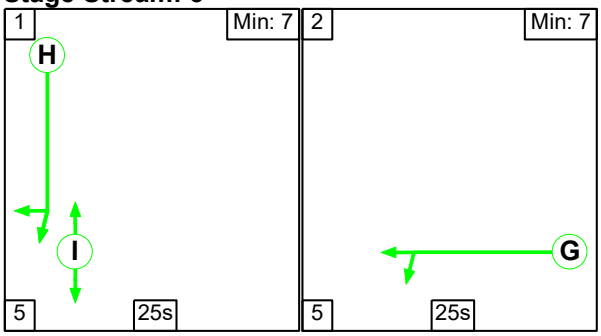
Stage Stream: 1



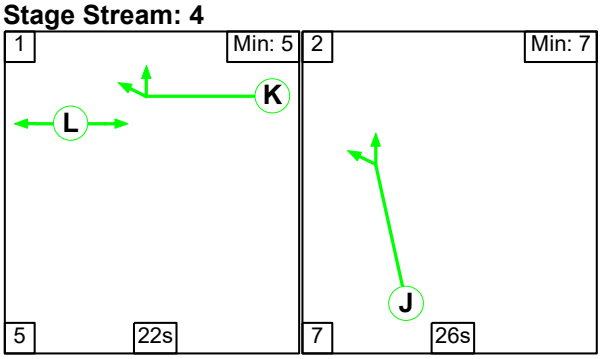
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	25
Change Point	26	54

Stage Stream: 2

Stage	1	2
Duration	39	9
Change Point	40	24

Stage Stream: 3

Stage	1	2
Duration	25	25
Change Point	23	53

Stage Stream: 4

Stage	1	2
Duration	22	26
Change Point	55	22

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Left Ahead	Traffic	1	25	1	26
B	Ahead Right	Traffic	1	25	31	56
C	Pedestrians across	Pedestrian	1	23	31	54
D	Left Ahead	Traffic	2	9	31	40
E	Ahead Right	Traffic	2	41	45	26
F	Pedestrians across	Pedestrian	2	39	45	24
G	Left Ahead	Traffic	3	25	58	23
H	Ahead Right	Traffic	3	25	28	53
I	Pedestrians across	Pedestrian	3	25	28	53
J	Ahead Left	Traffic	4	26	29	55
K	Right Ahead	Traffic	4	24	0	24
L	Pedestrians across	Pedestrian	4	22	0	22

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.7%**
1/1+1/2	Left Ahead	U	2	N/A	D		1	9	-	-	394	1900:1900	317+317	62.2 : 62.2%
3/1	Ahead	U	3	N/A	H		1	25	-	-	309	2000	933	33.1%
3/2	Ahead Right	U	3	N/A	H		1	25	-	-	350	2000	933	37.5%
4/1	Left Ahead	U	3	N/A	G		1	25	-	-	800	1950	845	94.7%
6/1	Right Ahead	U	4	N/A	K		1	24	-	-	782	2000	900	86.9%
7/2+7/1	Ahead Left	U	4	N/A	J		1	26	-	-	1308	1950:1800	878+531	92.9 : 92.9%
8/1+8/2	Ahead Right	U	1	N/A	B		1	25	-	-	854	2000:2000	648+414	80.4 : 80.4%
11/1	Ahead	U	2	N/A	E		1	41	-	-	585	2000	1433	40.8%
11/2	Ahead Right	U	2	N/A	E		1	41	-	-	717	2000	1433	50.0%
12/1+12/2	Left Ahead	U	1	N/A	A		1	25	-	-	1128	1900:1900	667+667	84.5 : 84.5%

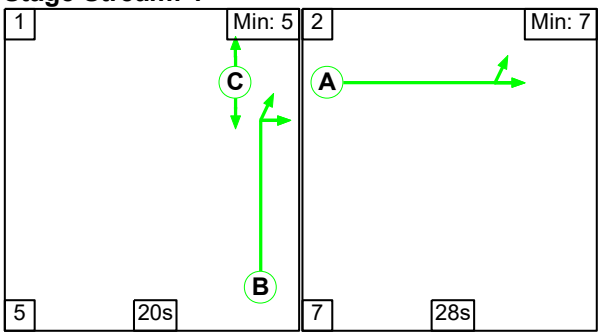
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**18.7**	**16.1**	**0.0**	**34.8**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**18.7**	**16.1**	**0.0**	**34.8**	**-**	**-**	**-**	**-**	
1/1+1/2	394	394	-	-	-	2.5	0.8	-	3.4	30.7	3.0	0.8	3.8	
3/1	309	309	-	-	-	0.5	0.0	-	0.5	6.1	2.4	0.0	2.4	
3/2	350	350	-	-	-	0.5	0.0	-	0.5	5.4	2.4	0.0	2.4	
4/1	800	800	-	-	-	3.6	6.8	-	10.5	47.0	12.7	6.8	19.5	
6/1	782	782	-	-	-	1.0	0.0	-	1.0	4.7	4.0	0.0	4.0	
7/2+7/1	1308	1308	-	-	-	5.2	5.8	-	11.1	30.5	12.7	5.8	18.5	
8/1+8/2	854	854	-	-	-	0.4	0.0	-	0.4	1.9	1.0	0.0	1.0	
11/1	585	585	-	-	-	0.2	0.0	-	0.2	1.4	1.9	0.0	1.9	
11/2	717	717	-	-	-	0.2	0.0	-	0.2	1.2	1.7	0.0	1.7	
12/1+12/2	1128	1128	-	-	-	4.3	2.7	-	7.0	22.2	7.5	2.7	10.2	

C1	Stream: 1 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	7.40	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	44.7	Total Delay for Signalled Lanes (pcuHr):	3.83	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	-5.2	Total Delay for Signalled Lanes (pcuHr):	11.50	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	-3.2	Total Delay for Signalled Lanes (pcuHr):	12.10	Cycle Time (s):	60
	PRC Over All Lanes (%):	-5.2	Total Delay Over All Lanes(pcuHr):	34.82		

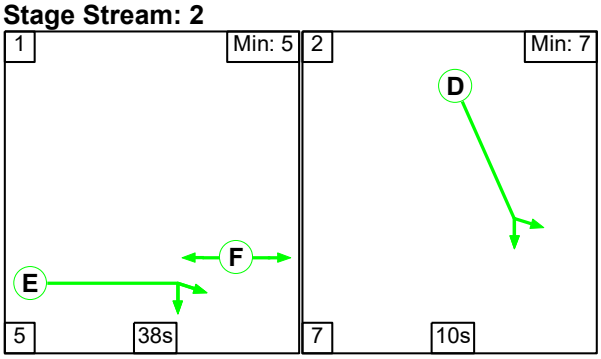
Scenario 3: '2034 DS3AwTP - AM Peak' (FG3: '2034 DS3A wTP - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

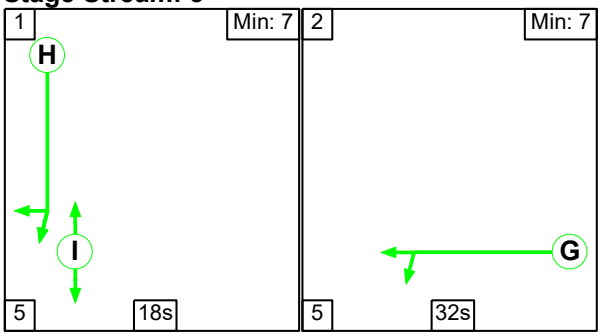
Stage Stream: 1



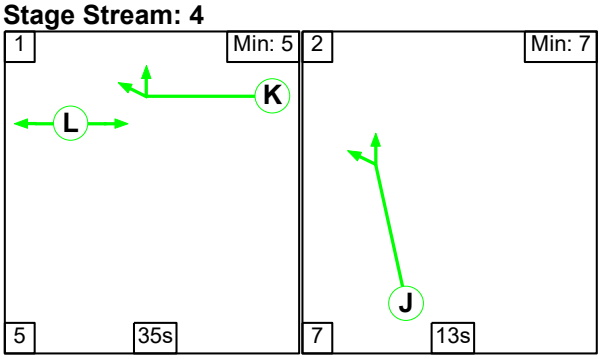
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	48	13

Stage Stream: 2

Stage	1	2
Duration	38	10
Change Point	13	56

Stage Stream: 3

Stage	1	2
Duration	18	32
Change Point	53	16

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	14	54

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Left Ahead	Traffic	1	28	20	48
B	Ahead Right	Traffic	1	22	53	15
C	Pedestrians across	Pedestrian	1	20	53	13
D	Left Ahead	Traffic	2	10	3	13
E	Ahead Right	Traffic	2	40	18	58
F	Pedestrians across	Pedestrian	2	38	18	56
G	Left Ahead	Traffic	3	32	21	53
H	Ahead Right	Traffic	3	18	58	16
I	Pedestrians across	Pedestrian	3	18	58	16
J	Ahead Left	Traffic	4	13	1	14
K	Right Ahead	Traffic	4	37	19	56
L	Pedestrians across	Pedestrian	4	35	19	54

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**87.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**87.3%**
1/1+1/2	Left Ahead	U	2	N/A	D		1	10	-	-	608	1900:1900	348+348	87.3 : 87.3%
3/1	Ahead	U	3	N/A	H		1	18	-	-	421	2000	700	60.1%
3/2	Ahead Right	U	3	N/A	H		1	18	-	-	459	2000	700	65.6%
4/1	Left Ahead	U	3	N/A	G		1	32	-	-	911	1950	1073	84.9%
6/1	Right Ahead	U	4	N/A	K		1	37	-	-	860	2000	1333	64.5%
7/2+7/1	Ahead Left	U	4	N/A	J		1	13	-	-	659	1950:1800	455+420	85.5 : 64.3%
8/1+8/2	Ahead Right	U	1	N/A	B		1	22	-	-	412	2000:2000	649+273	44.7 : 44.7%
11/1	Ahead	U	2	N/A	E		1	40	-	-	559	2000	1400	39.9%
11/2	Ahead Right	U	2	N/A	E		1	40	-	-	662	2000	1400	47.3%
12/1+12/2	Left Ahead	U	1	N/A	A		1	28	-	-	1201	1900:1900	714+715	84.0 : 84.0%

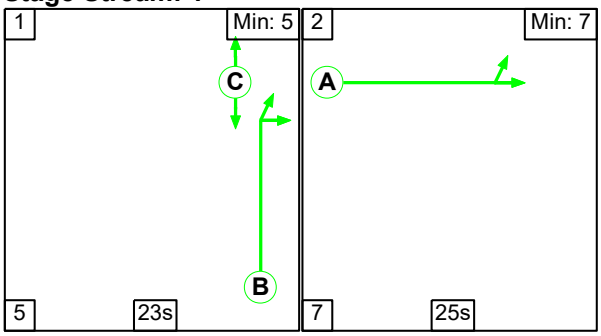
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**17.7**	**10.0**	**0.0**	**27.7**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**17.7**	**10.0**	**0.0**	**27.7**	**-**	**-**	**-**	**-**	
1/1+1/2	608	608	-	-	-	4.0	3.2	-	7.2	42.8	4.9	3.2	8.1	
3/1	421	421	-	-	-	1.1	0.0	-	1.1	9.7	2.9	0.0	2.9	
3/2	459	459	-	-	-	1.1	0.0	-	1.1	8.9	2.8	0.0	2.8	
4/1	911	911	-	-	-	2.9	2.7	-	5.6	22.2	12.7	2.7	15.4	
6/1	860	860	-	-	-	0.3	0.0	-	0.3	1.2	2.9	0.0	2.9	
7/2+7/1	659	659	-	-	-	3.9	1.5	-	5.4	29.7	6.2	1.5	7.7	
8/1+8/2	412	412	-	-	-	0.3	0.0	-	0.3	2.3	0.6	0.0	0.6	
11/1	559	559	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9	
11/2	662	662	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9	
12/1+12/2	1201	1201	-	-	-	3.9	2.6	-	6.5	19.4	7.5	2.6	10.1	

C1	Stream: 1 PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	6.74	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	7.39	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	7.88	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	5.74	Cycle Time (s):	60
	PRC Over All Lanes (%):	3.1	Total Delay Over All Lanes(pcuHr):	27.75		

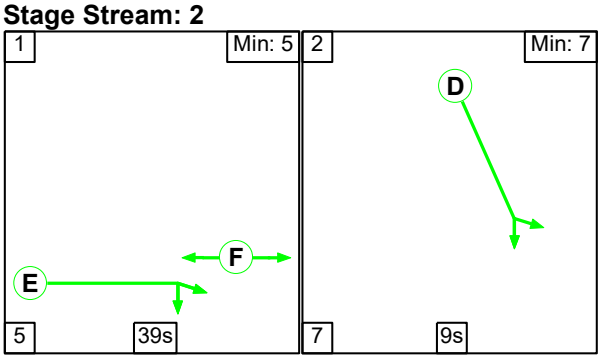
Scenario 4: '2034 DS3AwTP - PM Peak' (FG4: '2034 DS3A wTP - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

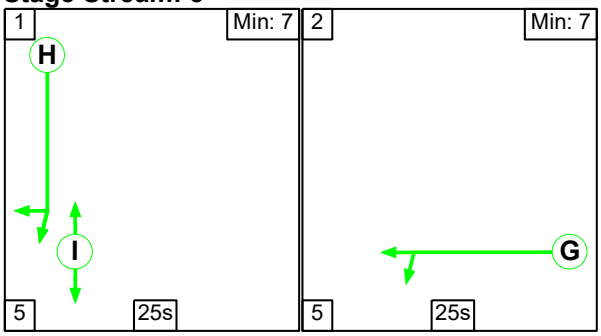
Stage Stream: 1



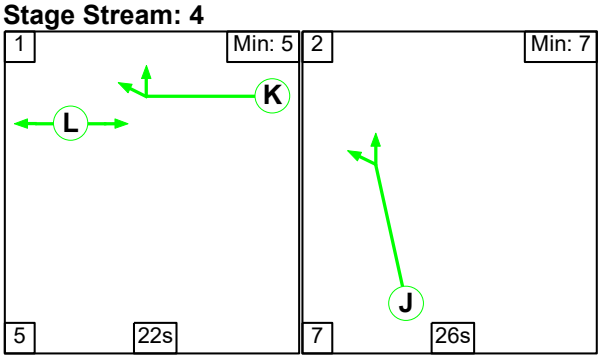
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	25
Change Point	26	54

Stage Stream: 2

Stage	1	2
Duration	39	9
Change Point	40	24

Stage Stream: 3

Stage	1	2
Duration	25	25
Change Point	23	53

Stage Stream: 4

Stage	1	2
Duration	22	26
Change Point	54	21

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Left Ahead	Traffic	1	25	1	26
B	Ahead Right	Traffic	1	25	31	56
C	Pedestrians across	Pedestrian	1	23	31	54
D	Left Ahead	Traffic	2	9	31	40
E	Ahead Right	Traffic	2	41	45	26
F	Pedestrians across	Pedestrian	2	39	45	24
G	Left Ahead	Traffic	3	25	58	23
H	Ahead Right	Traffic	3	25	28	53
I	Pedestrians across	Pedestrian	3	25	28	53
J	Ahead Left	Traffic	4	26	28	54
K	Right Ahead	Traffic	4	24	59	23
L	Pedestrians across	Pedestrian	4	22	59	21

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.7%**
1/1+1/2	Left Ahead	U	2	N/A	D		1	9	-	-	385	1900:1900	317+317	60.9 : 60.6%
3/1	Ahead	U	3	N/A	H		1	25	-	-	308	2000	933	33.0%
3/2	Ahead Right	U	3	N/A	H		1	25	-	-	349	2000	933	37.4%
4/1	Left Ahead	U	3	N/A	G		1	25	-	-	792	1950	845	93.7%
6/1	Right Ahead	U	4	N/A	K		1	24	-	-	773	2000	900	85.9%
7/2+7/1	Ahead Left	U	4	N/A	J		1	26	-	-	1308	1950:1800	878+539	92.3 : 92.3%
8/1+8/2	Ahead Right	U	1	N/A	B		1	25	-	-	849	2000:2000	641+424	79.7 : 79.7%
11/1	Ahead	U	2	N/A	E		1	41	-	-	569	2000	1433	39.7%
11/2	Ahead Right	U	2	N/A	E		1	41	-	-	708	2000	1433	49.4%
12/1+12/2	Left Ahead	U	1	N/A	A		1	25	-	-	1106	1900:1900	667+667	82.9 : 82.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**18.5**	**14.7**	**0.0**	**33.2**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**18.5**	**14.7**	**0.0**	**33.2**	**-**	**-**	**-**	**-**	
1/1+1/2	385	385	-	-	-	2.5	0.8	-	3.3	30.4	2.9	0.8	3.7	
3/1	308	308	-	-	-	0.5	0.0	-	0.5	6.4	2.5	0.0	2.5	
3/2	349	349	-	-	-	0.5	0.0	-	0.5	5.6	2.5	0.0	2.5	
4/1	792	792	-	-	-	3.6	6.1	-	9.6	43.9	12.5	6.1	18.6	
6/1	773	773	-	-	-	1.1	0.0	-	1.1	5.3	3.5	0.0	3.5	
7/2+7/1	1308	1308	-	-	-	5.2	5.5	-	10.7	29.4	12.6	5.5	18.1	
8/1+8/2	849	849	-	-	-	0.3	0.0	-	0.3	1.4	0.8	0.0	0.8	
11/1	569	569	-	-	-	0.2	0.0	-	0.2	1.5	1.9	0.0	1.9	
11/2	708	708	-	-	-	0.2	0.0	-	0.2	1.3	1.8	0.0	1.8	
12/1+12/2	1106	1106	-	-	-	4.2	2.4	-	6.5	21.3	7.2	2.4	9.6	

C1	Stream: 1 PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	6.87	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	47.7	Total Delay for Signalled Lanes (pcuHr):	3.74	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	-4.1	Total Delay for Signalled Lanes (pcuHr):	10.74	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	11.83	Cycle Time (s):	60
	PRC Over All Lanes (%):	-4.1	Total Delay Over All Lanes(pcuHr):	33.17		

STAGE 3 TRANSPORT MODELLING (WIDER STUDY AREA)

OXFORDSHIRE SRFI

ADC Infrastructure Limited, City Buildings, 34-36 Carrington Street, Nottingham, NG1 7FG
tel. 0115 941 4817, www.ADCinfrastructure.com

DOCUMENT CONTROL

project number: ADC1794			report reference: ADC1794-RP-AV	
version	date	author	reviewer	comments
1	13/02/2026	[redacted]		working draft
2	27/03/2026			version issued for submission

CONTENTS

1.0 INTRODUCTION 5
Transport Working Group and transport modelling strategy 5
Report structure 5
2.0 STAGE 3 TRANSPORT MODELLING 6
Approach to the Stage 3 transport modelling 6
Traffic flows for detailed assessment 7
3.0 DETAILED JUNCTION MODELLING - WIDER STUDY AREA JUNCTIONS 9
Junction 10 - B4030 Middleton Stoney Road/Empire Road junction 9
Junction 11 - B4030 Middleton Stoney Road/Howes Lane roundabout 10
Junction 12 - Middleton Stoney Road/Shakespeare Drive roundabout 15
Junction 13 – Middleton Stoney Road/Kings End/Oxford Road roundabout 17
Junction 14 – A41 Oxford Road/Vendee Drive roundabout 19
Junction 15 – A41 Oxford Road/Oxford Road/A41 east gyratory 21
Junction 16 – A4095 Southwolds Lane/Fringford Road T-junction 23
Junction 17 – A4260 Oxford Road/B4030 (Hopcrofts Holt) staggered crossroads 25
Junction 18 – A4260 Banbury Road/B4027 staggered priority controlled crossroads 26
Junction 19 – A4260 Banbury Road/Bunkers Hill/Upper Campsfield Road junction 29
Junction 20 – A4095 Station Road/Lince Lane T-junction 32
Junction 21 – A43 Barleymow Roundabout 34
Junction 22 – A43 Groves Roundabout 38
Junction 23 – A43 Brackley Bypass/A422/Oxford Road gyratory 41
Junction 24 – A421/A4421/Sandpit Hill/roadside service area roundabout 42
Additional junctions – B4030 Middleton Stoney Road/Himley Village accesses 45
4.0 SUMMARY AND CONCLUSIONS 48

DRAWINGS

OxSRFI-BWB-GEN-XX-SK-CH-SK131	A4095/B4030 Roundabout
OxSRFI-BWB-GEN-XX-SK-CH-SK134	A43/A421 Barleymow Roundabout General Arrangement

APPENDICES

Appendix A	B4030 Middleton Stoney Road/Empire Road Junctions 11 PICADY report
Appendix B	B4030 Middleton Stoney Road/Howes Lane Junctions 11 ARCADY report
Appendix C	B4030 Middleton Stoney Road/Howes Lane LinSig report
Appendix D	Middleton Stoney Road/Shakespeare Drive Junctions 11 ARCADY report
Appendix E	Middleton Stoney Road/Kings End/Oxford Road Junctions 11 ARCADY report
Appendix F	A41 Oxford Road/Vendee Drive Junctions 11 ARCADY report
Appendix G	A41 Oxford Road network LinSig report – 2034 Completion Year
Appendix H	A41 Oxford Road network LinSig report – 2042 Sensitivity Test
Appendix I	A4095 Southwolds Lane/Fringford Road Junctions 11 PICADY report
Appendix J	A4260 Oxford Road/B4030 (Hopcrofts Holt) LinSig report
Appendix K	A4260 Banbury Road/B4027 Junctions 11 PICADY report
Appendix L	A4260 Banbury Road/Bunkers Hill Junctions 11 PICADY report
Appendix M	A4260 Banbury Road/Upper Campsfield Road Junctions 11 PICADY report
Appendix N	A4095 Station Road/Lince Lane Junctions 11 PICADY report
Appendix O	A43 Barleymow existing roundabout Junction 11 ARCADY report
Appendix P	A43 Barleymow proposed mitigation LinSig report

Appendix Q	A43 Groves Roundabout Junctions 11 ARCADY report
Appendix R	A43 Brackley Bypass/A422/Oxford Road gyratory LinSig report
Appendix S	A421/A4421/Sandpit Hill roundabout Junctions 11 ARCADY report
Appendix T	B4030/Himley Village western access Junctions 11 PICADY report
Appendix U	B4030/Himley Village eastern access Junctions 11 PICADY report

1.0 INTRODUCTION

1.1 ADC Infrastructure Limited are commissioned by Oxfordshire Railfreight Limited to assess the transport and infrastructure requirements of a proposed Strategic Rail Freight Interchange (SRFI) in Oxfordshire; the subject of a Development Consent Order (DCO) application for a Nationally Significant Infrastructure Project (NSIP), to be known as OxSRFI.

1.2 The proposals also include various highway improvements, including alterations to Junction 10 of the M40 motorway and to the A43, both of which meet thresholds for nationally significant highway works and the application will therefore also include two highway NSIPs as part of the DCO.

Transport Working Group and transport modelling strategy

1.3 A Transport Working Group (TWG) comprising representatives from National Highways (who have responsibility for the Strategic Road Network (SRN)), Aecom (National Highways' term consultant), and Oxfordshire County Council (OCC), who have responsibility for the local highway network, was established in November 2020. In addition, Cherwell District Council, the local planning authority, contribute to and attend the TWG meetings.

1.4 To ensure that the potential transport impacts of the Proposed Development are fully considered, and to confirm that the proposed embedded highway mitigation works are appropriate in scale and function, a three-stage transport modelling approach is being followed:

- Stage 1 comprised the options assessment and preliminary design of the embedded highway works.
- Stage 2 comprised strategic transport modelling using the Bicester Transport Model (BTM).
- Stage 3 comprises detailed assessment of the study area using industry standard assessment tools.

1.5 The Stage 1 modelling and design work has been completed, and the embedded highway mitigation proposals are agreed in principle with the TWG. The Stage 2 BTM modelling work is also complete and is presented in the Transport Assessment (TA) (ref. ADC1794-RP-Y). The Stage 2 Transport Modelling analysis concluded by establishing the study area to be taken forward into the Stage 3 Transport Modelling.

1.6 The Stage 3 detailed transport modelling of the embedded Highway Works (junction 1 to 9) is provided in the TA. This Technical Note (ref. ADC1794-RP-AV) presents the completed Stage 3 Transport Modelling of the wider study area junction 10 to 24 (and the two Himley Village B4030/site access junctions as requested by OCC), using industry standard assessment tools in the required assessment scenarios.

Report structure

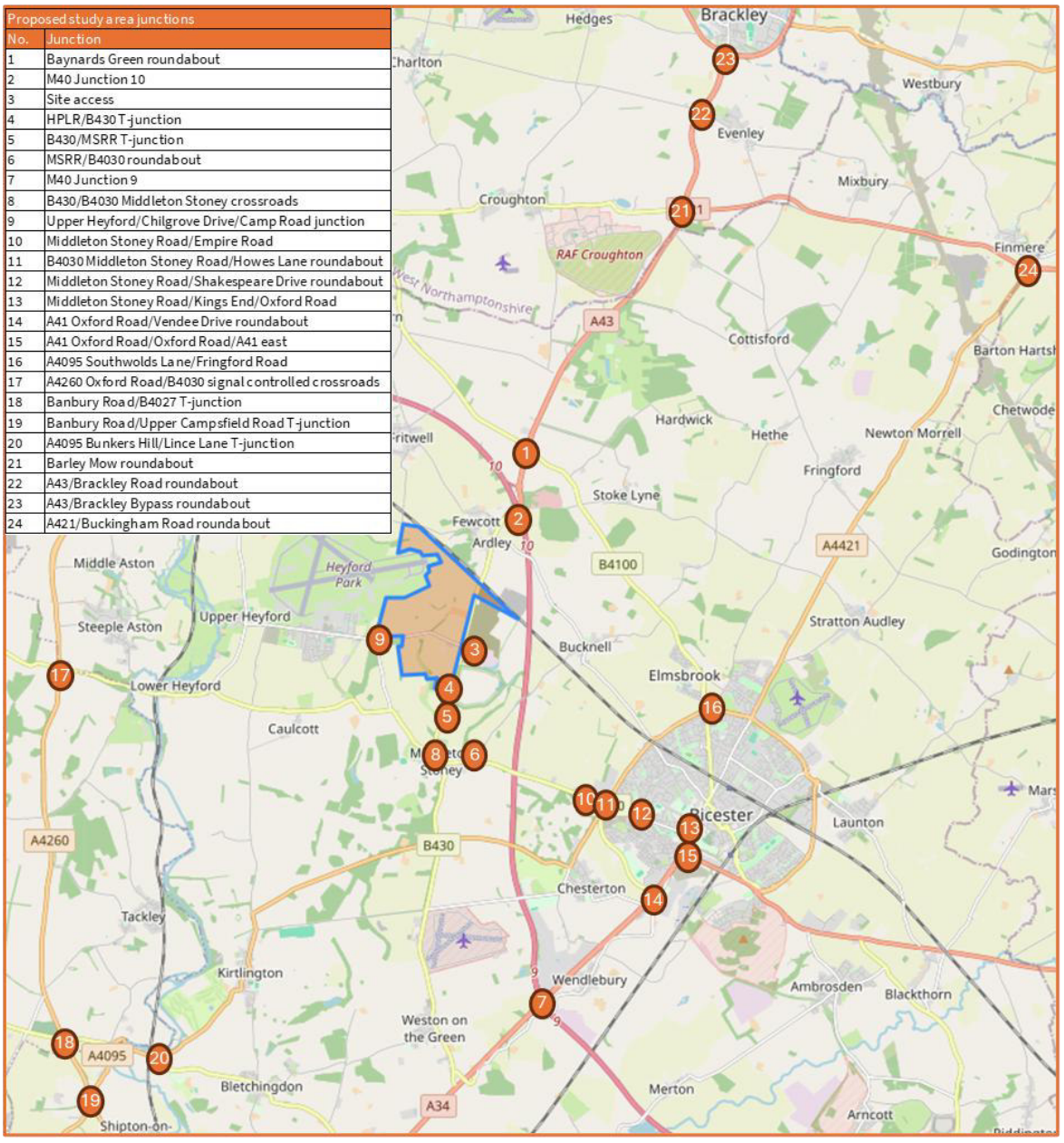
1.7 The report is structured as follows:

- Section 2 presents the study area for detailed assessment and discusses the traffic flows for detailed assessment.
- Section 3 presents the results of the detailed modelling of the wider study area and identifies the potential for additional mitigation works.

2.0 STAGE 3 TRANSPORT MODELLING

Approach to the Stage 3 transport modelling

2.1 As detailed in the TA, the study area proposed for the Stage 3 traffic modelling is reproduced at **Figure 1**.



Proposed study area junctions	
No.	Junction
1	Baynards Green roundabout
2	M40 Junction 10
3	Site access
4	HPLR/B430 T-junction
5	B430/MSRR T-junction
6	MSRR/B4030 roundabout
7	M40 Junction 9
8	B430/B4030 Middleton Stoney crossroads
9	Upper Heyford/Chilgrove Drive/Camp Road junction
10	Middleton Stoney Road/Empire Road
11	B4030 Middleton Stoney Road/Howes Lane roundabout
12	Middleton Stoney Road/Shakespeare Drive roundabout
13	Middleton Stoney Road/Kings End/Oxford Road
14	A41 Oxford Road/Vendee Drive roundabout
15	A41 Oxford Road/Oxford Road/A41 east
16	A4095 Southwolds Lane/Fringford Road
17	A4260 Oxford Road/B4030 signal controlled crossroads
18	Banbury Road/B4027 T-junction
19	Banbury Road/Upper Campsfield Road T-junction
20	A4095 Bunkers Hill/Lince Lane T-junction
21	Barley Mow roundabout
22	A43/Brackley Road roundabout
23	A43/Brackley Bypass roundabout
24	A421/Buckingham Road roundabout

Figure 1: study area for Stage 3 Transport Modelling

2.2 The Stage 3 Transport Modelling has involved detailed junction modelling of the study area junctions using industry standard software. The detailed junction modelling uses the peak hour traffic flows output from the Stage 2 Transport Modelling (the BTM strategic modelling).

2.3 There are 24 junctions in total (plus the two Himley Village B4030/site access junctions as requested by OCC), with junctions 1 to 9 encompassing the embedded highway mitigation and access strategy. Junctions 1 to 9 are detailed in the TA. The remaining junctions make up the wider study area and are to be assessed so that any residual impacts due to the Proposed Development and the embedded mitigation are understood.

2.4 The agreed assessment years and scenarios to be tested in the BTM are as follows:

1. **DfT Circular 01/2022 Compliant Scenario**: used for assessment of the impact on the SRN (in the opening year with 100% of the development and all embedded highway mitigation).
2. **2031 Opening Year**: opening year assessment for the ES, with first phase of the development and first phase of embedded mitigation works, used to demonstrate the suitability of proposed first phase of development on both the SRN and OCC network, and for use in the ES. The Opening Year study area is defined in the TA, which also presents the results of the detailed junction assessments for the Opening Year.
3. **2034 Completion Year**: all of the development and all of the embedded mitigation works, used for ES year of completion assessment (worst case for air quality and noise assessment), and assessment of impacts on OCC's network in year of completion.
4. **2042 Sensitivity Test**: end of Local Plan period, for information only.

2.5 It was agreed with the TWG that Scenario 4 should be run for the 2042 Local Plan Future Year, which is the end of Cherwell District Council Local Plan period. Whilst the 2042 scenario includes for all the planned growth that has been proposed in the Cherwell Local Plan 2042, it does not include all the associated Local Plan infrastructure changes that would be required to facilitate the growth, as these have not yet been determined and the plan is not yet adopted. Such an unmitigated scenario results in an unrepresented future baseline position meaning it is difficult to isolate the impact of the Proposed Development.

2.6 Hence, it was agreed with the TWG that the 2042 scenario would be undertaken as a sensitivity test, and provided for information only, to assist CDC and OCC with forward planning to the end of the Local Plan period. Therefore, whilst detailed junction modelling for Scenario 4 has been undertaken for the local highway network junctions, no detailed analysis of this scenario is provided.

2.7 It is agreed with the TWG that scenarios 2, 3 and 4 will be assessed with and without the Framework Travel Plan.

Traffic flows for detailed assessment

2.8 **Table 1** below sets out the traffic flow scenarios that have been modelled at each of the wider study area junctions.

Table 1: summary of detailed modelling scenarios at wider study area junctions

No.	Junction	RC1	RC1A	RC3A	RC4A	DS1A	DS3A	DS3AwTP	DS4A	DS4AwTP
10	Middleton Stoney Road/Empire Road			✓	✓		✓	✓	✓	✓
11	B4030 Middleton Stoney Road/Howes Lane			✓	✓		✓	✓	✓	✓
12	Middleton Stoney Road/Shakespeare Drive			✓	✓		✓	✓	✓	✓
13	Middleton Stoney Road/Kings End/Oxford Road			✓			✓	✓		
14	A41 Oxford Road/Vendee Drive roundabout			✓	✓		✓	✓	✓	✓
15	A41 Oxford Road/Oxford Road/A41 east			✓	✓		✓	✓	✓	✓
16	A4095 Southwolds Lane/Fringford Road			✓	✓		✓	✓	✓	✓
17	A4260 Oxford Road/B4030 crossroads			✓	✓		✓	✓	✓	✓
18	Banbury Road/B4027 T-junction			✓	✓		✓	✓	✓	✓
19	Banbury Road/Upper Campsfield Road T-junction			✓	✓		✓	✓	✓	✓
20	A4095 Bunkers Hill/Lince Lane T-junction			✓	✓		✓	✓	✓	✓
21	Barley Mow roundabout	✓	✓			✓				
22	A43 Groves roundabout	✓	✓			✓				
23	A43/Brackley Bypass roundabout	✓	✓			✓				
24	A421/Buckingham Road roundabout			✓	✓		✓	✓	✓	✓

2.9 The morning and evening peak hour traffic flows for the detailed modelling of the wider study area junctions have been extracted from the BTM. The traffic flows have been expressed as total vehicles, lights, HGVs, HGV percentages and also PCUs.

2.10 The relevant turning movement data for the 2031 DfT 02/2022 Circular scenario, the 2034 Completion Year scenario and the 2042 Local Plan (sensitivity test) scenario are provided in the Forecasting Report (Appendix 14 of the TA) appendices as set out in **Table 2**, **Table 3** and **Table 4**, respectively.

Table 2: 2031 DfT 02/2022 Circular study area turning movements

Description	ID	Forecasting Report Appendix
Reference Case	RC1	Appendix M
Reference Case with Albion Land	RC1A	
Do Something	DS1	
Do Something with Albion Land	DS1A	

Table 3: 2034 Completion Year study area turning movements

Description	ID	Forecasting Report Appendix
Reference Case	RC3A	Appendix G
Do Something	DS3A	
Do Something with Travel Plan	DS3AwTP	
Do Something with Tritax	DS5A	Appendix S

Table 4: 2042 Local Plan (sensitivity test) study area turning movements

Description	ID	Forecasting Report Appendix
Reference Case	RC4A	Appendix Y
Do Something	DS4A	
Do Something with Travel Plan	DS4AwTP	

2.11 At some of the wider study area junctions where irregularities have been identified with the turning movements, observed traffic count data has been used to make appropriate adjustments or form the basis of the calculation of sensitivity test turning movements. In these instances, the traffic count data and subsequent calculations are detailed in the relevant appendix in this report.

3.0 DETAILED JUNCTION MODELLING - WIDER STUDY AREA JUNCTIONS

Junction 10 - B4030 Middleton Stoney Road/Empire Road junction

3.1 The B4030 Middleton Stoney Road/Empire Road T-junction is a priority-controlled T-junction with a ghost island facility for right-turning traffic, as shown on **Figure 2** below. The junction provides access into an employment development. To the west of the junction on the B4030 Middleton Stoney Road is an uncontrolled pedestrian crossing with a refuge island, providing pedestrian access to a bus stop on the southern side of the carriageway.



Figure 2: B4030 Middleton Stoney Road/Empire Road T-junction

3.2 The operation of the junction was modelled in detail as part of the Stage 3 Transport Modelling Interim Report (TA Appendix 28). The detailed modelling was updated in the 'B4030 Middleton Stoney Road Corridor' technical note AP (TA Appendix 44). As discussed in those reports, modelling suggested that the B4030 Middleton Stoney Road/Empire Road junction would be over capacity with the Proposed Development in place. However, on inspection, the BTM traffic flows for the 2034 RC3A and DS3A scenarios for the employment site served via Empire Road were noted as being very high considering the scale of the employment site and the land-uses. Therefore, a traffic count was undertaken at the junction and the survey results confirmed that the morning and evening peak hour traffic flows to/from Empire Road are materially lower than those modelled in the BTM. This analysis is detailed in the 'B4030 Middleton Stoney Road Corridor' technical note (TA Appendix 44).

3.3 The 'B4030 Middleton Stoney Road Corridor' technical note presented the results of detailed junction modelling using a hybrid traffic flow set which maintained the westbound and eastbound BTM traffic flows on the B4030 Middleton Stoney Road for the respective RC3A, DS3A and DS3AwTP scenarios, but used the observed turning movements to/from Empire Road. This approach was discussed and agreed with OCC at a meeting on 16 January 2026.

3.4 That detailed modelling has been supplemented with hybrid flow sets for the 2042 Sensitivity Test RC4A, DS4A and DS4AwTP scenarios, with the results provided in **Appendix A** and summarised in **Table 5** below.

Table 5: B4030 Middleton Stoney Road/Empire Road T-junction detailed modelling results

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A (hybrid)									
Stream B-C	D1	0.1	10.01	0.09	B	D2	0.2	6.99	0.14	A
Stream B-A		0.0	17.68	0.02	C		0.0	14.40	0.04	B
Stream C-AB		0.2	8.15	0.16	A		0.0	6.46	0.04	A
	2034 - DS3A (hybrid)									
Stream B-C	D3	0.1	13.08	0.11	B	D4	0.2	9.24	0.17	A
Stream B-A		0.1	95.43	0.08	F		0.1	41.00	0.10	E
Stream C-AB		0.3	10.66	0.20	B		0.1	8.11	0.05	A
	2034 - DS3AwTP (hybrid)									
Stream B-C	D5	0.1	13.04	0.11	B	D6	0.2	9.06	0.17	A
Stream B-A		0.1	80.32	0.07	F		0.1	38.34	0.10	E
Stream C-AB		0.3	10.68	0.20	B		0.1	7.99	0.05	A
	2042 - RC4A									
Stream B-C	D7	0.1	10.39	0.09	B	D8	0.2	7.35	0.14	A
Stream B-A		0.0	18.57	0.02	C		0.0	17.40	0.05	C
Stream C-AB		0.2	8.48	0.17	A		0.0	6.75	0.05	A
	2042 - DS4A									
Stream B-C	D9	0.2	15.60	0.13	C	D10	0.2	9.01	0.17	A
Stream B-A		0.3	327.19	0.24	F		0.1	39.85	0.10	E
Stream C-AB		0.3	11.57	0.22	B		0.1	7.95	0.05	A
	2042 - DS4AwTP									
Stream B-C	D11	0.1	14.83	0.13	B	D12	0.2	8.85	0.17	A
Stream B-A		0.2	214.43	0.17	F		0.1	37.19	0.09	E
Stream C-AB		0.3	11.67	0.22	B		0.1	7.83	0.05	A

*where arm A is the B4030 north, arm B is Empire Road and arm C is the B4030 south

3.5 The results show that with representative turning movements to/from Empire Road, the junction would operate comfortably within capacity in the 2034 completion year and also the 2042 Sensitivity Test.

3.6 In the 2034 completion year the worst-case RFC would be 20% in the DS3A and DS3AwTP scenarios during the morning peak hour. Whilst there would be an increase in delay for right turning traffic exiting Empire Road in both the DS3A morning and evening peak hours due to the increased traffic flows on the B4030 Middelton Stoney Road, the delay is contained to an acceptable level. With the Framework Travel Plan in place, the delay for right-turners exiting the site is reduced when compared to the DS3A scenario. Therefore, the junction would continue to operate acceptably with the proposed OxSRFI and the embedded Highway Works in place. Improvement works at this junction would not be appropriate or required.

Junction 11 - B4030 Middleton Stoney Road/Howes Lane roundabout

3.7 The B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout has four-arms, each with a single approach lane, flaring at the entry. There are uncontrolled crossings on all arms of the roundabout. The Howes Lane approach is to be realigned to provide the Strategic Link Road as part of the North-West Bicester committed development. The existing roundabout is shown at **Figure 3** below, with the consented Howes Lane realignment as part of the Strategic Link Road shown as an inset.

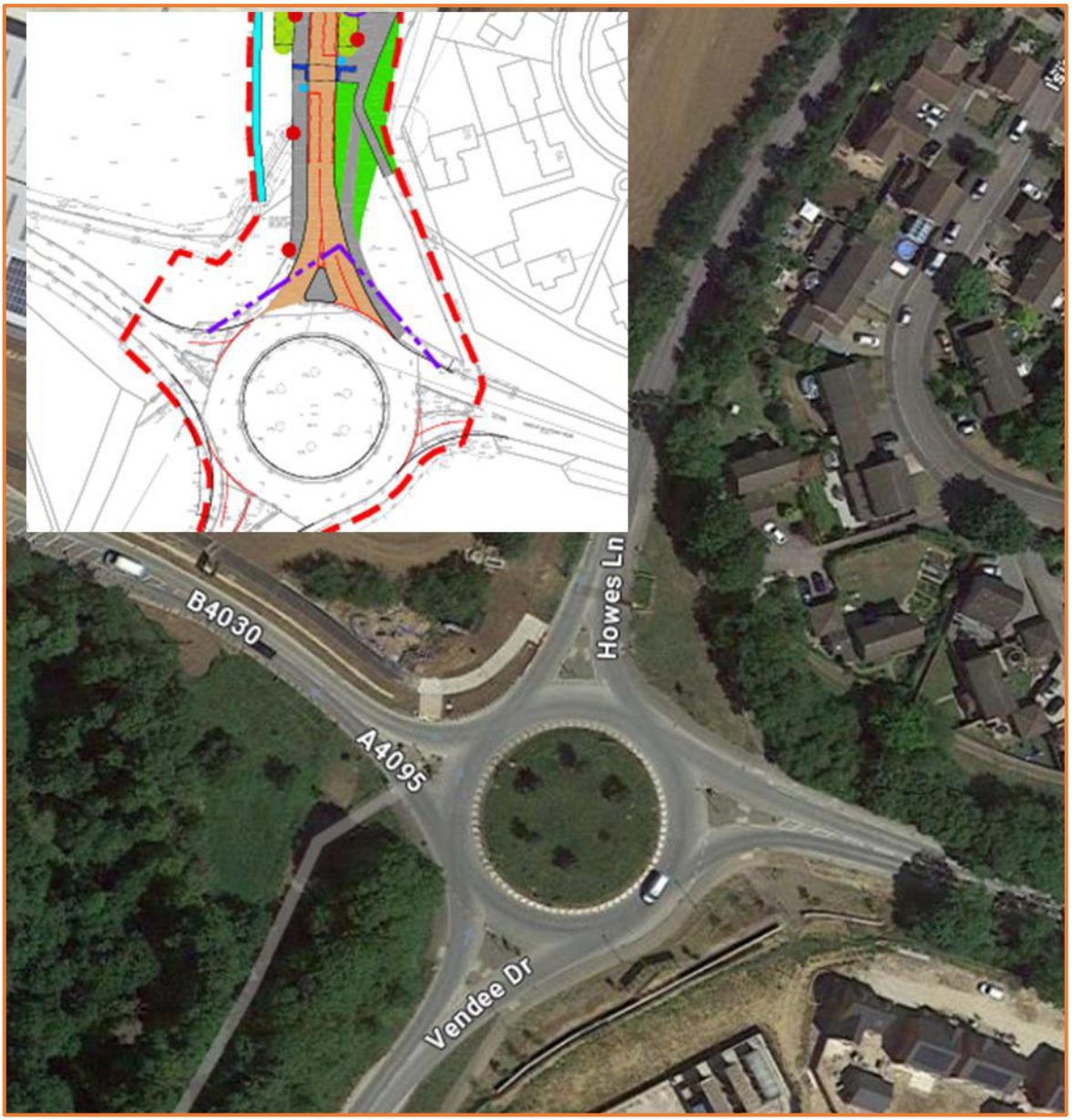


Figure 3: B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout

3.8 The operation of the junction was modelled in detail as part of the Technical Note AN, the Stage 3 Transport Modelling Interim Report, with the Howes Lane realignment in place. The detailed modelling was updated in the 'B4030 Middleton Stoney Road Corridor' technical note (TA Appendix 44) for the respective RC3A, DS3A and DS3AwTP scenarios. That detailed modelling has been supplemented the 2042 Sensitivity Test RC4A, DS4A and DS4AwTP scenarios, with the results provided in **Appendix B** and summarised in **Table 6** below.

3.9 The results show that in the RC3A morning peak hour the roundabout would operate reasonably well, though the RFC on the B4030 Middleton Stoney Road approach would be at 89%. However, in the RC3A evening peak hour, the results show that the B4030 Middleton Stoney Road and the Vendee Drive approaches would be congested, particularly the Vendee Drive arm which would be operating at 121% of its capacity.

Table 6: existing B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout detailed modelling results

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2034 - RC3A							
1 - B4030 Middleton Stoney Road	D1	7.2	29.16	0.89	D2	18.1	81.09	0.99
2 - Howes Lane		3.8	22.25	0.80		1.4	10.68	0.58
3 - Middleton Stoney Road		1.6	9.59	0.62		1.9	10.06	0.66
4 - Vendee Drive		0.8	5.05	0.44		130.5	358.12	1.21
	2034 - DS3A							
1 - B4030 Middleton Stoney Road	D3	114.8	358.86	1.20	D4	163.5	624.45	1.27
2 - Howes Lane		5.4	31.91	0.86		1.1	9.93	0.54
3 - Middleton Stoney Road		61.1	198.02	1.12		4.3	18.36	0.82
4 - Vendee Drive		2.5	13.12	0.72		219.4	685.87	1.37
	2034 - DS3AwTP							
1 - B4030 Middleton Stoney Road	D5	115.2	359.79	1.20	D6	144.5	561.80	1.25
2 - Howes Lane		5.1	30.27	0.85		1.1	9.66	0.52
3 - Middleton Stoney Road		43.7	148.38	1.07		4.1	17.92	0.81
4 - Vendee Drive		2.2	11.98	0.70		215.3	672.44	1.36
	2042 - RC4A							
1 - B4030 Middleton Stoney Road	D7	12.2	46.52	0.95	D8	49.3	187.81	1.09
2 - Howes Lane		44.7	168.36	1.09		1.6	10.88	0.62
3 - Middleton Stoney Road		1.6	9.80	0.62		3.5	15.37	0.79
4 - Vendee Drive		0.7	4.74	0.40		221.0	662.65	1.35
	2042 - DS4A							
1 - B4030 Middleton Stoney Road	D9	170.4	555.52	1.28	D10	247.1	1020.49	1.38
2 - Howes Lane		105.5	500.81	1.23		2.0	12.92	0.67
3 - Middleton Stoney Road		80.8	288.13	1.15		20.7	72.41	0.99
4 - Vendee Drive		2.5	12.80	0.72		361.7	1174.14	1.55
	2042 - DS4AwTP							
1 - B4030 Middleton Stoney Road	D11	176.3	575.91	1.29	D12	204.8	829.48	1.33
2 - Howes Lane		102.3	488.13	1.23		1.9	12.79	0.66
3 - Middleton Stoney Road		62.9	208.26	1.11		20.6	72.69	0.99
4 - Vendee Drive		2.2	11.53	0.69		357.5	1158.97	1.55

3.10 The ARCADY results show that in the DS3A and DS3AwTP morning and evening peak hours, the performance of the roundabout would deteriorate significantly when compared to the RC3A scenario. In the DS3A and DS3AwTP morning peak hour, the B4030 Middleton Stoney Road eastbound and Middleton Stoney Road westbound approaches would have an RFC above 100%, with the B4030 Middleton Stoney Road and Vendee Drive arms operating above 100% in the DS3A evening peak hour. In the 2042 Sensitivity Test scenarios, the results follow as similar pattern to the 2034 assessment year scenarios, though the levels of congestion have increased across the junction.

Potential mitigation scheme

3.11 As discussed in the 'Stage 3 Transport Modelling Interim Report' (TA Appendix 28)and the 'B4030 Middleton Stoney Road Corridor' technical note (TA Appendix 44), the Applicant considers the overall impact of the embedded Highway Works are positive in terms of accommodating the OxSRFI traffic flows and engendering positive background traffic reassignment away from lower category or congested routes. Key to facilitating these positive effects is the performance of the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout, and therefore, given the

detailed junction assessment results presented above, it is appropriate to consider the requirement for additional mitigation measures at the junction.

3.12 The initial mitigation option considered was to convert the junction to a traffic signal controlled gyratory and this was discussed with OCC at a meeting on 27 October 2025. Following the meeting the initial design was refined to reflect the discussions. The proposal is for two lanes on the B4030 Middleton Stoney Road, Howes Lane and Vendee Drive approaches. The Middleton Stoney Road approach would have a single lane, to reduce the attractiveness of this westbound route for drivers towards the MSRR and HPLR, in favour of the A41/Vendee Drive route. Toucan crossings are proposed on all arms of the junction, and the scheme would tie into OCC's Middelton Stoney Road Active Travel Scheme to immediate east of the roundabout. The junction would provide two lanes on the circulating carriageway. The proposed mitigation scheme is shown on **drawing number OxSRFI-BWB-GEN-XX-SK-CH-SK131,** with an extract provided at **Figure 4** below. The proposed mitigation is contained within the adopted highway.

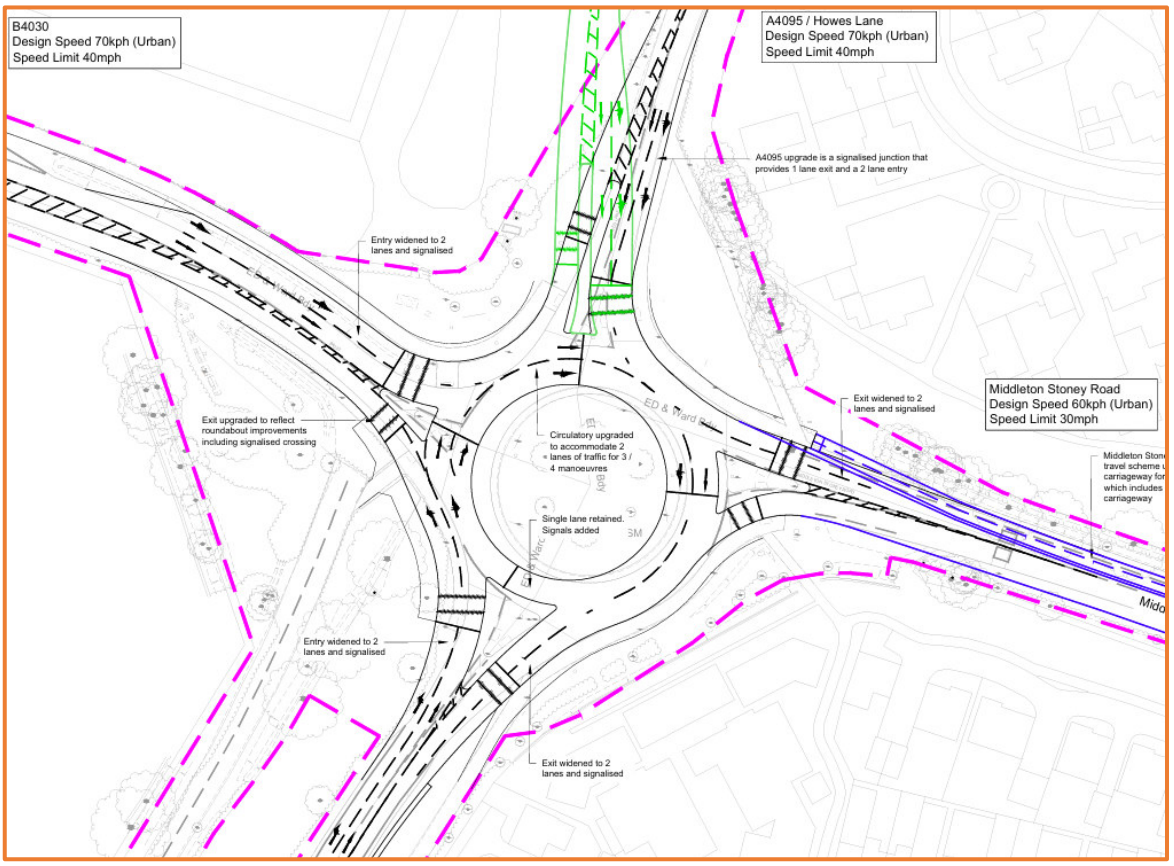


Figure 4: extract of drawing OxSRFI-BWB-GEN-XX-SK-CH-SK131

3.13 A model of the junction was created using LinSig and was tested with the 2034 DS3A and DS3AwTP traffic forecasts from the BTM. The junction operates with a 60 second cycle time in both peak hours. The demand for the exit crossings is likely to be relatively low, and they are unlikely to be demanded every cycle, and therefore exit crossings are not modelled as these would not materially affect the junction performance. The results are provided at **Appendix C** and summarised in **Table 7** below.

Table 7: proposed B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout detailed modelling results

Scenario	PRC (%)	B4030		Howes Lane		Middleton Stoney Rd		Vendee Drive	
		DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)
2034 DS3A AM peak	2.1%	83.7%	10.0	88.1%	8.4	88.1%	17.2	86.2%	7.9
2034 DS3A PM peak	-5.2%	84.2%	10.1	62.2%	3.8	94.7%	19.5	92.9%	18.5
2034 DS3AwTP AM peak	3.1%	83.7%	10	87.3%	8.1	84.9%	15.4	85.5%	7.7
2034 DS3AwTP PM peak	-4.1%	82.6%	9.5	60.9%	3.7	93.7%	18.6	92.3%	18.1
2042 DS4A AM peak	-4.6%	89.6%	12.7	94.1%	13.4	92.8%	21.0	84.2%	7.6
2042 DS4A PM peak	-25.7%	94.0%	16.2	91.2%	8.6	113.1%	77.3	99.6%	31.9
2042 DS4AwTP AM peak	-3.9%	89.7%	12.8	93.5%	12.9	92.6%	20.7	82.6%	7.2
2042 DS4AwTP PM peak	-24.9%	90.5%	12.6	90.9%	8.5	112.4%	74.3	99.2%	30.9

3.14 As reported in the 'B4030 Middleton Stoney Road Corridor' technical note (TA Appendix 44), in the 2034 DS3A and DS3AwTP morning peak hour the results show that the PRC would be positive indicating that all links are operating within 90% of their capacity. In the evening peak hour, the PRC of the junction would be -5.2% (-4.1% with the Framework Travel Plan in place), indicating that one or more links is operating above 90% of its capacity (though below 100% of capacity).

3.15 On inspection, the Vendee Drive approach is shown to have a degree of saturation of 92.9% in the 2034 DS3A evening peak hour. However, when compared to the results for the existing roundabout in the 2034 RC3A scenario, the Vendee Drive approach would be operating with significantly less congestion with the proposed improvement in place, with material reductions in queueing and delay.

3.16 The results in the above table show that the Middleton Stoney Road approach would have a degree of saturation of 94.7%, with performance slightly better with the Framework Travel Plan in place. As described above, it is proposed to provide a single lane on this approach to reduce the attractiveness of this westbound route towards the MSRR and HPLR, in favour of the A41/Vendee Drive route. Hence, the performance of this approach deteriorates slightly with the proposed improvement in place, though the increases in queueing and delay would not be severe.

3.17 in their response to the 'B4030 Middleton Stoney Road Corridor' technical note (TA Appendix 44), OCC questioned whether queuing on the Vendee Drive approach to the mitigated junction would impact the Vendee Drive/A4095 junction, which is located c.190m to the south. Table 7 shows that in the 2034 Completion Year, the longest mean maximum queue (MMQ) length on the Vendee Drive approach would be 19.5 pcus long, which equates to a MMQ length of c.110m, which can be accommodated comfortably within the available stacking space.

3.18 In the 2042 Sensitivity Test scenario, the junction is shown to operate with a negative PRC in both the morning and evening peak hours, and for the scenarios with and without the Framework Travel Plane. In the morning peak hour the PRC is -4.6% (-3,9% with the Framework Travel Plan in place) with all approaches operating within 100% of their capacity and therefore, when compared to the results for the 2034 RC3A scenario shown in **Table 7**, the identified mitigation strategy would provide a better than nil-detriment improvement. Further, whilst the junction is shown to suffer from congestion in the 2042 DS4A and DS4AwTP evening peak hour scenarios, the performance of the junction is still better than nil-detriment when compared to the results shown at **Table 6**.

3.19 It is also noted that OCC have adopted the LTCP5 in July 2022. One of the headline LTCP5 targets is that it replaces or remove 1 out of every 4 current car trips in Oxfordshire by 2030, and to replace or remove an additional 1 out of 3 car trips in Oxfordshire by 2040. Hence, if OCC is successful in

achieving these targets, it is likely that the proposed junction improvements would perform significantly better than shown in **Table 7**.

Delivery of the mitigation scheme

3.20 The delivery of the identified mitigation scheme at the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout is discussed in Technical Note AP and was discussed with OCC at meetings on the 27 October 2025 and 16 January 2026.

3.21 There is uncertainty regarding the timing of the Strategic Link Road and therefore it would be advantageous for there to be flexibility with regards to the timing of the works at the junction. It is also accepted that there are various proposed or allocated developments that will also impact the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout. This is demonstrated in the assessment results of the existing roundabout in the 2034 Reference Case presented above, which demonstrate that there would be significant congestion issues at the roundabout in the evening peak hour. Therefore, it would not be appropriate for the requirement of implementing the identified mitigation scheme to fall solely with OxSRFI and the Applicant therefore proposed that it would be appropriate for OxSRFI to provide an appropriately costed S106 financial contribution towards the future implementation of a mitigation scheme at the junction. OCC confirmed that this approach is acceptable, subject to agreeing the valuation of the works.

Junction 12 - Middleton Stoney Road/Shakespeare Drive roundabout

3.22 The existing Middleton Stoney Road/Shakespeare Drive/Whitelands Way roundabout has four-arms, each with a single approach lane, flaring at the entry. There are uncontrolled crossings on all arms of the roundabout.



Figure 5: Middleton Stoney Road/Shakespeare Drive roundabout with OCC active travel scheme

3.23 However, OCC are promoting a segregated two-way cycle route along Middleton Stoney Road from the east of the Middleton Stoney Road/Vendee Drive roundabout to west of the Middleton Stoney Road/Kings End/Oxford Road roundabout, as part of their Middleton Stoney Road Active Travel Scheme. The cycleway will be on the north side of Middleton Stoney Road between Howes Lane and Shakespeare Drive and on the south side between Whitelands Way and King's End. Whilst the proposals do not impact the physical geometry of the roundabout, the proposals do provide new staggered Toucan crossings on the Middelton Stoney Road east and Shakespeare Drive arms of the roundabout. The OCC proposals are provided at Appendix A of the **STS** (TA Appendix 1), and an extract is shown on **Figure 5** above.

3.24 The junction has been modelled in Junctions 11 ARCADY with the morning and evening peak hour traffic flow scenarios set out in **Table 1**. A summary of the ARCADY results is shown in **Table 8** below, with the full results provided at **Appendix D** along with a drawing showing the ARCADY geometry.

Table 8: Middleton Stoney Road/Shakespeare Drive roundabout detailed modelling results

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
1 - Shakespeare Drve	D1	1.9	10.95	0.66	B	D2	1.0	7.51	0.50	A
2 - Middleton Stoney Road east		0.5	4.45	0.33	A		1.3	6.25	0.57	A
3 - Whitelands Way		0.3	3.38	0.24	A		0.3	3.66	0.24	A
4 - Middleton Stoney Road west		1.4	5.54	0.58	A		1.6	6.26	0.62	A
	2034 - DS3A									
1 - Shakespeare Drve	D3	2.6	13.65	0.73	B	D4	1.2	8.58	0.54	A
2 - Middleton Stoney Road east		1.0	6.11	0.51	A		1.9	7.72	0.66	A
3 - Whitelands Way		0.5	4.64	0.35	A		0.4	4.38	0.31	A
4 - Middleton Stoney Road west		1.8	6.66	0.65	A		2.4	8.31	0.71	A
	2034 - DS3AwTP									
1 - Shakespeare Drve	D5	2.5	13.39	0.72	B	D6	1.1	8.48	0.53	A
2 - Middleton Stoney Road east		1.0	5.87	0.49	A		1.8	7.60	0.65	A
3 - Whitelands Way		0.5	4.47	0.34	A		0.4	4.32	0.30	A
4 - Middleton Stoney Road west		1.8	6.59	0.65	A		2.3	8.00	0.70	A
	2042 - RC4A									
1 - Shakespeare Drve	D7	3.3	17.39	0.78	C	D8	1.2	8.34	0.55	A
2 - Middleton Stoney Road east		0.6	5.11	0.37	A		1.9	7.78	0.66	A
3 - Whitelands Way		0.4	3.47	0.26	A		0.5	4.54	0.33	A
4 - Middleton Stoney Road west		2.3	7.91	0.70	A		1.7	6.77	0.63	A
	2042 - DS4A									
1 - Shakespeare Drve	D9	15.8	75.27	0.98	F	D10	1.2	8.83	0.55	A
2 - Middleton Stoney Road east		1.4	7.74	0.59	A		2.7	9.69	0.73	A
3 - Whitelands Way		0.5	4.78	0.34	A		0.6	5.18	0.37	A
4 - Middleton Stoney Road west		5.8	16.16	0.86	C		2.3	8.22	0.70	A
	2042 - DS4AwTP									
1 - Shakespeare Drve	D11	13.1	64.96	0.96	F	D12	1.2	8.71	0.54	A
2 - Middleton Stoney Road east		1.3	7.48	0.58	A		2.6	9.54	0.73	A
3 - Whitelands Way		0.5	4.67	0.34	A		0.6	5.16	0.37	A
4 - Middleton Stoney Road west		5.7	16.09	0.86	C		2.2	7.93	0.69	A

3.25 The modelling demonstrates that in all 2034 completion year scenarios for the morning and evening peak hours, the roundabout is forecast to operate acceptably, with a worst-case RFC of 73% on the Shakespeare Drive approach in the DS3A morning peak hour. The modelling results show that the roundabout is also shown to operate within 100% of its capacity in all 2042 sensitivity test scenarios.

Junction 13 – Middleton Stoney Road/Kings End/Oxford Road roundabout

3.26 The existing Middleton Stoney Road/Kings End/Oxford Road junction is a mini-roundabout located at the eastern end of Middleton Stoney Road and has three arms. Middleton Stoney Road is a single lane approach, flaring to two lanes for c.25m. Kings End is a single lane approach with no flare and Oxford Road has two lanes on approach from the exit of the junction with Pingle Drive. There is an uncontrolled pedestrian crossing on the Kings End arm of the junction.

3.27 A key component of the consented development known as Land North and South of Pingle Drive, Bicester Village, Bicester (planning application reference 22/03513/F) is the comprehensive upgrade of the Middleton Stoney Road/Kings End/Oxford Road mini-roundabout. The consented works would provide an active travel focussed upgrade of the junction and was designed to complement the OCC active travel improvements to be implemented along the Middleton Stoney Road corridor, as described above. The consented improvement scheme is provided at **Appendix E**, and an extract is shown at **Figure 6**.

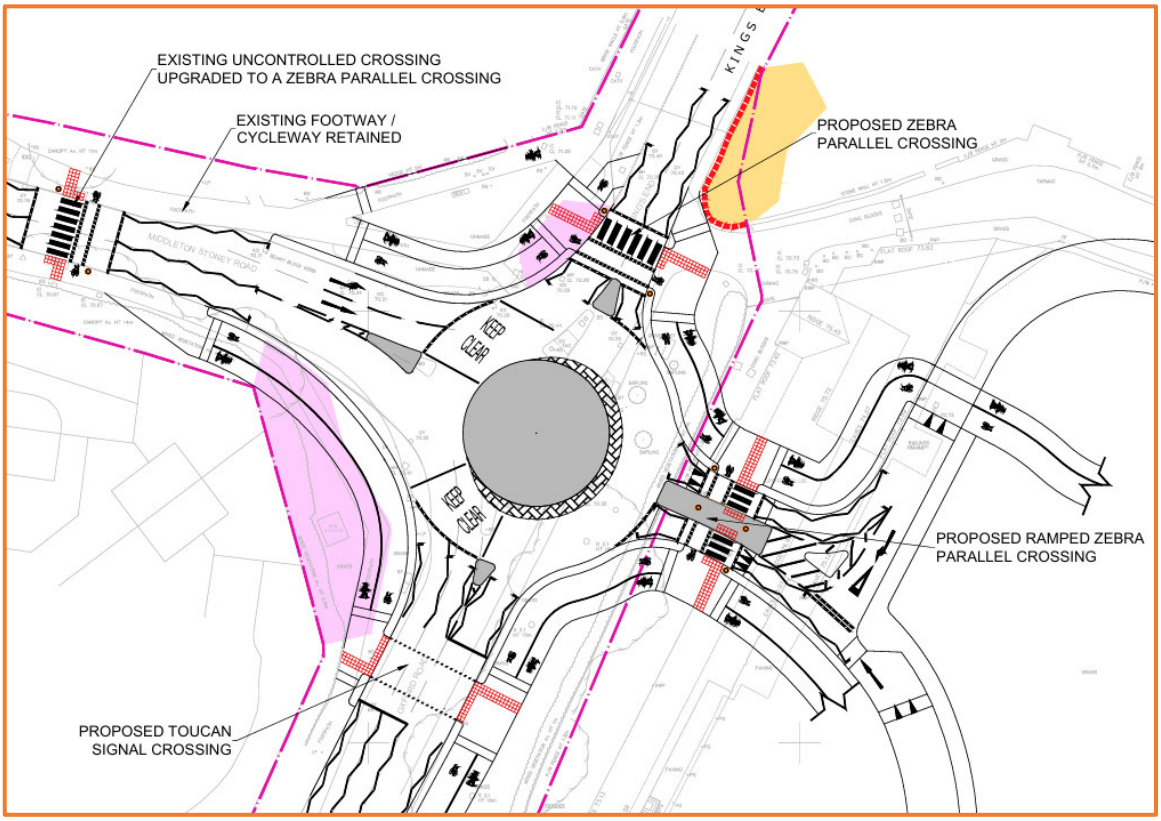


Figure 6: consented Middleton Stoney Road/Kings End/Oxford Road hybrid roundabout

3.28 The 2031 do-something ARCADY modelling results for the consented junction scheme presented in the Land North and South of Pingle Drive, Bicester Village TA Addendum are shown at **Table 9** below for convenience. The results show that the contented junction is forecast to be significantly over capacity in both the morning and evening peak hours, in. The junction is located in a constrained urban setting which prevents provision of suitable capacity for vehicular traffic to be provided alongside exemplar walking and cycling facilities. Therefore, the preference was for maximising the active travel provision at the junction at the expense of junction capacity.

3.29 The decision to sacrifice junction capacity to maximise active travel provision at this junction was in keeping with OCC policy LTCP5 (adopted in July 2022) which targets the removal of 1 out of every 4 current car trips in Oxfordshire by 2030, and to replace or remove an additional 1 out of 3 car trips in Oxfordshire by 2040.

Table 9: Land North and South of Pingle Drive, consented junction modelling results (Motion TAA, 17/02/2023)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2031 DS									
Arm A	D1	164.8	938.80	1.30	F	D2	218.4	1043.49	1.43	F
Arm B		0.1	11.02	0.06	B		0.4	12.43	0.27	B
Arm C		7.5	23.44	0.89	C		238.9	619.41	1.32	F
Arm D		236.4	1001.35	1.64	F		60.9	335.42	1.15	F

*where arm A is the Kings End, arm B is the car park, arm C is Oxford Road and arm D is Middleton Stoney Road

3.30 The consented junction has been modelled in Junctions 11 ARCADY with the morning and evening peak hour traffic flow scenarios set out in **Table 1**. The model uses the same ARCADY geometry and zebra/Toucan crossing parameters and demands as used in the Motion TAA. A summary of the ARCADY results is shown in **Table 10** below, with the full results provided at **Appendix E**.

Table 10: Consented Middleton Stoney Road/Kings End/Oxford Road hybrid roundabout detailed modelling results

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2034 - RC3A							
1 - Kings End	D1	412.2	2068.96	1.82	D2	290.6	1316.53	1.57
2 - Car Park		0.1	11.44	0.07		0.4	13.11	0.28
3 - Oxford Road		1.6	5.09	0.62		14.4	32.01	0.95
4 - Middelton Stoney Road		18.2	66.30	0.98		2.3	12.90	0.70
	2034 - DS3A							
1 - Kings End	D3	445.3	2286.65	1.87	D4	343.8	1655.64	1.69
2 - Car Park		0.1	11.88	0.07		0.4	13.94	0.29
3 - Oxford Road		2.5	6.81	0.72		373.0	966.23	1.45
4 - Middelton Stoney Road		38.4	120.70	1.05		9.4	49.21	0.93
	2034 - DS3AwTP							
1 - Kings End	D5	444.0	2279.78	1.87	D6	341.8	1713.13	1.61
2 - Car Park		0.1	11.90	0.07		0.4	13.01	0.27
3 - Oxford Road		2.4	6.57	0.70		186.8	432.82	1.23
4 - Middelton Stoney Road		36.4	115.82	1.04		55.0	297.71	1.15
	2034 - RC3A [-25%]							
1 - Kings End	D7	84.3	392.41	1.22	D8	42.4	170.35	1.08
2 - Car Park		0.1	10.19	0.06		0.3	11.70	0.25
3 - Oxford Road		0.9	3.64	0.47		2.5	7.08	0.72
4 - Middelton Stoney Road		1.8	8.46	0.64		0.8	5.89	0.44
	2034 - DS3AwTP [-25%]							
1 - Kings End	D9	94.4	457.30	1.25	D10	65.5	273.01	1.16
2 - Car Park		0.1	10.61	0.07		0.4	12.20	0.26
3 - Oxford Road		1.1	4.18	0.53		10.8	30.66	0.93
4 - Middelton Stoney Road		2.1	9.51	0.68		2.7	18.31	0.74

3.31 The results show that in the RC3A, DS3A and DS3AwTP scenarios the Kings End approach would be heavily congested in both the morning and evening peak hours, which is consistent with the modelling results from the Motion TA Addendum shown in **Table 9**. In the morning peak hour the Middleton Stoney Road approach would also be operating over capacity in the DS3A and DS3AwTP scenarios, though this approach is forecast to operate markedly better than shown in the Motion TA Addendum results. In the evening peak hour, the Oxford Road approach is shown to be congested in the DS3A and DS3AwTP scenarios, which is consistent with the Motion TA Addendum modelling.

3.32 Whilst the modelling shows that with the Proposed Development in place queuing and delay could increase on approaches to the junction that are in general already forecast to be congested, the junction has been purposely designed to maximise the provision of active travel modes at the expense of highway capacity in order to assist in the success of OCC policy LTCP5, it would therefore be wrong to propose any highway mitigation at this location. Further, the identified mitigation at the B4030 Middleton Stoney/Howes Lane/Vendee roundabout has been designed to maximise capacity on the Vendee Drive approach, with the Middleton Stoney Road westbound approach restricted to a single lane to encourage traffic heading to OxSRFI, Heyford Park or further north to M40 Junction 10 to route via the A41/Vendee Drive/B4030 Middleton Stoney Road/MSRR route, rather than through the centre of Bicester. The Proposed Development will also provide enhanced bus service connection between Bicester, OxSRFI, and Heyford Park and improved cycle connectivity to the west of Bicester that will all contribute to mode shift.

3.33 An assessment has also been undertaken for the 2034 RC3A and DS3AwTP scenarios which considers the junction performance if the OCC policy LTCP5 target of a 25% reduction in vehicular trips by 2030 is achieved. The non-OxSRFI vehicle trips have been reduced 25%. The results shown in **Table 10** above show a marked reduction in forecast congestion at the junction, with only the Kings End approach operating over capacity.

3.34 The modelling results were discussed with OCC at a meeting on 16 January 2026 and it was agreed that no mitigation should be required at this location, in favour of the identified mitigation at the B4030 Middleton Stoney/Howes Lane/Vendee roundabout to encourage traffic to route via the A41/Vendee Drive/B4030 Middleton Stoney Road/MSRR route.

Junction 14 – A41 Oxford Road/Vendee Drive roundabout

3.35 The A41 Oxford Road/Vendee Drive/Charles Shouler Way/Bicester Parn and Ride roundabout has five-arms as shown on **Figure 7** below.

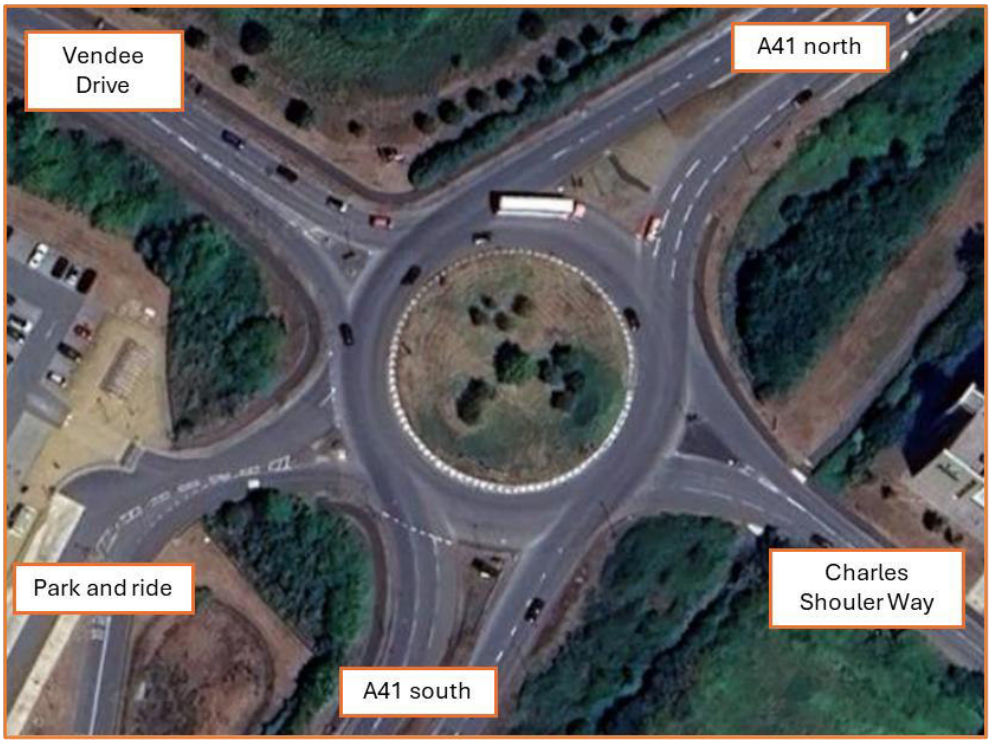


Figure 7: A41 Oxford Road/Vendee Drive roundabout

3.36 The A41 northeast and southwest arms are two-lane dual carriageways, each flaring at the entry to three lanes. The Vendee Drive approach has two lanes and the Charles Shouler Way and Bicester Park and Ride arms are single lanes flaring to two lanes for a short section. There are uncontrolled crossings on the A41 northeast, Vendee Drive and Park and Ride arms of the roundabout.

3.37 The junction has been modelled in Junctions 11 ARCADY with the morning and evening peak hour traffic flow scenarios set out in **Table 1**. A summary of the ARCADY results is shown in **Table 11** below, with the full results provided at **Appendix F** along with a drawing showing the ARCADY geometry.

Table 11: A41 Oxford Road/Vendee Drive roundabout detailed modelling results

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
1 - A41 Northeast	D1	2.0	4.23	0.67	A	D2	2.2	4.31	0.68	A
2 - Charles Shouler Way		0.9	8.85	0.49	A		1.9	12.91	0.66	B
3 - A41 Southwest		3.5	6.43	0.78	A		6.4	11.51	0.87	B
4 - Park and Ride		0.0	5.70	0.02	A		0.0	8.80	0.02	A
5 - Vendee Drive		3.5	20.80	0.79	C		2.6	14.04	0.73	B
	2034 - DS3A									
1 - A41 Northeast	D3	1.4	3.28	0.58	A	D4	2.2	4.36	0.69	A
2 - Charles Shouler Way		1.0	7.81	0.50	A		1.8	12.64	0.65	B
3 - A41 Southwest		3.5	6.74	0.78	A		4.0	8.29	0.80	A
4 - Park and Ride		0.0	6.09	0.02	A		0.0	7.94	0.02	A
5 - Vendee Drive		5.5	31.09	0.86	D		2.3	12.82	0.70	B
	2034 - DS3AwTP									
1 - A41 Northeast	D5	1.5	3.58	0.60	A	D6	2.2	4.42	0.69	A
2 - Charles Shouler Way		1.1	8.37	0.52	A		1.9	12.97	0.66	B
3 - A41 Southwest		3.5	6.73	0.78	A		2.9	6.34	0.74	A
4 - Park and Ride		0.0	6.10	0.02	A		0.0	6.77	0.01	A
5 - Vendee Drive		5.7	31.58	0.87	D		2.4	13.22	0.71	B
	2042 - RC4A									
1 - A41 Northeast	D7	2.9	5.35	0.75	A	D8	5.5	8.76	0.85	A
2 - Charles Shouler Way		0.8	9.37	0.45	A		2.4	22.83	0.72	C
3 - A41 Southwest		4.5	7.50	0.82	A		5.9	11.60	0.86	B
4 - Park and Ride		0.0	6.09	0.03	A		0.0	9.94	0.02	A
5 - Vendee Drive		2.2	16.57	0.70	C		1.6	10.33	0.62	B
	2042 - DS4A									
1 - A41 Northeast	D9	2.7	5.10	0.73	A	D10	6.0	9.68	0.86	A
2 - Charles Shouler Way		0.9	9.89	0.47	A		3.3	31.10	0.79	D
3 - A41 Southwest		3.3	6.13	0.77	A		4.6	9.41	0.83	A
4 - Park and Ride		0.0	5.72	0.03	A		0.0	9.06	0.02	A
5 - Vendee Drive		4.8	27.19	0.84	D		2.7	13.98	0.73	B
	2042 - DS4AwTP									
1 - A41 Northeast	D11	2.5	4.96	0.72	A	D12	5.7	9.30	0.85	A
2 - Charles Shouler Way		0.9	9.55	0.46	A		3.2	29.54	0.78	D
3 - A41 Southwest		3.3	6.09	0.77	A		4.7	9.56	0.83	A
4 - Park and Ride		0.0	5.69	0.03	A		0.0	9.17	0.02	A
5 - Vendee Drive		5.3	29.87	0.86	D		2.7	14.35	0.74	B

3.38 The modelling shows that in the 2034 RC3A scenario for the morning peak hour, all arms at the roundabout are forecast to operate within capacity, with a worst-case RFC of 79% on the Vendee Drive approach. In the 2034 DS3A and DS3AwTP modelled scenarios the proposed roundabout is also forecast to operate within capacity, with the worst-case ratio of flow to capacity (RFC) increasing to 86% on the Vendee Drive approach, or 87% with the Framework Travel Plan in place.

Hence, the Vendee Drive approach continues to operate acceptably and there is no material increase in queueing or delay.

3.39 In the evening peak hour, the roundabout is forecast to operate within capacity, with the worst performing approach in the RC3A scenario being the A41 northeast arm which has a RFC of 87%, reducing to 80% in the DS3A scenario and 74% with the Framework Travel Plan in place. This is due to background traffic reassigning from the A41 westbound, as discussed in Chapter 9 of the TA. The modelling results show that the roundabout is also shown to operate within capacity in all 2042 sensitivity test scenarios.

Junction 15 – A41 Oxford Road/Oxford Road/A41 east gyratory

3.40 The A41 Oxford Road/Oxford Road/A41 east junction is a four-arm traffic signal controlled gyratory. Oxford Road forms the northern arm of the gyratory, linking the A41 with the centre of Bicester via a traffic signal controlled T-junction with Pingle Drive. At the gyratory, Oxford Road has three lanes on both the entry and exit. To the east, the A41 forms the principal route connecting Bicester with Aylesbury and has three lanes on approach to the gyratory and two lanes on the exit. There is also a staggered Toucan crossing on the A41 east arm. The A41 Oxford Road forms the southern arm of the gyratory and links to the M40 to the south. The A41 Oxford Road approach has four lanes, with two lanes allocated for traffic to the north and two lanes allocated for traffic to the A41 east to Aylesbury via a half-hamburger style cut-through. The fourth arm is to the west and provides access to an Esso fuelling station and fast-food restaurant. The layout of the junction is shown on **Figure 8** below.



Figure 8: A41 Oxford Road/Oxford Road/A41 east gyratory

3.41 To the south of the gyratory the A41 is a dual carriageway with two large traffic signal controlled T-junctions located within 270m of the gyratory. The northern junction providing access to the

Bicester Office Park development via Lakeview Drive, and the southern junction provides access to Bicester Shopping Park and a residential zone via Pioneer Way.

3.42 To determine the impact of the Proposed Development at the A41 Oxford Road/Oxford Road/A41 east gyratory, it is necessary to model the junction in LinSig. However, given the proximity of the Oxford Road/Pingle Drive junction to the north and the A41/Lakeview Drive and A41/Pioneer Way junctions to the south, a network model assessing the performance of all four junctions is required so that the interaction is captured.

3.43 The Transport Assessment and Transport Assessment Addendum reports prepared in support of the planning application referred to as Land North and South Of Pingle Drive, Bicester Village (ref. 22/03513/F) included a network model of these four junctions, with that LinSig model derived from a previous model submitted as part of the Transport Assessment associated with Bicester Office Park. This model was deemed to be suitable for assessing Bicester Village and Bicester Office Park development impacts across the four-junction network. Therefore, the network model from the Bicester Village planning application has been recreated using the model parameters including phases, stages, stage sequences, intergreens, and lane geometries. The network has been modelled with the morning and evening peak hour traffic flow scenarios set out in **Table 1**. with the traffic flows input using the matrix estimation methodology, as discussed at a meeting with OCC on 16 January 2026.

3.44 A summary of the LinSig results for the A41 Oxford Road/Oxford Road/A41 east gyratory are shown below at **Table 12**, with the full results for the 2034 Completion Year assessment provided at **Appendix G**, and the results for the 2042 Sensitivity Test provided at **Appendix H**. The results show that in the 2034 RC3A, DS3A and DS3AwTP morning peak hour scenarios the PRC at the gyratory is forecast to be positive, indicating that all approaches have a degree of saturation below 90%. Further, the results show that the PRC at the gyratory improves in the DS3A and DS3AwTP scenarios when compared to the RC3A scenario, which is mostly due to background traffic reassigning from the A41, as discussed in Chapter 9 of the TA.

Table 12: A41 Oxford Road/Oxford Road/A41 east gyratory LinSig results

Scenario	PRC (%)	Oxford Road		A41 east		A41 Oxford Road		Service area	
		DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)	DoS (%)	MMQ (pcus)
2034 RC3A AM peak	0.4%	84.3%	8.8	82.4%	12.8	66.5%	5.9	19.8%	0.4
2034 RC3A PM peak	-8.7%	97.8%	9.3	64.2%	8.6	68.7%	6.9	17.1%	0.3
2034 DS3A AM peak	1.4%	88.7%	8.2	72.8%	10.7	62.9%	5.8	20.8%	0.4
2034 DS3A PM peak	-5.0%	94.5%	8.4	62.3%	8.2	68.3%	6.8	17.1%	0.4
2034 DS3AwTP AM peak	2.0%	88.2%	8.1	72.2%	10.3	65.1%	5.7	20.8%	0.4
2034 DS3AwTP PM peak	-5.0%	94.5%	8.4	61.6%	8.1	71.7%	7.1	17.1%	0.4
2042 RC4A AM peak	-5.5%	88.6%	9.4	92.5%	18.3	67.3%	6.2	21.6%	0.4
2042 RC4A PM peak	-10.7%	99.6%	8.5	63.1%	8.3	72.1%	7.2	18.3%	0.5
2042 DS4A AM peak	-2.3%	89.8%	8.3	77.9%	12.2	65.3%	6.1	21.4%	0.4
2042 DS4A PM peak	-10.7%	94.9%	8.4	67.1%	9.4	75.1%	7.3	18.8%	0.5
2042 DS4AwTP AM peak	-2.4%	92.2%	8.7	77.2%	11.8	67.8%	6.1	21.5%	0.4
2042 DS4AwTP PM peak	-10.4%	93.8%	8.3	67.2%	9.2	75.1%	7.2	18.7%	0.5

3.45 In the 2034 RC3A evening peak hour scenario the PRC is forecast to be -8.7% with the Oxford Road approach having a degree of saturation of 97.8%. In the DS3A and DS3AwTP evening peak hour scenarios the PRC improves to -5.0% with the degree of saturation on the Oxford Road approach reducing to 94.5%. Again, this is due to background traffic reassigning from this approach. Hence, there would be no adverse impact due to the proposed development on the performance of the A41 Oxford Road/Oxford Road/A41 east gyratory in the 2034 Completion Year.

3.46 **Table 12** shows that in all 2042 Sensitivity Test scenarios the A41 Oxford Road/Oxford Road/A41 east gyratory would have a negative PRC. However, as observed for the 2034 Completion Year scenarios, the performance for the junction is shown to improve in the DS4A and DS4AwTP morning and evening peak hour scenarios when compared to the RC4A scenario. Therefore, there would be no adverse impact due to the proposed development on the performance of the gyratory in the 2042 Sensitivity Test.

3.47 **Table 13** below provides a summary of the LinSig results across the modelled network and the results are summarised as follows:

- For both the 2034 Completion Year and the 2042 Sensitivity Test, the network PRC improves in the Do-Something and Do-something with Travel Plan scenarios when compared to the Reference Case scenarios for both peak hours. Accordingly, total delay reduces in the Do-Something scenarios when compared to the Reference Case.
- At the A41/Pioneer Way junction the PRC is positive in all modelled scenarios with reductions in total delay in the Do-Something/Do-something with Travel Plan scenarios.
- The PRC at the A41/Lakeview Drive junction is negative in all modelled scenarios. However, the PRC and total delay at the junction improve in the Do-Something and Do-Something with Travel Plan scenarios when compared to the respective Reference Case scenarios.
- At the Oxford Road/Pingle Drive junction the PRC is positive in all modelled scenarios with no material change in performance across the modelled scenarios.

Table 13: A41 network modelling results

Scenario	Peak hour	Network		A41/Pioneer Way		A41/Lakeview Drive		A41/Oxford Road		Oxford Road/Pingle	
		PRC	Total delay (PCUhr)	PRC	Total delay (PCUhr)	PRC	Total delay (PCUhr)	PRC	Total delay (PCUhr)	PRC	Total delay (PCUhr)
2034 RC3A	AM	-7.1%	92.54	11.1%	25.3	-7.1%	29.3	0.4%	27.0	25.5%	11.0
	PM	-8.7%	88.50	39.5%	15.6	-8.3%	33.3	-8.7%	26.9	47.7%	12.7
2034 DS3A	AM	-1.8%	82.32	7.7%	21.3	-1.8%	23.8	1.4%	25.9	26.2%	11.3
	PM	-5.0%	86.37	37.4%	15.2	-2.9%	29.9	-5.0%	27.9	40.5%	13.3
2034 DS3AwTP	AM	-1.8%	81.11	6.7%	21.5	-1.8%	23.3	2.0%	25.1	26.2%	11.2
	PM	-5.0%	84.57	40.6%	14.9	-0.2%	28.5	-5.0%	28.0	44.0%	13.2
2042 RC4A	AM	-10.3%	123.59	3.1%	34.0	-10.3%	45.8	-5.5%	32.3	22.1%	11.5
	PM	-10.7%	88.17	34.0%	16.9	-4.1%	28.8	-10.7%	28.6	33.8%	14.0
2042 DS4A	AM	-6.5%	97.72	7.4%	29.6	-6.5%	28.4	-2.3%	28.0	21.9%	11.7
	PM	-10.7%	87.09	36.2%	15.3	-3.3%	28.9	-10.7%	28.6	28.1%	14.4
2042 DS4AwTP	AM	-6.3%	94.64	6.3%	28.0	-6.3%	27.0	-2.4%	27.8	21.8%	11.8
	PM	-10.4%	87.79	35.1%	15.1	-2.7%	29.7	-10.4%	28.5	29.8%	14.4

Junction 16 – A4095 Southwolds Lane/Fringford Road T-junction

3.48 The A4095 Southwolds Lane/Fringford Road junction is a priority controlled T- junction. The A4095 has two lanes in each direction at the junction. The right-turn from the A4095 to Fringford Road is not permitted and is physically prevented from a kerbed island, though the right-turn from Fringford Road is permitted. There are uncontrolled crossings on the Fringford Road arm and a Toucan crossing on the A4095 to the west of the junction. The layout of the junction is shown on **Figure 9** below.

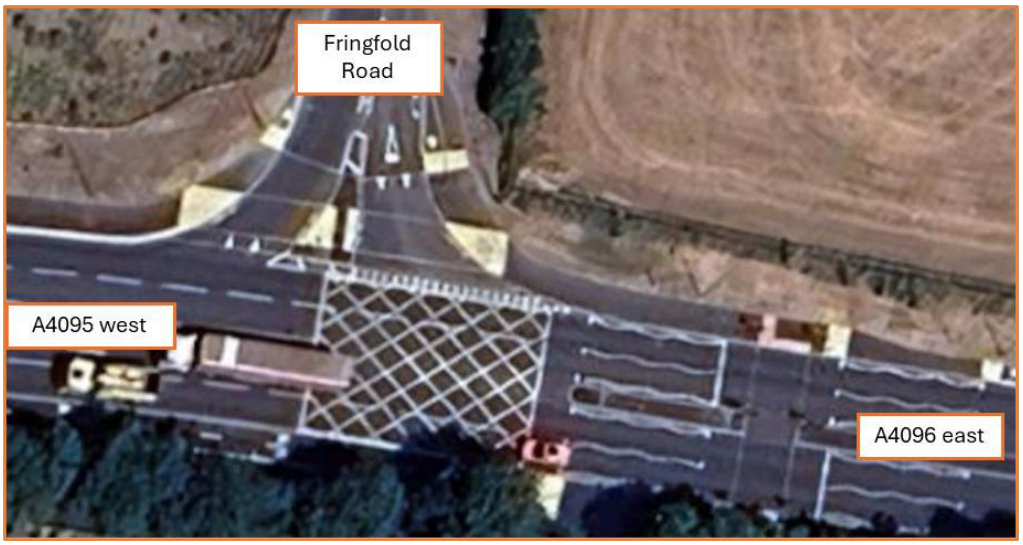


Figure 9: A4095 Southwolds Lane/Fringford Road junction

3.49 The junction has been modelled in Junctions 11 PICADY with the morning and evening peak hour traffic flow scenarios set out in **Table 1**. A summary of the PICADY results is shown in **Table 14** below, with the full results provided at **Appendix I** along with a drawing showing the PICADY geometry.

Table 14: A4095 Southwolds Lane/Fringford Road junction modelling results

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	1.8	18.74	0.65	C	D2	3.2	26.80	0.77	D
Stream B-A		0.6	21.57	0.38	C		0.3	23.47	0.26	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2034 - DS3A									
Stream B-C	D3	2.8	24.62	0.75	C	D4	3.1	25.84	0.77	D
Stream B-A		0.5	22.38	0.33	C		0.3	22.19	0.22	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2034 - DS3AwTP									
Stream B-C	D5	2.8	24.70	0.74	C	D6	2.8	23.67	0.75	C
Stream B-A		0.5	22.74	0.35	C		0.3	20.80	0.21	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - RC4A									
Stream B-C	D7	0.3	10.52	0.25	B	D8	2.6	24.52	0.73	C
Stream B-A		0.5	21.48	0.34	C		0.5	26.05	0.32	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - DS4A									
Stream B-C	D9	1.5	17.23	0.60	C	D10	2.7	24.98	0.74	C
Stream B-A		0.5	21.08	0.31	C		0.4	25.51	0.28	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - DS4AwTP									
Stream B-C	D11	1.5	17.52	0.61	C	D12	2.7	24.58	0.74	C
Stream B-A		0.4	20.98	0.31	C		0.4	25.01	0.28	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

*where arm A is the A4095 west, arm B is Fringford Road and arm C is the A4095 east

3.50 The modelling demonstrates that in all 2034 Completion Year and 2042 Sensitivity Test scenarios for the morning and evening peak hours, the roundabout is forecast to operate acceptably, with the ratio of flow to capacity (RFC) no higher than 77% in any of the modelled scenarios.

Junction 17 – A4260 Oxford Road/B4030 (Hopcrofts Holt) staggered crossroads

3.51 The A4260 Oxford Road/B4030 staggered crossroads, known as the Hopcrofts Holt junction, is a traffic signal controlled staggered crossroads. The A4260 north and south form the major arms, running together in stage 1, with the B4030 east and west forming the minor arms and running in alternate stages. There are no other footways or crossings provided at the junction, though there is a footway provided along the eastern side of the A4260 Oxford Road to the north of the junction.

3.52 As part of the Heyford Park development a mitigation scheme was identified at the Hopcrofts Holt junction. The committed improvement scheme provides an extended flare on the northern arm to increase the length of the two lane approach to the junction, an extended flare on the eastern arm to increase the length of the two lane approach to the junction and provides an additional flared lane on the western arm of the junction. The section 278 drawing showing the committed junction arrangement is provided at **Appendix J** and an extract is shown on **Figure 10** below.

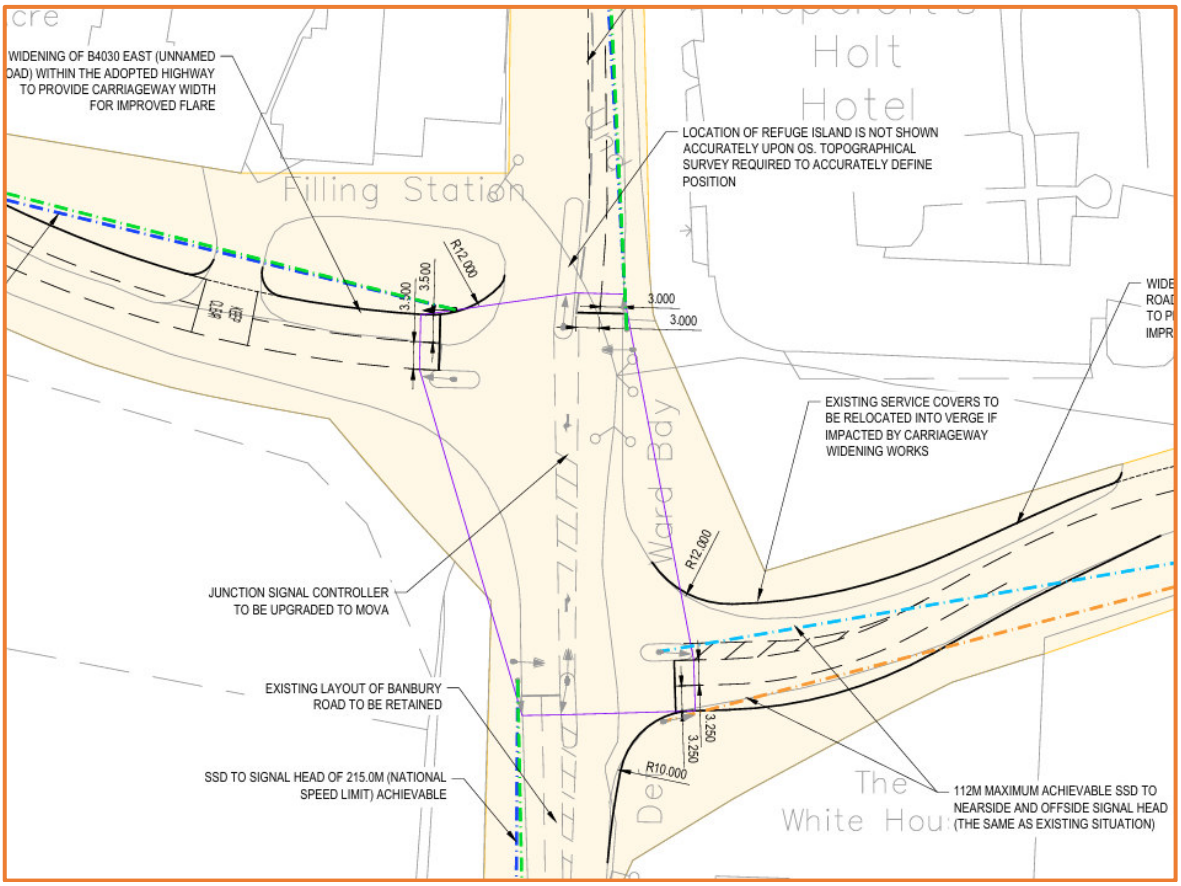


Figure 10: extract of drawing 39304/5501/SK03 showing committed Hopcrofts Holt junction improvements

3.53 A LinSig model of the committed Hopcrofts Holt junction has been developed using the agreed LinSig model from the Heyford Park assessment work and the morning and evening peak hour traffic flow scenarios set out in **Table 1**. A summary of the LinSig results is shown in **Table 15** below, with the full results provided at **Appendix J**.

Table 15: Hopcrofts Holt detailed junction modelling results

Scenario	Peak hour	Cycle time	Practical Reserve Capacity	Total delay (PCUhr)
2034 RC3A	AM	120	-3.5%	24.83
	PM	120	1.1%	21.45
2034 DS3A	AM	120	-5.8%	32.66
	PM	120	1.9%	21.22
2034 DS3AwTP	AM	120	-6.0%	32.73
	PM	120	0.5%	21.59
2042 RC4A	AM	120	-8.9%	37.79
	PM	120	-6.6%	31.44
2042 DS4A	AM	120	-9.7%	38.57
	PM	120	-4.2%	29.34
2042 DS4AwTP	AM	120	-9.7%	38.11
	PM	120	-4.4%	29.27

3.54 The modelling demonstrates that in all 2034 Completion Year scenarios for the morning peak hour, the PRC is negative indicating that one or more links are operating with a degree of saturation above 90%. In the DS3A scenario, the PRC reduces by 2.3% when compared to the RC3A scenario, though there are no material increases in delay or queue lengths. In the evening peak hour, the PRC is positive in the RC3A, DS3A and DS3AwTP scenarios indicating that the junction is operating acceptably. Therefore, the impact due to the proposed development is not severe and no mitigation is proposed.

3.55 In the 2042 Sensitivity Test, the junction is forecast to have a negative PRC in all modelled scenarios. In the DS4A morning peak hour, the PRC reduces by just 0.7% when compared to the RC4A scenario, and in the evening peak hour the PRC improves by 2.4% compared to the RC4A scenario. Hence, the proposed development would not materially affect the junction performance in the 2042 Sensitivity Test scenarios.

Junction 18 – A4260 Banbury Road/B4027 staggered priority controlled crossroads

3.56 The A4260 Banbury Road/B4027 east/B4027 west junction is a right-left staggered priority controlled crossroads. There are no ghost-island facilities for right-turning vehicles from the A4260 and both B4027 approaches are single lanes, flaring on the approach to the junction. There are no footways or crossings at the junction, which is shown in **Figure 11** below.



Figure 11: A4260 Banbury Road/B4027 staggered priority controlled crossroads

A traffic count was undertaken on 27 January 2026 (**Appendix K**). The morning and evening peak hours have been established from the count data and the turning proportions calculated across the junction for each peak period. Comparing the BTM traffic flows for the identified scenarios shown in **Table 1** with the observed data, it is evident that the turning proportions on the A4260 south approach and the B4027 west approach are not representative, with all traffic on the B4027 west approach routing to the B4027 east, and all of the traffic on the A4260 south approach routing north. This is likely due to the junction being located towards the extent of the modelled area in the BTM and in proximity to several loading points. Hence, whilst the link flows are considered reliable, some of the turning proportions may not be appropriate.

3.57 To ensure that the detailed modelling of the A4260 Banbury Road/B4027 staggered priority controlled crossroads is suitable to judge the impact of the proposed development, the peak hour turning proportions from the observed traffic count have been applied to the BTM approach flows on each arm of the junction for the scenarios specified in **Table 1**. The traffic survey data and traffic flow calculations are provided at **Appendix K**.

3.58 The junction has been modelled in Junctions 11 PICADY with the morning and evening peak hour traffic flow scenarios set out in **Table 1** and the adjusted turning movements. A summary of the PICADY results is shown in **Table 16** below, with the full results provided at **Appendix K** along with a drawing showing the PICADY geometry.

3.59 The modelling shows that in the 2034 RC3A scenario for the morning peak hour, all arms at the junction are forecast to operate within capacity, with a worst-case RFC of 96% on the B4027 west approach. In the 2034 DS3A and DS3AwTP modelled scenarios the proposed roundabout is also forecast to operate within capacity, with the worst-case ratio of flow to capacity (RFC) increasing to 97% on the B4027 west approach, with no material increases in queueing or delay. In the 2042 Sensitivity Test scenarios all arms of the junctions operate within capacity in the morning peak hour, with improved performance on the B4027 west approach in the DS4A and DS4AwTP scenarios when compared to the RC4A scenario.

3.60 In the evening peak hour, the modelling shows that the B4027 east arm of the junction would operate above 100% of its capacity, with an RFC of 145% in the RC3A scenario, increasing to 152% in the DS3A scenario and 151% in the DS3AwTP scenario. Whilst the results in **Table 16** show that congestion is forecast to be worse in the RC4A scenario compared to the RC3A scenario, the performance for the junction improves in the DS4A and DS4AwTP scenarios when compared to the RC4A scenario.

3.61 Comparing the approach flow on the B4027 east in the 2026 evening peak hour from the traffic survey and the 2034 RC3A evening peak hour (**Appendix N**) shows that this flow is forecast to more than double to 482 vehicles from 211 vehicles. Similarly, in the morning peak hour the flow on the B4027 west approach increases to 305 vehicles in the 2034 DS3A scenario up from 167 vehicles recorded in the 2026 traffic count, which is an increase of 83%. Hence, there is a significant amount of growth on the B4027 east and west arms of the junction between the observed data and the 2034 Reference Case.

3.62 In the DS3A evening peak hour scenario the total traffic flow across the junction increases by just 27 vehicles (reducing to an uplift of just 20 vehicles with the Framework Travel Plan in place), when compared to the RC3A scenario. This equates to one additional vehicle every 3 minutes with the Framework Travel Plan in place, across the whole junction. These traffic flow increases are below the typical daily traffic flow variances and therefore it is unlikely that they would have a material effect on the performance of the junction in the evening peak hour. Therefore, it is the significant change in background traffic flow between the 2026 observed data and the 2034

Reference case that is responsible for the forecast congestion at the junction in the evening peak hour, with the relatively small increase in traffic in the 2034 Do-Something scenario unlikely to have a material impact at the junction.

Table 16: A4260 Banbury Road/B4027 staggered crossroads detailed modelling results

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.1	13.23	0.10	B	D2	0.9	2526.64	1.06	F
Stream B-AD		1.0	31.70	0.52	D		99.7	825.01	1.45	F
Stream A-BCD		0.2	3.33	0.08	A		0.0	0.00	0.00	A
Stream D-A		0.7	460.47	0.96	F		0.0	17.87	0.01	C
Stream D-BC		7.9	90.96	0.93	F		3.1	52.24	0.79	F
Stream C-ABD		0.7	9.60	0.30	A		0.5	4.46	0.19	A
	2034 - DS3A									
Stream B-C	D3	0.1	14.92	0.11	B	D4	1.0	2676.45	1.11	F
Stream B-AD		1.3	38.56	0.58	E		121.2	1015.55	1.52	F
Stream A-BCD		0.2	3.25	0.09	A		0.0	0.00	0.00	A
Stream D-A		0.7	462.07	0.97	F		0.0	27.14	0.02	D
Stream D-BC		8.2	97.05	0.94	F		4.2	66.50	0.85	F
Stream C-ABD		0.8	10.00	0.31	B		0.5	4.49	0.19	A
	2034 - DS3AwTP									
Stream B-C	D5	0.1	14.86	0.11	B	D6	0.9	2641.53	1.10	F
Stream B-AD		1.3	38.32	0.58	E		117.7	989.71	1.51	F
Stream A-BCD		0.2	3.26	0.09	A		0.0	0.00	0.00	A
Stream D-A		0.7	461.81	0.97	F		0.0	22.59	0.01	C
Stream D-BC		8.2	96.45	0.94	F		3.7	60.81	0.83	F
Stream C-ABD		0.8	9.98	0.31	A		0.5	4.48	0.19	A
	2042 - RC4A									
Stream B-C	D7	0.1	15.25	0.10	C	D8	1.1	3282.48	1.24	F
Stream B-AD		1.3	42.33	0.58	E		167.0	1422.46	1.73	F
Stream A-BCD		0.3	3.18	0.11	A		0.0	0.00	0.00	A
Stream D-A		0.1	59.69	0.05	F		0.4	2225.79	1.09	F
Stream D-BC		6.4	84.13	0.90	F		11.4	158.52	1.05	F
Stream C-ABD		1.0	10.44	0.36	B		0.7	4.54	0.23	A
	2042 - DS4A									
Stream B-C	D9	0.2	19.59	0.15	C	D10	1.0	2973.60	1.17	F
Stream B-AD		2.0	58.09	0.69	F		144.4	1224.38	1.63	F
Stream A-BCD		0.4	3.11	0.15	A		0.0	0.00	0.00	A
Stream D-A		0.0	12.51	0.01	B		0.4	2059.60	1.02	F
Stream D-BC		3.1	49.27	0.78	E		8.1	117.35	0.98	F
Stream C-ABD		1.0	10.52	0.36	B		0.6	4.49	0.22	A
	2042 - DS4AwTP									
Stream B-C	D11	0.2	19.29	0.15	C	D12	1.0	2920.80	1.16	F
Stream B-AD		2.0	57.06	0.69	F		140.1	1192.19	1.62	F
Stream A-BCD		0.3	3.11	0.14	A		0.0	0.00	0.00	A
Stream D-A		0.0	13.84	0.01	B		0.4	2041.86	1.01	F
Stream D-BC		3.4	52.89	0.80	F		7.8	113.65	0.97	F
Stream C-ABD		1.0	10.51	0.36	B		0.6	4.49	0.22	A

*where arm is the A4260 north, arm B is the B4027 east, arm C is the A4260 south and arm D is the B4027 west

3.63 Further, much of the background traffic routing on the B4027 east and west is likely to be traffic between Bicester and Oxford seeking to avoid the A34/A41 corridor and M40 Junction 9.

Providing a mitigation scheme at this location could result in more traffic reassigning from the A34/A41 corridor and onto these lower category roads, which would not be appropriate.

3.64 Hence, with the Proposed Development in place, the scale of the traffic increases at this junction do not warrant an intervention to increase capacity, which could encourage traffic to reassign onto a less appropriate route, and therefore no mitigation is proposed at this junction

Junction 19 – A4260 Banbury Road/Bunkers Hill/Upper Campsfield Road junction

3.65 The A4260 Banbury Road/Bunkers Hill/Upper Campsfield Road junction is a left-right staggered priority controlled junction. There are ghost-island facilities for right-turning vehicles from the A4260 and both the Bunkers Hill and Upper Campsfield Road approaches are single lanes, flaring on approach to the junction. There are no footways or crossings at the junction, which is shown on **Figure 12** below.



Figure 12: A4260 Banbury Road/Bunkers Hill/Upper Campsfield Road junction

3.66 The distance between the two side roads is c.160m which is sufficient for it to be concluded that there is unlikely to be any interaction between the turning movements at the side roads and therefore the A4260 Banbury Road/Bunkers Hill and A4260 Banbury Road/Upper Campsfield Road junctions have been modelled as two separate T-junctions.

3.67 A traffic count was undertaken on 27 January 2026 (**Appendix L**). The morning and evening peak hours have been established from the count data and the turning proportions calculated across the junction for each peak period. Comparing the BTM traffic flows for the identified scenarios shown in **Table 1** with the observed data, it is evident that the turning proportions on the A4260 southbound approach to the Upper Campsfield Road junction are not representative in both peak hours, with 80% of this traffic seeking to turn right onto Upper Campsfield Road. This is likely due to Upper Campsfield Road containing several loading points at the extent of the modelled area in the BTM. Similarly, the turning movements on the A4260 approach to the Bunkers Hill junction are not representative, particularly in the evening peak hour.

3.68 To ensure that the detailed modelling of the A4260 southbound approach to the Banbury Road/Bunkers Hill and A4260 Banbury Road/Upper Campsfield Road junctions are suitable to judge the impact of the proposed development, the peak hour turning proportions from the observed count data have been applied to the BTM approach flows on each arm of the two T-junctions for the scenarios specified in **Table 1**. The traffic survey data and traffic flow calculations are provided at **Appendix L**.

A4260 Banbury Road/Bunkers Hill

3.69 The A4260 Banbury Road/Bunkers Hill T-junction has been modelled in Junctions 11 PICADY with the morning and evening peak hour traffic flow scenarios set out in **Table 1** and the adjusted turning movements provided at **Appendix L**. A summary of the PICADY results is shown in **Table 17** below, with the full results provided at **Appendix L** along with a drawing showing the PICADY geometry.

Table 17: A4260 Banbury Road/Bunkers Hill detailed modelling results

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	50.9	307.74	1.18	F	D4	3.2	25.43	0.77	D
Stream B-A		1.4	1102.01	1.15	F		0.1	78.60	0.11	F
Stream C-AB		1.1	13.17	0.51	B		5.8	21.53	0.83	C
	2034 - DS3A									
Stream B-C	D2	72.3	481.75	1.27	F	D5	3.9	29.89	0.81	D
Stream B-A		1.6	1277.47	1.17	F		0.1	88.54	0.12	F
Stream C-AB		1.3	14.98	0.57	B		5.3	20.76	0.82	C
	2034 - DS3AwTP									
Stream B-C	D3	72.2	481.11	1.27	F	D6	3.8	29.13	0.80	D
Stream B-A		1.6	1276.63	1.17	F		0.1	86.05	0.12	F
Stream C-AB		1.3	14.81	0.56	B		5.3	20.76	0.82	C
	2042 - RC4A									
Stream B-C	D7	99.7	682.64	1.37	F	D10	6.1	45.57	0.88	E
Stream B-A		1.8	1473.22	1.03	F		0.4	294.86	0.33	F
Stream C-AB		2.1	18.23	0.66	C		19.1	43.35	0.95	E
	2042 - DS4A									
Stream B-C	D8	110.4	757.34	1.41	F	D11	8.3	58.77	0.92	F
Stream B-A		1.9	1560.11	1.07	F		0.5	470.00	0.48	F
Stream C-AB		2.4	19.81	0.69	C		16.0	38.42	0.93	E
	2042 - DS4AwTP									
Stream B-C	D9	112.1	767.12	1.42	F	D12	7.5	53.78	0.91	F
Stream B-A		1.9	1569.71	1.07	F		0.4	368.13	0.39	F
Stream C-AB		2.4	19.63	0.69	C		15.6	37.83	0.93	E

*where arm A is the A4260 north, arm B is Bunkers Hill and arm C is the A4260 south

3.70 The modelling shows that in the 2034 Completion Year scenario for the morning peak hour, both the right and left turn movements from Bunkers Hill are over capacity in the RC3A, DS3A and DS3AwTP scenarios, with increases in queuing and delay in the DS3A and DS3AwTP scenarios. The pattern is similar in the 2042 Sensitivity Test scenario.

3.71 In the DS3A morning peak hour scenario the total traffic flow across the junction increases by just 24 vehicles when compared to the RC3A scenario, with only 3 of these additional vehicles being OxSRFI trips. This equates to one additional vehicle every 2.5 minutes, across the whole junction. These traffic flow increases are below the typical daily traffic flow variances and therefore it is unlikely that they would have a material effect on the performance of the junction in the morning peak hour.

3.72 In the 2034 RC3A, DS3A and DS3AwTP evening peak hour modelled scenarios the junction is forecast to operate within capacity, with the worst-case RFC of 83% occurring on the A4260 south arm in the RC3A scenario. There are no material increases in queueing or delay in the Do-Something scenarios. In the 2042 Sensitivity Test scenarios all arms of the junction also operate within capacity.

A4260 Banbury Road/Upper Campsfield Road

3.73 A summary of the PICADY results is shown in **Table 18** below, with the full results provided at **Appendix M** along with a drawing showing the PICADY geometry.

Table 18: A4260 Banbury Road/Upper Campsfield Road detailed modelling results

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	13.3	75.55	0.97	F	D4	462.8	2473.25	1.83	F
Stream B-A		1.1	444.85	0.81	F		6.8	2940.39	1.65	F
Stream C-AB		3.9	17.09	0.77	C		1.2	11.09	0.55	B
	2034 - DS3A									
Stream B-C	D2	18.3	98.64	1.00	F	D5	420.9	2219.94	1.76	F
Stream B-A		1.3	623.13	0.98	F		6.4	2676.03	1.58	F
Stream C-AB		5.3	19.68	0.82	C		1.3	11.47	0.57	B
	2034 - DS3AwTP									
Stream B-C	D3	17.1	93.27	1.00	F	D6	419.9	2215.50	1.76	F
Stream B-A		1.3	617.89	0.98	F		6.4	2671.36	1.57	F
Stream C-AB		5.2	19.50	0.81	C		1.3	11.45	0.57	B
	2042 - RC4A									
Stream B-C	D7	64.4	325.54	1.17	F	D10	566.2	3050.88	2.00	F
Stream B-A		1.8	868.73	1.11	F		8.3	3511.86	1.83	F
Stream C-AB		7.4	23.50	0.86	C		1.7	13.39	0.62	B
	2042 - DS4A									
Stream B-C	D8	67.5	345.91	1.18	F	D11	543.9	2929.05	1.97	F
Stream B-A		1.8	886.06	1.11	F		8.1	3384.70	1.80	F
Stream C-AB		9.2	26.42	0.88	D		1.8	13.94	0.64	B
	2042 - DS4AwTP									
Stream B-C	D9	66.0	336.47	1.18	F	D12	541.5	2914.16	1.96	F
Stream B-A		1.8	878.38	1.11	F		8.1	3369.23	1.80	F
Stream C-AB		9.3	26.51	0.88	D		1.8	13.75	0.64	B

*where arm A is the A4260 south, arm B is Upper Campsfield Road and arm C is the A4260 north

3.74 The modelling shows that in the 2034 RC3A scenario for the morning peak hour, all arms at the junction are forecast to operate within capacity, with a worst-case RFC of 97% for the Upper Campsfield Road left-turn movement to the A4260 north. In the 2034 DS3A and DS3AwTP modelled scenarios the RFC on the on the Upper Campsfield Road left-turn movement increases by 3% to 100%, though the increases in queueing and delay are not severe. In the 2042 Sensitivity Test scenarios the both the right and left turn movements from Upper Campsfield Road are over capacity, though there is no material change in performance in the DS4A and DS4AwTP scenarios when compared to the RC4A scenario.

3.75 In the 2034 Completion Year evening peak hour, both the right and left turn movements from Upper Campsfield Road are over capacity in the RC3A, DS3A and DS3AwTP scenarios, though the performance is shown to improve in the DS3A and DS3AwTP scenarios when compared to the RC3A scenario. This is also true for the 2042 Sensitivity Test evening peak hour.

Summary

3.76 At the A4260/Upper Campsfield Road junction, the Upper Campsfield Road arm would reach 100% of its capacity in the DS3A and DS3AwTP morning peak hour scenarios, though the increases in queueing and delay would not be severe in comparison to the Reference Case. In the evening peak hour, the Upper Campsfield Road arm would be over capacity in all of the 2034 modelled scenarios, though performance is shown to improve in the DS3A and DS3AwTP scenarios. Therefore, there is no requirement to provide mitigation at this junction.

3.77 The Bunkers Hill arm of the A4260/Bunkers T-junction is shown to be over capacity in the RC3A, DS3A and DS3AwTP morning peak hour scenarios, with increases in queuing and delay in the Do-Somethings scenarios. However, the increase in traffic on the Bunkers Hill arm is very small and would be within the normal daily variation, with only 3 OxSRFI trips. The junction operates within capacity in all of the 2034 evening peak hour scenarios, with no material changes to queue lengths or delay.

3.78 As discussed earlier in this report, much of the background traffic routing on the Bunkers Hill - Upper Campsfield Road route is likely to be rat-running traffic between Bicester and Oxford seeking to avoid the A34/A41 corridor and M40 Junction 9. Providing a mitigation scheme at the A4260/Bunkers Hill junction could result in more traffic reassigning from the A34/A41 corridor and onto Bunkers Hill, which would not be appropriate.

3.79 Hence, with the Proposed Development in place, the scale of the traffic increases at this junction do not warrant an intervention to increase capacity, which could encourage further traffic to reassign onto this route, and therefore no mitigation is proposed at this junction.

Junction 20 – A4095 Station Road/Lince Lane T-junction

3.80 The A4095 Station Road/Lince Lane junction is a simple priority controlled T-junction, located southwest of Kirtlington. All approaches to the junction are single lane, with the Lince Lane approach flaring before the give-way line. The T-junction is shown at **Figure 13**.



Figure 13: the A4096 Station Road/Lince Lane T-junction

3.81 The junction has been modelled in Junctions 11 PICADY with the morning and evening peak hour traffic flow scenarios set out in **Table 1**. A summary of the PICADY results is shown in **Table 19** below, with the full results provided at **Appendix N** along with a drawing showing the PICADY geometry.

Table 19: A4095 Station Road/Lince Lane junction modelling results

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		2.9	38.35	0.76	E		18.0	138.74	1.02	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2034 - DS3A									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		3.6	42.59	0.80	E		35.3	235.07	1.11	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2034 - DS3AwTP									
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		3.6	42.14	0.80	E		31.9	214.35	1.10	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - RC4A									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		8.9	100.23	0.95	F		46.7	318.38	1.17	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - DS4A									
Stream B-C	D9	0.0	0.00	0.00	A	D10	0.0	0.00	0.00	A
Stream B-A		12.4	128.04	0.99	F		54.3	373.07	1.20	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - DS4AwTP									
Stream B-C	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream B-A		13.6	136.77	1.00	F		53.9	372.64	1.20	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

*where arm A is the A4095 west, arm B is Lince Lane and arm C is the A4095 east

3.82 **Table 19** shows that in the 2034 RC3A, DS3A and DS3AwTP morning peak hour modelled scenarios the junction is forecast to operate within capacity, with the worst-case RFC of 80%

occurring on the Lince Lane arm in the RC3A scenario. There are no material increases in queueing or delay in the Do-Something scenarios.

3.83 The modelling shows that in the 2034 Completion Year scenario for the evening peak hour, the Lince Lane arm would be over capacity in the RC3A, DS3A and DS3AwTP scenarios, with moderate increases in queuing (14 vehicles) and delay of (c.80 seconds) in the DS3AwTP scenario. The pattern is similar in the 2042 Sensitivity Test scenario, though the difference between the Reference Case and Do-Something case scenarios is less.

3.84 As discussed earlier in this Chapter, much of the background traffic routing on Lince Lane is likely to be traffic travelling between Bicester and Oxford seeking to avoid the A34/A41 corridor and M40 Junction 9. This traffic is part of the same rat-run described above, also routing along either the B4027 or Bunkers Hill. Providing a mitigation scheme at the A4095/Lince Lane junction could result in more traffic reassigning to this rat-run, which would not be appropriate.

3.85 Hence, with the Proposed Development in place the junction would operate acceptably in the morning peak hour. The Lince Lane approach would be over capacity in the evening peak hour, with moderate increases in queueing and delay with the Proposed Development and embedded Highway Works in place. However, it is the high volume of rat-running background traffic flows at the junction that are responsible for the capacity issue, and to improve the junction could encourage further traffic to reassign onto this route, and therefore no mitigation is proposed at this junction.

Junction 21 – A43 Barleymow Roundabout

3.86 The A43 Barleymow Roundabout is a four-arm priority controlled roundabout, located c.5km north of the Baynard's Green Roundabout. The A43 north and south arms each has a two-lane approach, with the A421 and B4031 approaches both having single lanes, flaring to two lanes at the entry. The existing roundabout is shown at **Figure 14** below.

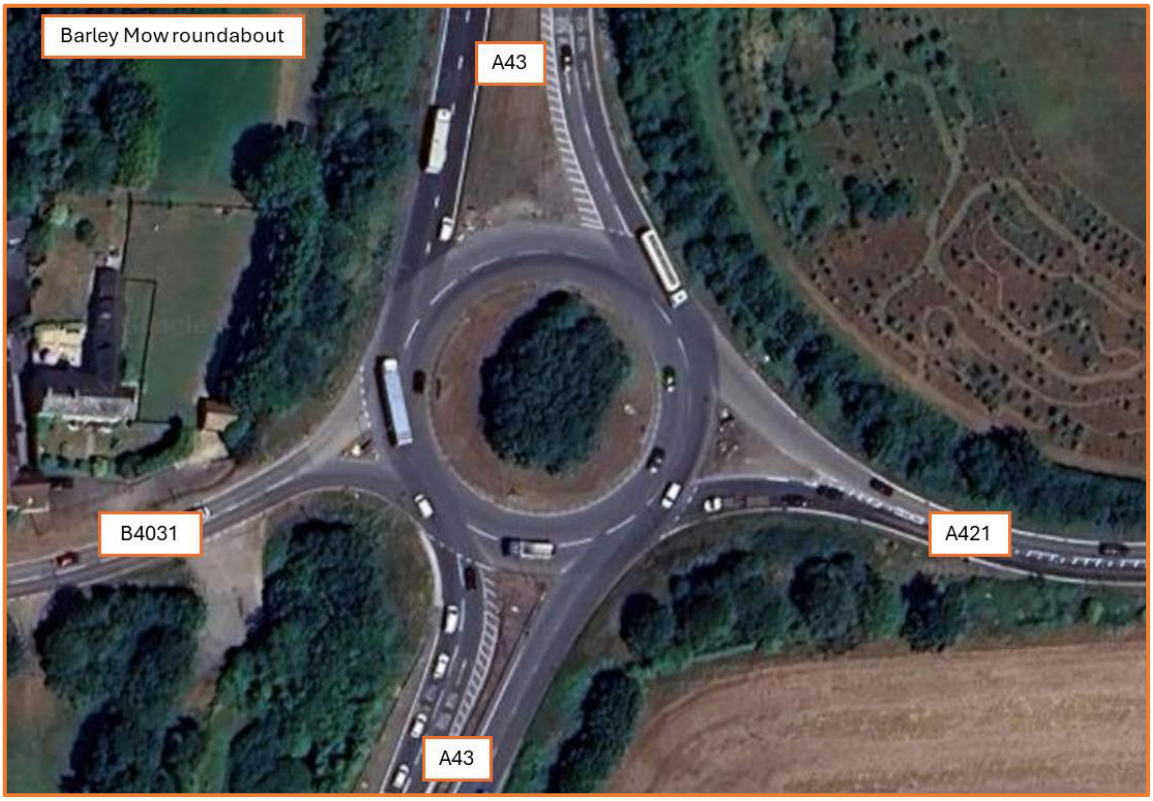


Figure 14: A43 Barleymow Roundabout

3.87 The traffic effects at the A43 Barleymow Roundabout have been considered in detail in Technical Note AN (ref. ADC1794-RP-AN, Appendix 27 of the TA) and Technical Note AQ (ref. ADC1794-RP-AQ, Appendix 30 of the TA). Technical Note AQ includes extensive analysis of the strategic modelling outcomes along the A43 corridor and detailed junction modelling of the Barleymow Roundabout in the 2031 DfT 01/2022 Circular compliant scenarios. The analysis in the Technical Note AQ has been discussed in detail with National Highway and Aecom at meetings on 6 February 2026, 2 March 2026, and 6 March 2026. OCC also attended the meetings in March.

3.88 Since Technical Note AQ was submitted to the TWG for review, a peak hour traffic count of the A43 Barleymow Roundabout has been obtained. The traffic count was undertaken on 2 December 2025 and the data shows a relatively flat traffic flow profile across the peak hours and therefore, a DIRECT entry ARCADY analysis is more appropriate. Therefore, the detailed junction modelling has been updated for the 2031 RC1, RC1A, DS1 and DS1A scenarios, with the results provided in **Appendix O** and summarised in **Table 20** below. The ARCADY geometries and DIRECT entry traffic flow calculations are also provided at **Appendix O**.

Table 20: A43 Barleymow Roundabout detailed modelling results

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2031 - RC1							
1 - A43 North	D1	21.7	42.22	1.00	D2	2.6	6.50	0.73
2 - A421		2.1	14.64	0.69		2.2	10.76	0.70
3 - A43 South		3.0	6.21	0.76		7.2	11.15	0.89
4 - B4031		0.9	10.52	0.48		1.4	22.54	0.60
	2031 - RC1A							
1 - A43 North	D3	62.0	114.78	1.07	D4	3.4	8.23	0.78
2 - A421		6.1	37.83	0.89		2.0	10.44	0.68
3 - A43 South		2.8	5.89	0.74		26.5	41.26	1.01
4 - B4031		2.1	16.96	0.69		4.6	60.98	0.89
	2031 - DS1							
1 - A43 North	D5	123.9	225.20	1.14	D6	3.8	9.29	0.80
2 - A421		91.1	501.36	1.20		2.5	12.35	0.73
3 - A43 South		2.3	5.05	0.70		271.8	382.23	1.16
4 - B4031		2.6	18.12	0.74		6.2	80.48	0.96
	2031 - DS1A							
1 - A43 North	D7	155.1	297.08	1.16	D8	4.0	9.89	0.80
2 - A421		94.3	516.25	1.20		2.6	12.70	0.74
3 - A43 South		2.4	5.30	0.71		360.4	503.19	1.20
4 - B4031		3.0	20.63	0.77		7.6	90.19	1.01

3.89 The results show that in the RC1 morning peak hour the A421, A43 south and B4031 approaches to the roundabout would operate with a RFC comfortably below 85%, indicating that there are no capacity issues on these arms. However, the A43 north arm would have a RFC of 100% and is subject to some modest queuing and delay. In the evening peak hour, the results show that all four approaches to the roundabout would operate with a ratio of flow to capacity (RFC) below 90%.

3.90 With OxSRFI and the associated embedded Highway Works (including Baynard's Green and M40 Junction 10) in place, the ARCADY results show that in the 2031 DS1 morning peak hour, the

performance of the roundabout would deteriorate when compared to the RC1 scenario. In the DS1 morning peak hour, the RFC on the A43 southbound approach would increase from 100% to 114%, and the A421 approach would have a RFC of 120%, increasing from 76%. In the DS1 evening peak hour, the RFC on the A43 northbound approach would increase from 89% to 116%.

3.91 For the cumulative scenario with Albion Land, the ARCADY results show that in the 2031 DS1A morning peak hour, the performance of the roundabout would deteriorate when compared to the RC1A scenario. In the DS1A morning peak hour, the RFC on the A43 southbound approach would increase from 107% to 116%, and the A421 approach would have a RFC of 120%, increasing from 74%. In the DS1A evening peak hour, the RFC on the A43 northbound approach would increase from 101% to 120%.

3.92 The analysis presented in Technical Note AQ identified that the embedded Highway Works proposed at the A43 Baynard's Green Roundabout and M40 J10 will remove existing highway network constraints, allowing the A43 to accommodate additional, previously suppressed, traffic demand. This additional traffic would have otherwise avoided the A43 corridor due to the existing congestion at these junctions. With the constraints at Baynard's Green and M40 J10 removed by the proposed Highway Works, the BTM forecasts that additional background traffic will use the A43 corridor as the preferred route because the overall journey times on the corridor would be reduced in comparison to the Reference Case.

3.93 However, the detailed modelling presented above shows that, if fully realised, this additional traffic demand, in combination with the traffic associated with the Proposed Development, would result in operational capacity issues at the A43 Barleymow Roundabout that would reintroduce congestion on the corridor and could negate the forecast journey time improvements. Drivers would find an equilibrium with regards to route choice and would only be attracted to the A43 if journey times continued to be shorter than using their previous (existing) route.

3.94 Therefore, there is uncertainty with regards to the impact at this junction and it has been agreed with National Highways at the 6 March 2026 meeting that a 'monitor and manage' approach is appropriate.

3.95 To improve the performance of this junction a mitigation scheme has been developed which could be implemented by National Highways to upgrade the roundabout to provide traffic signal control on the A43 northbound and southbound approaches, along with the provision of segregated left-turn lane from the A421 to the A43 south. The proposed mitigation scheme is shown in **drawing number OxSRFI-BWB-GEN-XX-SK-CH-SK134** and an extract is provided at **Figure 15** below.

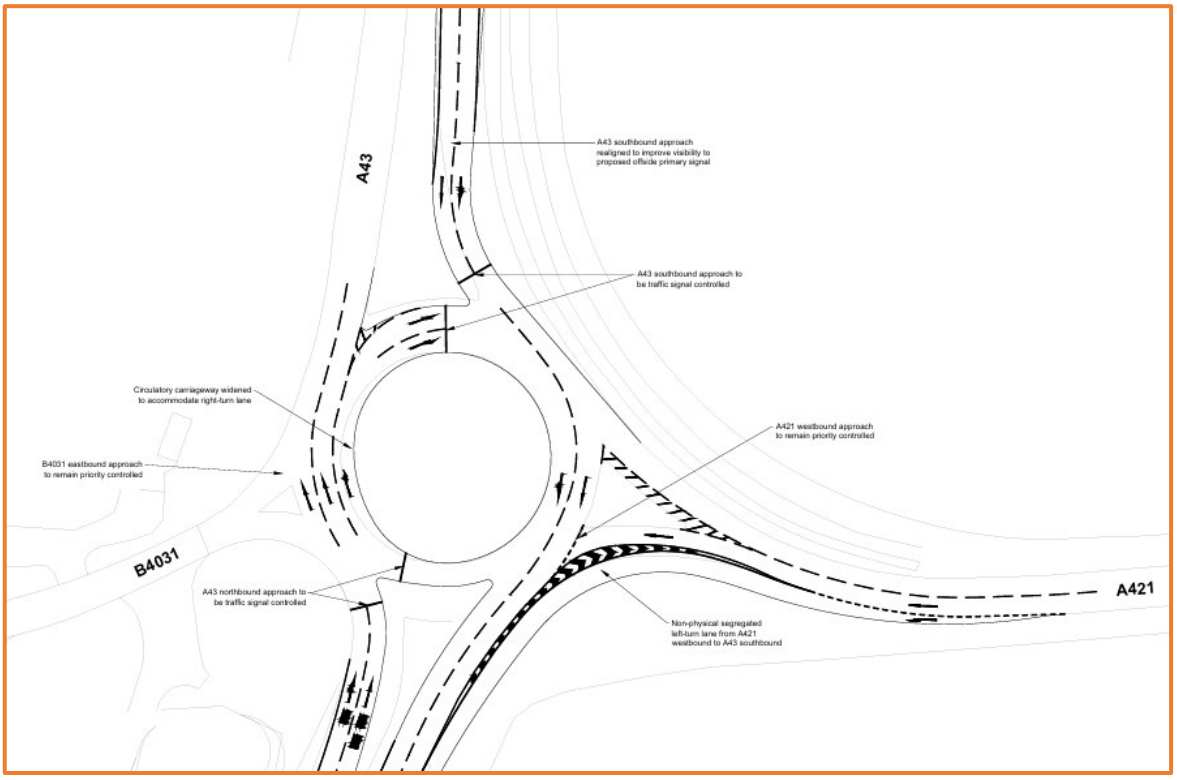


Figure 15: extract of proposed mitigation scheme at the A43 Barleymow Roundabout

3.96 The mitigation scheme would also change the lane markings on the roundabout, which in combination the traffic signal control would assist drivers with understanding lane discipline on the A43 exits from the junction and reduce the potential for conflicts. This would be expected to contribute to an improvement in road safety via a reduction in the number of personal injury accidents at the roundabout, for which the PIA analysis presented in the TA identified accident clusters.

3.97 A model of the junction was created using LinSig and was tested with the 2031 DS1 traffic forecasts from the BTM. The junction operates with a 60 second cycle time in both peak hours. The results are provided at **Appendix P** and summarised in **Table 21** below. **Table 21** also summarises the ARCADY results for the existing junction for convenience.

Table 21: proposed A43 Barleymow Roundabout mitigation detailed modelling results

A43 Barleymow modelling result comparison								
Scenario	A43 North		A421		A43 South		B4031	
	DoS / RFC	Queue length	DoS / RFC	Queue length	DoS / RFC	Queue length	DoS / RFC	Queue length
2031 RC1 AM peak	100.0%	21.7	69.0%	2.1	76.0%	3.0	48.0%	0.9
2031 RC1 PM peak	73.0%	2.6	70.0%	2.2	89.0%	7.2	60.0%	1.4
2031 RC1A AM peak	107.0%	62.0	89.0%	6.1	74.0%	2.8	69.0%	2.1
2031 RC1A PM peak	78.0%	3.4	68.0%	2.0	101.0%	26.5	89.0%	4.6
2031 DS1 existing AM peak	114.0%	123.9	120.0%	94.3	71.0%	2.4	77.0%	3.0
2031 DS1 existing PM peak	80.0%	4.0	74.0%	2.6	120.0%	360.4	101.0%	7.6
2031 DS1 proposed AM peak	98.7%	31.7	38.5%	1.6	65.0%	9.8	63.1%	4.4
2031 DS1 proposed PM peak	94.3%	19.1	36.7%	2	98.7%	38.4	77.4%	4.5

3.98 **Table 21** shows that in the 2031 DS1 morning peak hour the DoS on the A43 southbound approach (A43 North) would be 98.7%, with the other three approaches all operating comfortably within capacity. Hence, in the 2031 SS1 morning peak hour scenario the proposed mitigation provides a better than nil-detriment improvement when compared to the 2031 RC1 scenario.

3.99 In the 2031 DS1 evening peak hour, the DoS on the A43 northbound approach (A43 South) would be 98.7% with a MMQ length of 38.4 pcus. Whilst the proposed improvement scheme does not deliver a nil-detriment improvement compared to the RC1 scenario, the performance of the A43 northbound approach would be significantly better than the existing arrangement in the DS1 scenario, and also better than nil-detriment when compared to A43 northbound performance in the RC1A scenario. Whilst the A43 southbound approach is operating at 94.3% in the evening peak hour, it is within 100% of its capacity and the queue length is shorter than in the morning peak hour.

3.100 In both the morning and evening peak hours the A421 approach operates comfortably within capacity, providing a significant improvement over the existing arrangement and demonstrating that the scheme could accommodate the significant background traffic increases forecast on this approach.

3.101 Therefore, the proposed mitigation scheme has been demonstrated to deliver capacity and operational improvements at the Barleymow Roundabout in both peak hours. The scheme would also contribute to an improvement in road safety via a reduction in the number of personal injury accidents at the roundabout.

3.102 It has been agreed with National Highways and OCC that due to the uncertainty around the traffic forecasts at the junction, the cost of the works would be secured by OCC on behalf of National Highways via a s.106 contribution by the Applicant. The scheme would be implemented should pre-agreed traffic growth thresholds be reached. The exact mechanism for the monitor and manage arrangement will be agreed with National Highways.

Junction 22 – A43 Groves Roundabout

3.103 The A43 Groves Roundabout is a four-arm priority controlled roundabout, located c.1.8km north of the A43 Barleymow Roundabout. The A43 north and south arms each has a two-lane approach, with the Charlton Road and Broad Lane approaches both having single lanes at the entry. The existing roundabout is shown at **Figure 16** below.

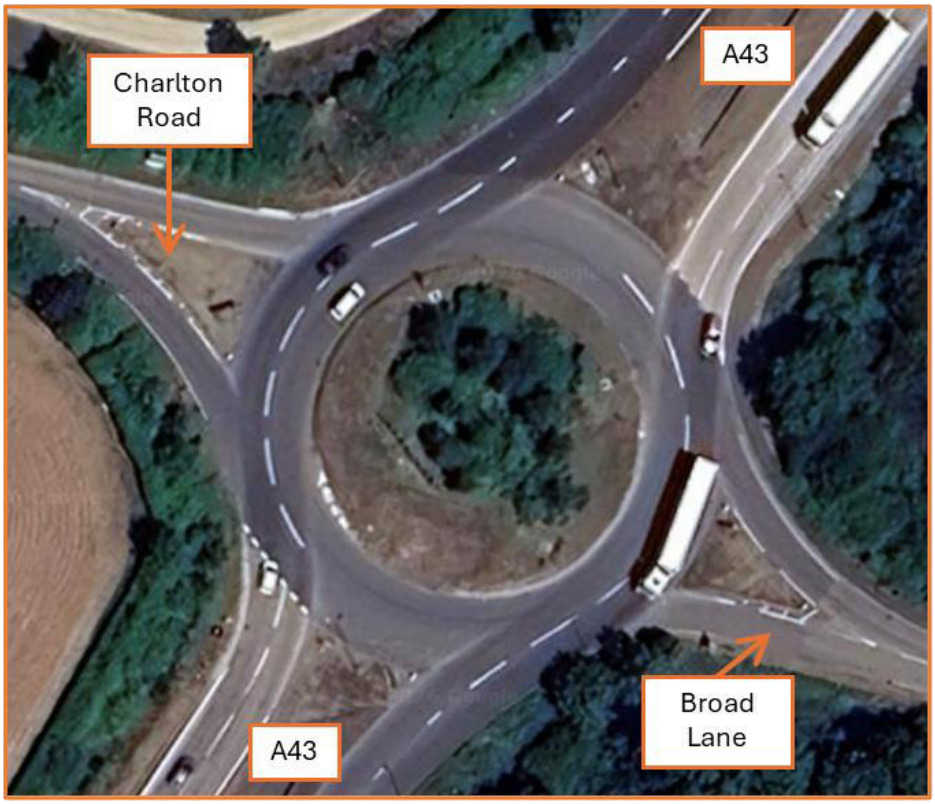


Figure 16: A43 Groves Roundabout

3.104 On inspection of the BTM outputs at the Groves Roundabout, the Broad Lane approach has not been coded and the there is almost zero traffic using Charlton Road. Broad Lane and Charlton Road are minor roads serving small villages. Hence, there would be no OxSRFI traffic using either Broad Lane or Charlton Road and traffic volumes on these side roads would not be influenced by the embedded Highway Works or background traffic growth.

3.105 Therefore, to facilitate a detailed assessment of the impact of the Proposed Development and the embedded Highway Works on the A43 at the Groves Roundabout, a traffic count has been undertaken on 2 December 2025. To calculate suitable 2031 RC1, RC1A, DS1 and DS1A peak hour flow sets for detailed modelling, the A43 northbound and southbound approach flows have been retained in each scenario, with the turning movements to/from the side roads taken directly from the turning count data. This ensures that the A43 approach flows are consistent with the BTM outputs in each scenario, whilst also ensuring that conflicting flows are appropriate and that the operation of the side roads is also fairly assessed.

3.106 Further, the traffic count shows a relatively flat traffic flow profile across the peak hours and therefore, a DIRECT entry ARCADY analysis is appropriate. The traffic flow calculations are also provided at **Appendix Q.**

3.107 The junction has been modelled in Junctions 11 ARCADY with the morning and evening peak hour traffic flow scenarios set out in **Table 1**. A summary of the ARCADY results is shown in **Table 22** below, with the full results provided at **Appendix Q** along with a drawing showing the ARCADY geometry.

Table 22: A43 Groves Roundabout detailed modelling results

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2031 - RC1							
1 - A43 North	D1	7.0	12.55	0.89	D2	2.1	5.00	0.68
2 - Broad Lane		0.4	15.06	0.27		0.2	7.79	0.16
3 - A43 South		1.6	4.49	0.63		3.3	7.04	0.77
4 - Charlton Road		0.6	8.16	0.38		0.6	10.83	0.39
	2031 - DS1							
1 - A43 North	D3	23.4	42.05	1.00	D4	2.5	5.70	0.72
2 - Broad Lane		0.6	28.77	0.38		0.2	8.57	0.17
3 - A43 South		1.4	4.05	0.58		10.4	19.35	0.92
4 - Charlton Road		0.5	7.33	0.35		1.4	24.00	0.60
	2031 - RC1A							
1 - A43 North	D5	12.8	20.97	0.95	D6	2.3	5.50	0.71
2 - Broad Lane		0.4	20.03	0.31		0.2	8.34	0.17
3 - A43 South		1.7	4.62	0.63		5.5	10.96	0.85
4 - Charlton Road		0.6	8.35	0.38		0.9	15.86	0.49
	2031 - DS1A							
1 - A43 North	D7	36.4	63.07	1.03	D8	2.6	5.89	0.73
2 - Broad Lane		0.7	34.62	0.43		0.2	8.82	0.18
3 - A43 South		1.6	4.45	0.62		16.2	28.52	0.96
4 - Charlton Road		0.6	7.95	0.37		1.8	32.11	0.65

3.108 The results show that in both the RC1 and RC1A scenarios for the morning and evening peak hours, all approaches to the roundabout would operate within capacity, with the worst performing arm being the A43 southbound in the morning peak hour with a RFC of 89% in the RC1 scenario and 95% in the RC1A scenario. Hence, whilst the A43 southbound is approaching its full capacity, there are no capacity issues at the junction in the 2031 Reference Case.

3.109 With OxSRFI and the associated embedded Highway Works (including Baynard's Green and M40 Junction 10) in place, the ARCADY results show that in the 2031 DS1 morning peak hour, the RFC on the A43 southbound approach would increase to 100%, with modest increases in queue length and delay. All other arms of the junction operate within capacity in the 2031 DS1 scenario. In the 2031 DS1 evening peak hour, all approaches operate within capacity, with the A43 northbound approach operating at 92%.

3.110 For the cumulative scenario with Albion Land, the ARCADY results show that in the 2031 DS1A morning peak hour, the performance of the roundabout would slightly worse when compared to the DS1 scenario. In the DS1A morning peak hour, the RFC on the A43 southbound approach would increase to 103%, with all other approaches operating within capacity. All approaches would operate within capacity in the DS1A evening peak hour.

3.111 Therefore, the impact of the Proposed Development would not be severe and, given the significant corridor improvements delivered by the embedded Highway Works at Baynard's Green and the M40 Junction 10, the modest increases in queueing and delay on the A43 southbound approach to the Groves Roundabout in the 2031 DS1 morning peak hour would not deter traffic from using the A43 corridor. Hence, no mitigation is required at the Groves Roundabout

Junction 23 – A43 Brackley Bypass/A422/Oxford Road gyratory

3.112 The A43 Brackley Bypass/A422/Oxford Road gyratory is four-arm traffic signal controlled gyratory located to the south of Brackley. The A43 northbound, A43 westbound and A422 approaches are traffic signal controlled, with the Oxford Road approach operating under priority control. The A43 northbound and westbound approaches both have three lanes and the A422 and Oxford Road approaches has two lanes. There are Toucan crossings on the A43 east and A422 arms of the junction. The layout of the junction is shown on **Figure 17** below.



Figure 17: A43 Brackley Bypass/A422/Oxford Road gyratory

3.113 The junction has been modelled in LinSig with the morning and evening peak hour traffic flow scenarios set out in **Table 1**. The model parameters, including phases, stages and intergreens, have been extracted from the Transport Assessment Addendum 2 report associated with planning application ref. S/2013/0149/MAF. A summary of the LinSig results is shown below at **Table 23**, with the full results provided at **Appendix R**.

Table 23: A43 Brackley Bypass/A422/Oxford Road gyratory LinSig results

Scenario	Peak hour	Cycle time	Practical Reserve Capacity	Total delay (PCUhr)
2031 RC1A	AM	60	37.9%	15.34
	PM	60	43.1%	15.77
2031 DS1A	AM	60	27.5%	16.61
	PM	60	27.2%	19.14
2031 DS1A sensitivity	AM	60	8.6%	37.53
	PM	60	14.9%	30.98

3.114 As shown, the PRC is positive for each of the modelled scenarios, indicating that all links are operating less than 90% saturated and therefore, the A43 Brackley Bypass/A422/Oxford Road gyratory would operate satisfactorily in the 2031 DfT Circular 01/2022 compliant scenarios.

3.115 On inspection of the BTM traffic flows for the identified scenarios shown in **Table 1**, it is evident that all traffic to/from the Oxford Road arm has been assigned to/from the A43 south arm. The A43 Brackley Bypass/A422/Oxford Road gyratory is located at the northern extent of the BTM modelled area and hence, whilst the link flows are reliable, some of the turning proportions may not be appropriate.

3.116 To give comfort that the conclusion that the A43 Brackley Bypass/A422/Oxford Road gyratory would operate acceptably with the Proposed Development in place, a sensitivity test has been undertaken. A traffic count was undertaken on 2 December 2025. The identified morning and evening peak hour traffic flows were growthed to 2031 using appropriate TEMPRO growth factors to give 2031 base data. The 2031 RC1A traffic flows at the junction were subtracted from the 2031 DS1A traffic flows to give the change due to the Proposed Development, and these flows were added to the 2031 base data to give a suitable 2031 DS1A sensitivity test flow set. The survey data, growth factors and traffic flow calculations are provided at **Appendix R**. A summary of the sensitivity LinSig results is shown below at **Table 24**, with the full results provided at **Appendix R** along with the sensitivity test traffic flows.

Table 24: A43 Brackley Bypass/A422/Oxford Road gyratory sensitivity test LinSig results

Scenario	Peak hour	Cycle time	Practical Reserve Capacity	Total delay (PCUhr)
2031 DS1A sensitivity	AM	60	8.6%	37.53
	PM	60	14.9%	30.98

3.117 In the sensitivity test scenario, the PRC is positive in both the morning and evening peak hours and therefore the A43 Brackley Bypass/A422/Oxford Road gyratory would operate satisfactorily and no mitigation is required.

Junction 24 – A421/A4421/Sandpit Hill/roadside service area roundabout

3.118 The A421/A4421/Sandpit Hill/roadside service area roundabout has five-arms. The A421 runs east to west, connecting Buckingham in the east with the A43 to the west. East of the roundabout, the A421 is a two-lane dual carriageway. The A421 west, A4221, Sandpit Hill and the roadside service area approaches are single carriageway, each flaring at the entry to two lanes. There are no footways or crossings at the roundabout. The layout of the roundabout is shown on **Figure 18** below.



Figure 18: A421/A4421/Sandpit Hill/roadside service area roundabout

3.119 On inspection of the BTM outputs, the roadside service area has not been included in the model. Therefore, to ensure that the detailed modelling is representative, the forecast morning and evening peak hour traffic generation associated with the roadside service area has been extracted from the Transport Assessment supporting the planning application (ref. 2003217APP Land at Finmere Aerodrome) and added to the BTM traffic flows.

3.120 The junction has been modelled in Junctions 11 ARCADY with the morning and evening peak hour traffic flow scenarios set out in **Table 1** and the adjusted turning movements provided at **Appendix S**. A summary of the ARCADY results is shown in **Table 25** below, with the full results provided at **Appendix S** along with a drawing showing the ARCADY geometry.

Table 25: A421/A4421/Sandpit Hill/roadside service area detailed modelling results

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
1 - Sandpit Hill	D1	3.8	18.38	0.80	C	D2	1.4	10.98	0.59	B
2 - A421 East		2.1	6.70	0.68	A		0.7	2.94	0.40	A
3 - Service area		0.3	10.49	0.25	B		0.2	5.10	0.15	A
4 - A4221 Buckingham Road		1.0	5.61	0.50	A		9.0	26.56	0.91	D
5 - A421 west		1.2	7.70	0.55	A		2.5	15.74	0.72	C
	2034 - DS3A									
1 - Sandpit Hill	D3	3.9	18.80	0.80	C	D4	1.6	12.82	0.62	B
2 - A421 East		3.0	8.52	0.76	A		0.7	2.97	0.41	A
3 - Service area		0.4	13.11	0.30	B		0.2	5.12	0.15	A
4 - A4221 Buckingham Road		1.3	6.82	0.56	A		6.5	20.18	0.88	C
5 - A421 west		1.1	7.58	0.53	A		6.9	34.24	0.89	D
	2034 - DS3AwTP									
1 - Sandpit Hill	D5	4.0	19.13	0.81	C	D6	1.3	10.61	0.58	B
2 - A421 East		3.0	8.43	0.75	A		0.7	2.99	0.41	A
3 - Service area		0.4	12.99	0.30	B		0.2	5.12	0.15	A
4 - A4221 Buckingham Road		1.2	6.74	0.55	A		6.3	19.70	0.87	C
5 - A421 west		1.1	7.76	0.54	A		3.0	16.76	0.76	C
	2042 - RC4A									
1 - Sandpit Hill	D7	5.3	23.90	0.85	C	D8	2.6	16.43	0.73	C
2 - A421 East		1.9	6.28	0.66	A		0.9	3.38	0.46	A
3 - Service area		0.3	10.33	0.25	B		0.2	5.92	0.17	A
4 - A4221 Buckingham Road		1.5	6.94	0.60	A		14.1	39.83	0.95	E
5 - A421 west		0.9	6.96	0.49	A		2.7	16.70	0.74	C
	2042 - DS4A									
1 - Sandpit Hill	D9	5.4	24.55	0.85	C	D10	3.2	20.68	0.77	C
2 - A421 East		2.9	8.34	0.75	A		0.8	3.30	0.45	A
3 - Service area		0.4	13.30	0.30	B		0.2	5.75	0.16	A
4 - A4221 Buckingham Road		1.8	8.35	0.65	A		13.3	38.37	0.95	E
5 - A421 west		1.0	7.19	0.50	A		6.8	35.20	0.89	E
	2042 - DS4AwTP									
1 - Sandpit Hill	D11	5.4	24.85	0.86	C	D12	3.2	20.57	0.77	C
2 - A421 East		2.9	8.49	0.75	A		0.8	3.31	0.45	A
3 - Service area		0.4	13.45	0.30	B		0.2	5.76	0.16	A
4 - A4221 Buckingham Road		1.8	8.32	0.64	A		13.1	38.10	0.95	E
5 - A421 west		1.0	7.28	0.51	A		5.9	31.24	0.87	D

3.121 The modelling shows that in the 2034 RC3A scenario for the morning peak hour, all arms at the roundabout are forecast to operate within capacity, with a worst-case RFC of 80% on the Sandpit Hill approach. In the 2034 DS3A and DS3AwTP modelled scenarios the proposed roundabout is also forecast to operate within capacity, with the worst-case ratio of flow to capacity (RFC) increasing to 81% on the Sandpit Hill approach in the DS3AwTP scenario.

3.122 In the evening peak hour the roundabout is forecast to operate within capacity, with the worst performing approach in the RC3A scenario being the A4221 arm which has a RFC of 91%, reducing to 88% in the DS3A scenario and 87% with the Framework Travel Plan in place. In the DS3A scenario, the RFC on the A421 west approach increases to 89% from 72% in the RC3A scenario (though it reduces to 76% in the DS3AwTP) scenario. This is due to background traffic reassigning from the A4221 to the A43, as discussed in Chapter 9 of the TA.

3.123 The modelling results show that the roundabout is also shown to operate within capacity in all 2042 Sensitivity Test scenarios.

Additional junctions – B4030 Middleton Stoney Road/Himley Village accesses

3.124 Whilst not identified as study area junctions, OCC have requested that the two Himley Village access junctions on the B4030 Middleton Stoney Road are assessed to confirm that they would operate acceptably with the Proposed Development and the embedded Highway Works in place. These junctions are currently under construction so as-built geometries are not available. However, the analysis below is sufficient to demonstrate the likely performance of the junctions in the 2034 Completion Year.

Western access (central spine road junction)

3.125 The Himley Village western access is shown on Hydrock drawing ref. 27141-HYD-XX-XX-DR-D-0001 (**Appendix T**). The junction will be a priority controlled T-junction with ghost island facilities, as shown at **Figure 19** below.

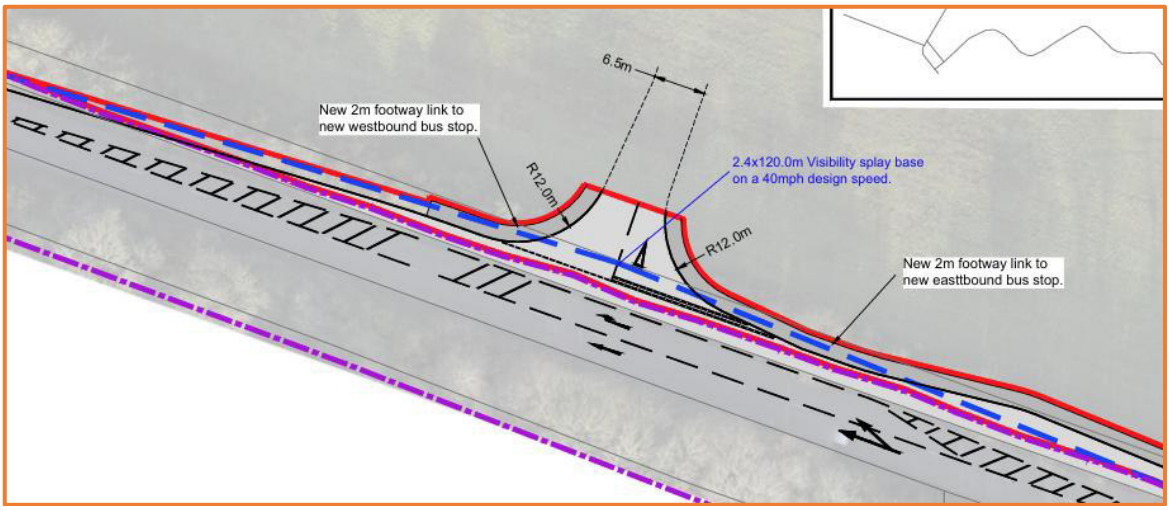


Figure 19: extract of drawing ref. 27141-HYD-XX-XX-DR-D-0001 for the Himley Village western site access

3.126 A model of the junction was created using Junctions 11 PICADY software and was tested with the 2034 RC3A, DS3A and DS3AwTP traffic forecasts from the BTM. The assessment traffic flows and model results are provided at **Appendix T** and summarised at **Table 26** below.

Table 26: Himley Village western site access detailed modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.0	7.08	0.03	A	D2	0.0	6.68	0.01	A
Stream B-A		0.1	9.79	0.06	A		0.1	10.80	0.08	B
Stream C-AB		0.0	6.33	0.00	A		0.0	5.89	0.02	A
	2034 - DS3A									
Stream B-C	D3	0.0	11.39	0.03	B	D4	0.0	9.23	0.02	A
Stream B-A		0.8	63.75	0.46	F		0.4	42.71	0.31	E
Stream C-AB		0.0	8.13	0.00	A		0.0	7.55	0.02	A
	2034 - DS3A wTP									
Stream B-C	D5	0.0	10.78	0.03	B	D6	0.0	8.91	0.02	A
Stream B-A		0.6	50.17	0.39	F		0.4	37.01	0.27	E
Stream C-AB		0.0	8.13	0.00	A		0.0	7.38	0.02	A

Where: Arm A is the B4030 west, Arm B is the western access and Arm C is the B4030 east

3.127 The results show that the junction would operate comfortably within capacity, with a worst-case RFC of 46% in the DS3A scenario during the morning peak hour. Whilst there would be an increase in delay for right turning traffic exiting the access in both the DS3A morning and evening peak hours due to the increased traffic flows on the B4030 Middelton Stoney Road, the delay is contained to an acceptable level. With the Framework Travel Plan in place, the delay for right-turners exiting the site is reduced when compared to the DS3A scenario.

Eastern access (secondary access junction)

3.128 The Himley Village eastern access is shown on Hydrock drawing ref. 27141-HYD-XX-XX-DR-D-0002 (**Appendix U**). The junction will be a priority controlled T-junction with ghost island facilities, as shown at **Figure 20** below.

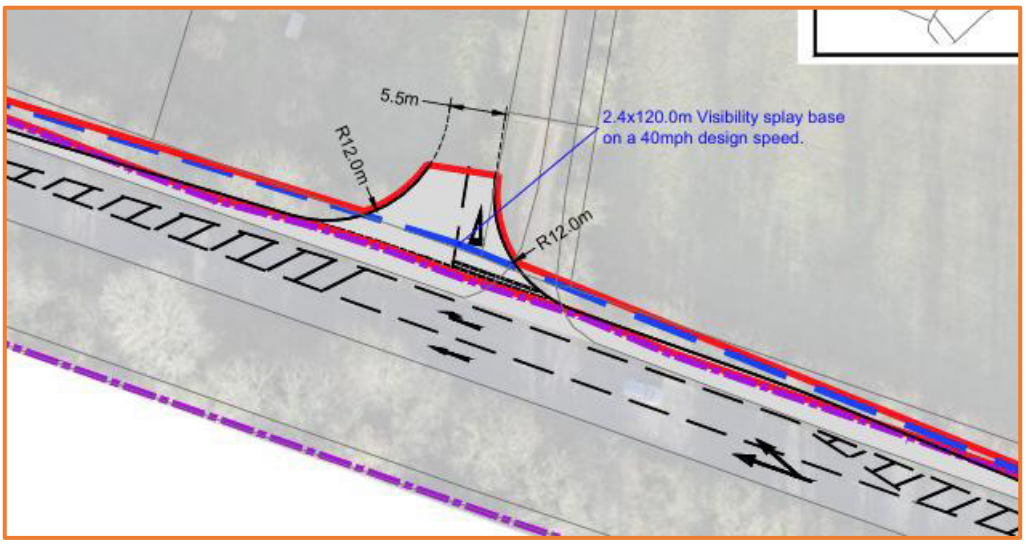


Figure 20: extract of drawing ref. 27141-HYD-XX-XX-DR-D-0002 for the Himley Village eastern site access

3.129 A model of the junction was created using Junctions 11 PICADY software and was tested with the 2034 RC3A, DS3A and DS3AwTP traffic forecasts from the BTM. The assessment traffic flows and model results are provided at **Appendix T** and summarised at **Table 27** below.

Table 27: Himley Village eastern site access detailed modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.3	8.65	0.23	A	D2	0.1	6.68	0.11	A
Stream B-A		0.0	12.92	0.02	B		0.0	15.67	0.01	C
Stream C-AB		0.0	6.51	0.03	A		0.2	6.70	0.15	A
	2034 - DS3A									
Stream B-C	D3	0.3	11.04	0.22	B	D4	0.1	8.49	0.10	A
Stream B-A		0.1	53.78	0.08	F		0.1	49.71	0.07	E
Stream C-AB		0.0	8.28	0.02	A		0.1	8.10	0.11	A
	2034 - DS3A wTP									
Stream B-C	D5	0.3	10.97	0.22	B	D6	0.1	8.34	0.11	A
Stream B-A		0.1	47.75	0.07	E		0.1	44.27	0.05	E
Stream C-AB		0.0	8.37	0.03	A		0.1	7.93	0.11	A

Where: Arm A is the B4030 west, Arm B is the eastern access and Arm C is the B4030 east

3.130 The results show that the junction would operate comfortably within capacity in all modelled scenarios. Whilst there would be an increase in delay for right turning traffic exiting the access in

both the DS3A morning and evening peak hours due to the increased traffic flows on the B4030 Middelton Stoney Road, the delay is contained to an acceptable level. With the Framework Travel Plan in place, the delay for right-turners exiting the site is reduced when compared to the DS3A scenario.

4.0 SUMMARY AND CONCLUSIONS

4.1 This Technical Note presents the findings of the Stage 3 detailed transport modelling undertaken for the wider study area (Junctions 10–24), along with the two B4030/Himley Village site access junctions that were requested by OCC, in support of the proposed OxSRFI. Operational performance across the relevant agreed assessment scenarios; the 2031 DfT Circular 01/2022 Compliant scenario for the SRN network, and the 2034 Completion Year and 2042 Sensitivity Test scenarios, with and without the Framework Travel Plan.

4.2 The Stage 3 Transport Modelling involves detailed junction modelling using industry-standard assessment tools (LinSig, ARCADY, PICADY), based on peak-hour traffic flows extracted from the BTM for the relevant agreed scenarios. In some case, where a junction is located on the edge of the BTM modelled network and it appears that the forecast traffic flows are being impacted by model edge effects and proximity to model loading points, the analysis has been supplemented with traffic count data.

4.3 Several junctions across the wider study area, notably the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout (Junction 11), the A4260/B4027 (Junction 18), the A4260/Upper Campsfield Road/Bunkers Hill junctions (Junction 19) and the A4095 Bunkers Hill/Lince Lane T-junction (Junction 20) are forecast to operate significantly over capacity in the 2034 and 2042 Reference Case scenarios, without the development in place. Widespread queueing and degrees of saturation above 100% are forecast at these junctions, reflecting the existing constraints.

4.4 The existing B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout (Junction 11) is forecast to experience significant congestion in future years. This junction plays a key role in enabling the positive traffic reassignments effects afforded by the proposed MSRR, HPLR and Ardley Bypass that form part of the embedded Highway Works for OxSRFI. Therefore, to improve the performance of this junction a mitigation scheme was developed which would upgrade the roundabout to a fully traffic signal controlled gyratory with Toucan crossing facilities on each arm. The proposed improvement scheme would materially reduce congestion relative to the Reference Case in all scenarios. OCC supports the delivery of the scheme via a Section 106 financial contribution, acknowledging there are multiple planned developments that are likely to have an impact at this junction and also the uncertainty over the timing of the North-West Bicester infrastructure delivery.

4.5 The analysis presented in the 'A43 Corridor' Technical Note (TN AQ) identified that the embedded Highway Works proposed at the A43 Baynard's Green Roundabout and M40 J10 will remove existing highway network constraints, allowing the A43 to accommodate additional, previously suppressed, traffic demand. This additional traffic would have otherwise avoided the A43 corridor due to the existing congestion at these junctions. With the constraints at Baynard's Green and M40 J10 removed by the proposed Highway Works, the BTM forecasts that additional background traffic will use the A43 corridor as the preferred route because the overall journey times on the corridor would be reduced in comparison to the Reference Case.

4.6 However, the detailed modelling presented above shows that, if fully realised, this additional traffic demand, in combination with the traffic associated with the Proposed Development, would result in operational capacity issues at the A43 Barleymow Roundabout that would reintroduce congestion on the corridor and could negate the forecast journey time improvements. Drivers would find an equilibrium with regards to route choice and would only be attracted to the A43 if journey times continued to be shorter than using their previous (existing) route. Therefore, there is uncertainty with regards to the impact at this junction and it has been agreed with National Highways that a 'monitor and manage' approach is appropriate.

4.7 To improve the performance of the Barleymow Roundabout, a mitigation scheme has been identified which would upgrade the roundabout to provide traffic signal control on the A43 northbound and southbound approaches, along with the provision of segregated left-turn lane from the A421 to the A43 south. The mitigation scheme would also change the lane markings on the roundabout, which in combination with the traffic signal control would be expected to contribute to an improvement in road safety at the junction.

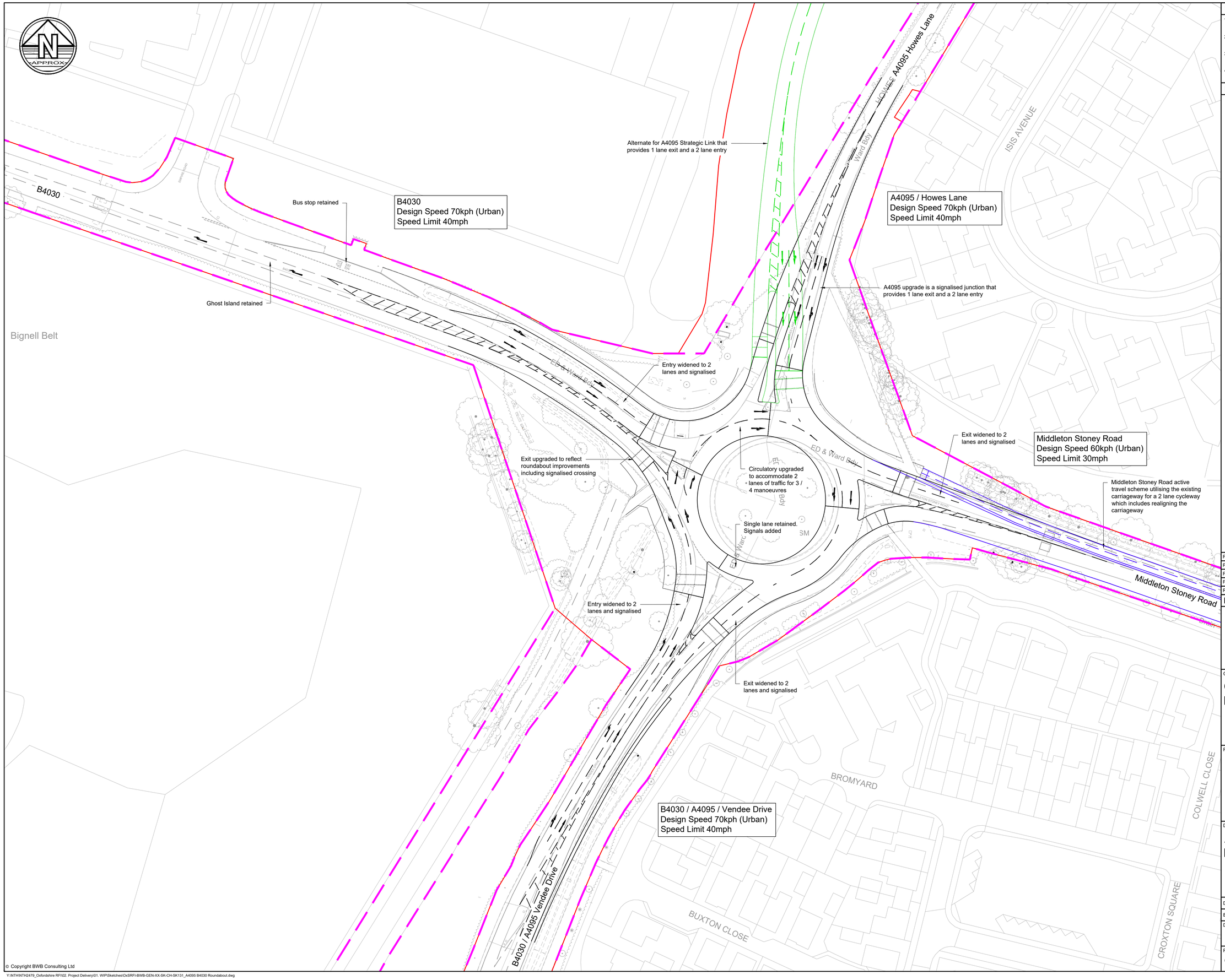
4.8 The proposed mitigation scheme has been demonstrated to deliver capacity and operational improvements at the Barleymow Roundabout in both peak hours. It has been agreed with National Highways and OCC that due to the uncertainty around the traffic forecasts at the junction, the cost of the works would be secured by OCC on behalf of National Highways via a S.106 contribution to be made by the Applicant. The scheme would be implemented should pre-agreed traffic growth thresholds be reached. The exact mechanism for the monitor and manage arrangement will be agreed with National Highways.

4.9 At the remaining study area junction, (Junctions 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23 and 24) and the two B4030 Himley Village site access junctions, the conclusion of the detailed modelling assessments falls into one of the following three categories:

- Junctions operate within capacity in the 2034 and 2042 Do Something scenarios;
- Junctions experience no material degradation in performance in the Do Something scenarios;
- Junctions are over capacity in the Do Something but perform better than in the Reference Case due to the redistribution effects of the embedded Highway Works and/or the effects the Framework Travel Plan.

4.10 Therefore, with the Proposed Development in place, supported by the Sustainable Transport Strategy, the Framework Travel Plan, the embedded Highway Works and the additional mitigation at the B4030 Middleton Stoney Road/Howes Lane/Vendee Drive roundabout identified in this report, and the monitor and manage strategy at the A43/A421 Barleymow Roundabout, there would be no severe residual traffic impacts across the wider study area. In fact, network performance generally improves across the study area in the Do-Something scenarios due to the additional network capacity and the positive traffic reassignment effects of the embedded mitigation.

DRAWINGS



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

- Draft Order Limits
- Highway Boundary (Taken from OCC mapping records)
- A4095 Strategic Link Alternate Scheme
- OCC Middleton Stoney Road Active Travel Scheme

Rev	Date	Details of issue / revision	Drw	Rev
P04	08.01.26	Order limits added	SRH	SRH
P03	18.12.25	Cycle connection to A4095 added	SRH	SRH
P02	17.12.25	Amendment to NB lane allocation	SRH	SRH
P01	17.12.25	Issue for Information	SB	SRH

Issues & Revisions

BWB A CAF GROUP COMPANY
Birmingham | 0121 233 3322
Leeds | 0113 233 8000
London | 020 7407 3879
Manchester | 0161 233 4260
Nottingham | 0115 924 1100
www.bwbconsulting.com

Client

OXFORDSHIRE RAILFREIGHT LTD

Project Title

OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Title

A4095 / B4030 ROUNDABOUT

Drawn:	S. Birchall	Reviewed:	S. Hilditch		
BWB Ref:	NTH 2479	Date:	02.12.25	Scale@A1:	1:500

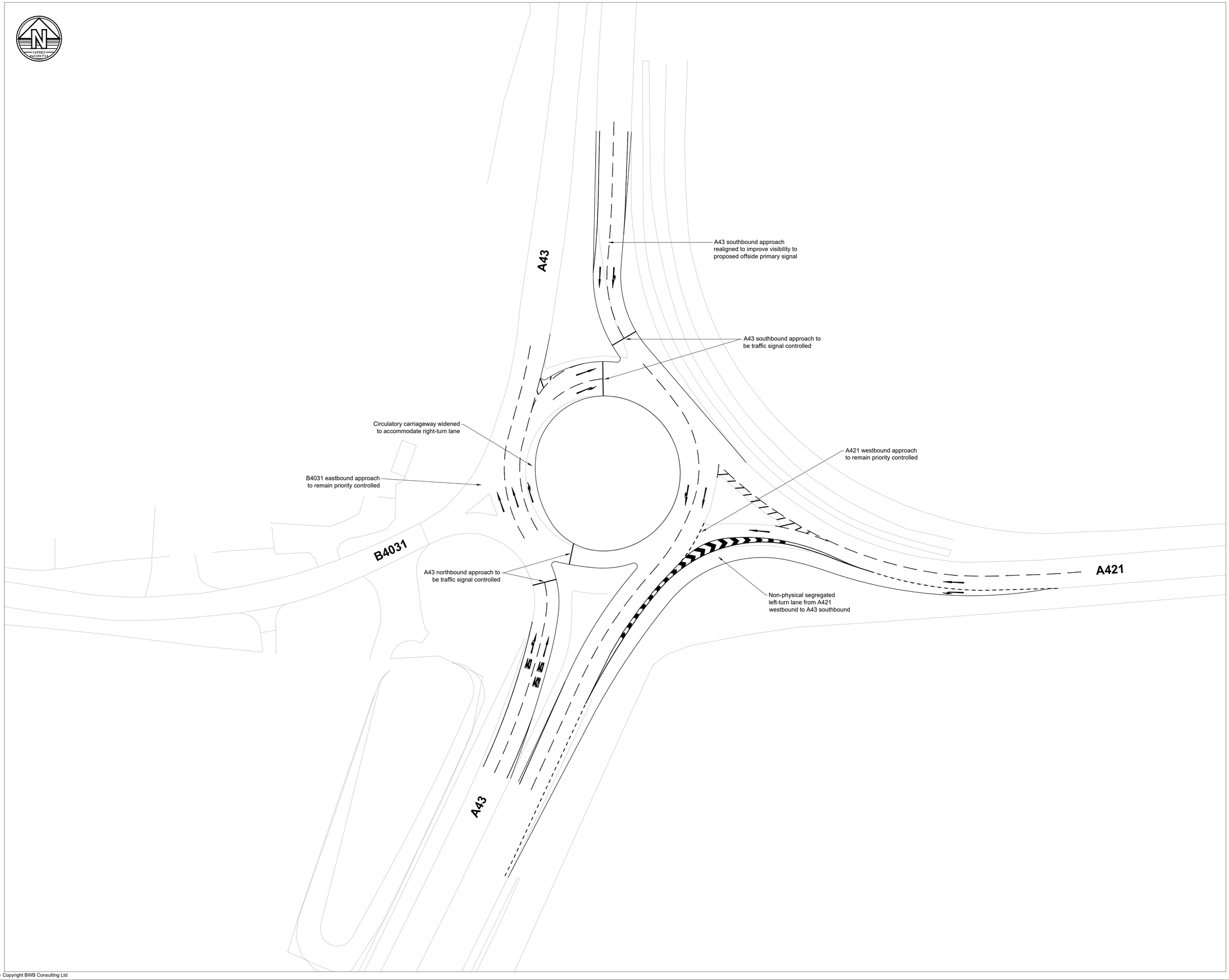
Drawing Status

FOR INFORMATION

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
OxSRFI-BWB-GEN-XX-SK-CH-SK131	S2	P04

© Copyright BWB Consulting Ltd

Y:\NTH\NTH2479_Oxfordshire RFI\02. Project Delivery\01. WIP\Sketches\OxSRFI-BWB-GEN-XX-SK-CH-SK131_A4095 B4030 Roundabout.dwg



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

This general arrangement is subject to capacity analysis, assessment of geometrical compliance to DMRB (following receipt of topographical survey) and road safety audit

Rev	Date	Details of issue / revision	Drw	Rev
P01	17.03.26	Preliminary Issue	JP	SRH

Issues & Revisions

BWB A CAF GROUP COMPANY
Birmingham | 0121 233 3322
Leeds | 0113 233 8000
London | 020 7407 3879
Manchester | 0161 233 4260
Nottingham | 0115 924 1100
www.bwbconsulting.com

Client

OXFORDSHIRE RAILFREIGHT LTD.

Project Title

OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Title

A43 / A421 BARLEYMOW ROUNDABOUT GENERAL ARRANGEMENT

Drawn:	J. Priestley	Reviewed:	S. Hildtich		
BWB Ref:	NTH2479	Date:	17.03.26	Scale@A1:	1:500

Drawing Status

FOR INFORMATION

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
OxSRFI-BWB-GEN-XX-SK-CH-SK134	S2	P01

© Copyright BWB Consulting Ltd

Y:\NTH\NTH2479_Oxfordshire RFI\02. Project Delivery\01. WIP\Sketches\OxSRFI-BWB-GEN-XX-SK-CH-SK134_A43 A421 Barleymow Roundabout General Arrangement.dwg

APPENDIX A

B4030 MIDDLETON STONEY ROAD/EMPIRE ROAD JUNCTIONS 11 PICADY REPORT

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 250126 MSR_Empire Road T-junction with 2034 hybrid flows.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\10. MSR_Empire Rd T-junction
Report generation date: 26/01/2026 11:44:27

»D1 - 2034 | RC3A (hybrid) | AM
»D2 - 2034 | RC3A (hybrid) | PM
»D3 - 2034 | DS3A (hybrid) | AM
»D4 - 2034 | DS3A (hybrid) | PM
»D5 - 2034 | DS3AwTP (hybrid) | AM
»D6 - 2034 | DS3AwTP (hybrid) | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | RC4A | PM
»D9 - 2042 | DS4A | AM
»D10 - 2042 | DS4A | PM
»D11 - 2042 | DS4AwTP | AM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A (hybrid)									
Stream B-C	D1	0.1	10.01	0.09	B	D2	0.2	6.99	0.14	A
Stream B-A		0.0	17.68	0.02	C		0.0	14.40	0.04	B
Stream C-AB		0.2	8.15	0.16	A		0.0	6.46	0.04	A
	2034 - DS3A (hybrid)									
Stream B-C	D3	0.1	13.08	0.11	B	D4	0.2	9.24	0.17	A
Stream B-A		0.1	95.43	0.08	F		0.1	41.00	0.10	E
Stream C-AB		0.3	10.66	0.20	B		0.1	8.11	0.05	A
	2034 - DS3AwTP (hybrid)									
Stream B-C	D5	0.1	13.04	0.11	B	D6	0.2	9.06	0.17	A
Stream B-A		0.1	80.32	0.07	F		0.1	38.34	0.10	E
Stream C-AB		0.3	10.68	0.20	B		0.1	7.99	0.05	A
	2042 - RC4A									
Stream B-C	D7	0.1	10.39	0.09	B	D8	0.2	7.35	0.14	A
Stream B-A		0.0	18.57	0.02	C		0.0	17.40	0.05	C
Stream C-AB		0.2	8.48	0.17	A		0.0	6.75	0.05	A
	2042 - DS4A									
Stream B-C	D9	0.2	15.60	0.13	C	D10	0.2	9.01	0.17	A
Stream B-A		0.3	327.19	0.24	F		0.1	39.85	0.10	E
Stream C-AB		0.3	11.57	0.22	B		0.1	7.95	0.05	A
	2042 - DS4AwTP									
Stream B-C	D11	0.1	14.83	0.13	B	D12	0.2	8.85	0.17	A
Stream B-A		0.2	214.43	0.17	F		0.1	37.19	0.09	E
Stream C-AB		0.3	11.67	0.22	B		0.1	7.83	0.05	A

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

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

File summary

File Description

Title	OxSRFI
Location	Middleton Stoney Road/Empire Road
Site number	
Date	12/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3AwTP (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	DS3AwTP (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A (hybrid) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4030 Middleton Stoney road west		Major
B	Empire Road		Minor
C	B4030 Middleton Stoney road east		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	250.0	✓	8.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B	One lane plus flare	10.00	6.00	4.50	3.65	3.65	✓	1.00	160	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	555	0.097	0.244	0.154	0.349
B-C	811	0.119	0.301	-	-
C-B	820	0.304	0.304	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	785	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	775
	B	3	0	32
	C	263	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	30	4
	B	33	0	47
	C	2	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	10.01	0.1	B	29	44
B-A	0.02	17.68	0.0	C	3	4
C-AB	0.16	8.15	0.2	A	72	107
C-A					241	362
A-B					9	14
A-C					711	1067

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	457	0.053	24	0.0	0.1	8.312	A
B-A	2	0.56	0.00	281	0.008	2	0.0	0.0	12.931	B
C-AB	59	15	0.00	610	0.096	58	0.0	0.1	6.519	A
C-A	198	50	0.00			198				
A-B	8	2	0.00			8				
A-C	583	146	0.00			583				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	431	0.067	29	0.1	0.1	8.954	A
B-A	3	0.67	0.00	250	0.011	3	0.0	0.0	14.577	B
C-AB	70	18	0.00	576	0.122	70	0.1	0.1	7.119	A
C-A	236	59	0.00			236				
A-B	9	2	0.00			9				
A-C	697	174	0.00			697				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	395	0.089	35	0.1	0.1	10.007	B
B-A	3	1	0.00	207	0.016	3	0.0	0.0	17.672	C
C-AB	86	21	0.00	528	0.163	86	0.1	0.2	8.142	A
C-A	290	72	0.00			290				
A-B	11	3	0.00			11				
A-C	853	213	0.00			853				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	395	0.089	35	0.1	0.1	10.013	B
B-A	3	1	0.00	207	0.016	3	0.0	0.0	17.681	C
C-AB	86	21	0.00	528	0.163	86	0.2	0.2	8.150	A
C-A	290	72	0.00			290				
A-B	11	3	0.00			11				
A-C	853	213	0.00			853				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	431	0.067	29	0.1	0.1	8.962	A
B-A	3	0.67	0.00	250	0.011	3	0.0	0.0	14.584	B
C-AB	70	18	0.00	576	0.122	70	0.2	0.1	7.127	A
C-A	236	59	0.00			236				
A-B	9	2	0.00			9				
A-C	697	174	0.00			697				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	457	0.053	24	0.1	0.1	8.324	A
B-A	2	0.56	0.00	280	0.008	2	0.0	0.0	12.941	B
C-AB	59	15	0.00	610	0.096	59	0.1	0.1	6.532	A
C-A	198	50	0.00			198				
A-B	8	2	0.00			8				
A-C	583	146	0.00			583				

D2 - 2034 | RC3A (hybrid) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	558	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	778	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	556
	B	9	0	75
	C	755	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	50	6
	B	0	0	3
	C	1	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	6.99	0.2	A	69	103
B-A	0.04	14.40	0.0	B	8	12
C-AB	0.04	6.46	0.0	A	21	32
C-A					693	1039
A-B					2	3
A-C					510	765

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	660	0.086	56	0.0	0.1	5.956	A
B-A	7	2	0.00	354	0.019	7	0.0	0.0	10.362	B
C-AB	17	4	0.00	640	0.027	17	0.0	0.0	5.777	A
C-A	568	142	0.00			568				
A-B	2	0.38	0.00			2				
A-C	419	105	0.00			419				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	634	0.106	67	0.1	0.1	6.353	A
B-A	8	2	0.00	315	0.026	8	0.0	0.0	11.747	B
C-AB	21	5	0.00	616	0.034	21	0.0	0.0	6.046	A
C-A	679	170	0.00			679				
A-B	2	0.45	0.00			2				
A-C	500	125	0.00			500				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	598	0.138	82	0.1	0.2	6.986	A
B-A	10	2	0.00	260	0.038	10	0.0	0.0	14.398	B
C-AB	25	6	0.00	582	0.043	25	0.0	0.0	6.460	A
C-A	831	208	0.00			831				
A-B	2	0.55	0.00			2				
A-C	612	153	0.00			612				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	598	0.138	83	0.2	0.2	6.989	A
B-A	10	2	0.00	260	0.038	10	0.0	0.0	14.404	B
C-AB	25	6	0.00	582	0.043	25	0.0	0.0	6.460	A
C-A	831	208	0.00			831				
A-B	2	0.55	0.00			2				
A-C	612	153	0.00			612				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	634	0.106	68	0.2	0.1	6.357	A
B-A	8	2	0.00	315	0.026	8	0.0	0.0	11.753	B
C-AB	21	5	0.00	616	0.034	21	0.0	0.0	6.046	A
C-A	679	170	0.00			679				
A-B	2	0.45	0.00			2				
A-C	500	125	0.00			500				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	660	0.086	57	0.1	0.1	5.966	A
B-A	7	2	0.00	354	0.019	7	0.0	0.0	10.370	B
C-AB	17	4	0.00	640	0.027	17	0.0	0.0	5.780	A
C-A	568	142	0.00			568				
A-B	2	0.38	0.00			2				
A-C	419	105	0.00			419				

D3 - 2034 | DS3A (hybrid) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1081	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	1026	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	1071
	B	3	0	32
	C	948	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	30	6
	B	33	0	47
	C	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	13.08	0.1	B	29	44
B-A	0.08	95.43	0.1	F	3	4
C-AB	0.20	10.66	0.3	B	72	107
C-A					870	1305
A-B					9	14
A-C					983	1474

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	403	0.060	24	0.0	0.1	9.498	A
B-A	2	0.56	0.00	167	0.014	2	0.0	0.0	21.847	C
C-AB	59	15	0.00	539	0.109	58	0.0	0.1	7.478	A
C-A	714	178	0.00			714				
A-B	8	2	0.00			8				
A-C	806	202	0.00			806				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	366	0.079	29	0.1	0.1	10.677	B
B-A	3	0.67	0.00	114	0.024	3	0.0	0.0	32.311	D
C-AB	70	18	0.00	491	0.143	70	0.1	0.2	8.554	A
C-A	852	213	0.00			852				
A-B	9	2	0.00			9				
A-C	963	241	0.00			963				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	311	0.113	35	0.1	0.1	13.030	B
B-A	3	1	0.00	41	0.080	3	0.0	0.1	94.278	F
C-AB	86	21	0.00	424	0.203	86	0.2	0.3	10.638	B
C-A	1044	261	0.00			1044				
A-B	11	3	0.00			11				
A-C	1179	295	0.00			1179				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	311	0.113	35	0.1	0.1	13.075	B
B-A	3	1	0.00	41	0.081	3	0.1	0.1	95.433	F
C-AB	86	21	0.00	424	0.203	86	0.3	0.3	10.659	B
C-A	1044	261	0.00			1044				
A-B	11	3	0.00			11				
A-C	1179	295	0.00			1179				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	365	0.079	29	0.1	0.1	10.707	B
B-A	3	0.67	0.00	114	0.024	3	0.1	0.0	32.471	D
C-AB	70	18	0.00	491	0.143	70	0.3	0.2	8.574	A
C-A	852	213	0.00			852				
A-B	9	2	0.00			9				
A-C	963	241	0.00			963				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	403	0.060	24	0.1	0.1	9.518	A
B-A	2	0.56	0.00	167	0.014	2	0.0	0.0	21.892	C
C-AB	59	15	0.00	539	0.109	59	0.2	0.1	7.498	A
C-A	714	178	0.00			714				
A-B	8	2	0.00			8				
A-C	806	202	0.00			806				

D4 - 2034 | DS3A (hybrid) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	905	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	1126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	903
	B	9	0	75
	C	1103	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	50	6
	B	0	0	3
	C	4	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	9.24	0.2	A	69	103
B-A	0.10	41.00	0.1	E	8	12
C-AB	0.05	8.11	0.1	A	21	32
C-A					1012	1518
A-B					2	3
A-C					829	1243

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	579	0.098	56	0.0	0.1	6.881	A
B-A	7	2	0.00	243	0.028	7	0.0	0.0	15.222	C
C-AB	17	4	0.00	563	0.031	17	0.0	0.0	6.597	A
C-A	830	208	0.00			830				
A-B	2	0.38	0.00			2				
A-C	680	170	0.00			680				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	536	0.126	67	0.1	0.1	7.679	A
B-A	8	2	0.00	182	0.044	8	0.0	0.0	20.679	C
C-AB	21	5	0.00	523	0.040	21	0.0	0.0	7.161	A
C-A	992	248	0.00			992				
A-B	2	0.45	0.00			2				
A-C	812	203	0.00			812				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	473	0.175	82	0.1	0.2	9.217	A
B-A	10	2	0.00	98	0.101	10	0.0	0.1	40.796	E
C-AB	25	6	0.00	469	0.054	25	0.0	0.1	8.113	A
C-A	1214	304	0.00			1214				
A-B	2	0.55	0.00			2				
A-C	994	249	0.00			994				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	472	0.175	83	0.2	0.2	9.240	A
B-A	10	2	0.00	98	0.101	10	0.1	0.1	41.005	E
C-AB	25	6	0.00	469	0.054	25	0.1	0.1	8.115	A
C-A	1214	304	0.00			1214				
A-B	2	0.55	0.00			2				
A-C	994	249	0.00			994				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	536	0.126	68	0.2	0.1	7.698	A
B-A	8	2	0.00	182	0.044	8	0.1	0.0	20.750	C
C-AB	21	5	0.00	523	0.040	21	0.1	0.0	7.165	A
C-A	992	248	0.00			992				
A-B	2	0.45	0.00			2				
A-C	812	203	0.00			812				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	579	0.098	57	0.1	0.1	6.898	A
B-A	7	2	0.00	243	0.028	7	0.0	0.0	15.246	C
C-AB	17	4	0.00	563	0.031	17	0.0	0.0	6.601	A
C-A	830	208	0.00			830				
A-B	2	0.38	0.00			2				
A-C	680	170	0.00			680				

D5 - 2034 | DS3AwTP (hybrid) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3AwTP (hybrid)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1083	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	972	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	1073
	B	3	0	32
	C	894	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	30	6
	B	33	0	47
	C	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	13.04	0.1	B	29	44
B-A	0.07	80.32	0.1	F	3	4
C-AB	0.20	10.68	0.3	B	72	107
C-A					820	1231
A-B					9	14
A-C					985	1477

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	402	0.060	24	0.0	0.1	9.505	A
B-A	2	0.56	0.00	172	0.013	2	0.0	0.0	21.218	C
C-AB	59	15	0.00	539	0.109	58	0.0	0.1	7.485	A
C-A	673	168	0.00			673				
A-B	8	2	0.00			8				
A-C	808	202	0.00			808				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	365	0.079	29	0.1	0.1	10.687	B
B-A	3	0.67	0.00	120	0.023	3	0.0	0.0	30.709	D
C-AB	70	18	0.00	490	0.143	70	0.1	0.2	8.565	A
C-A	804	201	0.00			804				
A-B	9	2	0.00			9				
A-C	965	241	0.00			965				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	312	0.113	35	0.1	0.1	13.000	B
B-A	3	1	0.00	48	0.069	3	0.0	0.1	79.652	F
C-AB	86	21	0.00	423	0.203	86	0.2	0.3	10.659	B
C-A	984	246	0.00			984				
A-B	11	3	0.00			11				
A-C	1181	295	0.00			1181				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	311	0.113	35	0.1	0.1	13.036	B
B-A	3	1	0.00	48	0.069	3	0.1	0.1	80.322	F
C-AB	86	21	0.00	423	0.203	86	0.3	0.3	10.680	B
C-A	984	246	0.00			984				
A-B	11	3	0.00			11				
A-C	1181	295	0.00			1181				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	365	0.079	29	0.1	0.1	10.712	B
B-A	3	0.67	0.00	120	0.023	3	0.1	0.0	30.836	D
C-AB	70	18	0.00	490	0.143	70	0.3	0.2	8.585	A
C-A	804	201	0.00			804				
A-B	9	2	0.00			9				
A-C	965	241	0.00			965				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	402	0.060	24	0.1	0.1	9.524	A
B-A	2	0.56	0.00	172	0.013	2	0.0	0.0	21.259	C
C-AB	59	15	0.00	539	0.109	59	0.2	0.1	7.508	A
C-A	673	168	0.00			673				
A-B	8	2	0.00			8				
A-C	808	202	0.00			808				

D6 - 2034 | DS3AwTP (hybrid) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3AwTP (hybrid)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	878	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	1124	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	876
	B	9	0	75
	C	1101	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	50	7
	B	0	0	3
	C	4	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	9.06	0.2	A	69	103
B-A	0.10	38.34	0.1	E	8	12
C-AB	0.05	7.99	0.1	A	21	32
C-A					1010	1515
A-B					2	3
A-C					804	1206

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	583	0.097	56	0.0	0.1	6.819	A
B-A	7	2	0.00	247	0.027	7	0.0	0.0	14.958	B
C-AB	17	4	0.00	567	0.031	17	0.0	0.0	6.543	A
C-A	829	207	0.00			829				
A-B	2	0.38	0.00			2				
A-C	659	165	0.00			659				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	542	0.124	67	0.1	0.1	7.587	A
B-A	8	2	0.00	187	0.043	8	0.0	0.0	20.106	C
C-AB	21	5	0.00	529	0.039	21	0.0	0.0	7.084	A
C-A	990	247	0.00			990				
A-B	2	0.45	0.00			2				
A-C	788	197	0.00			788				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	480	0.172	82	0.1	0.2	9.044	A
B-A	10	2	0.00	104	0.096	10	0.0	0.1	38.175	E
C-AB	25	6	0.00	476	0.053	25	0.0	0.1	7.993	A
C-A	1212	303	0.00			1212				
A-B	2	0.55	0.00			2				
A-C	964	241	0.00			964				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	480	0.172	83	0.2	0.2	9.063	A
B-A	10	2	0.00	104	0.096	10	0.1	0.1	38.343	E
C-AB	25	6	0.00	476	0.053	25	0.1	0.1	7.995	A
C-A	1212	303	0.00			1212				
A-B	2	0.55	0.00			2				
A-C	964	241	0.00			964				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	541	0.125	68	0.2	0.1	7.604	A
B-A	8	2	0.00	187	0.043	8	0.1	0.0	20.166	C
C-AB	21	5	0.00	529	0.039	21	0.1	0.0	7.089	A
C-A	990	247	0.00			990				
A-B	2	0.45	0.00			2				
A-C	788	197	0.00			788				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	583	0.097	57	0.1	0.1	6.838	A
B-A	7	2	0.00	247	0.027	7	0.0	0.0	14.978	B
C-AB	17	4	0.00	567	0.031	17	0.0	0.0	6.546	A
C-A	829	207	0.00			829				
A-B	2	0.38	0.00			2				
A-C	659	165	0.00			659				

D7 - 2042 | RC4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	850	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	840
	B	3	0	32
	C	236	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	30	2
	B	33	0	47
	C	10	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	10.39	0.1	B	29	44
B-A	0.02	18.57	0.0	C	3	4
C-AB	0.17	8.48	0.2	A	72	107
C-A					217	325
A-B					9	14
A-C					771	1156

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	448	0.054	24	0.0	0.1	8.486	A
B-A	2	0.56	0.00	274	0.008	2	0.0	0.0	13.249	B
C-AB	59	15	0.00	598	0.098	58	0.0	0.1	6.659	A
C-A	178	44	0.00			178				
A-B	8	2	0.00			8				
A-C	632	158	0.00			632				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	420	0.068	29	0.1	0.1	9.195	A
B-A	3	0.67	0.00	242	0.011	3	0.0	0.0	15.064	C
C-AB	70	18	0.00	561	0.125	70	0.1	0.1	7.323	A
C-A	212	53	0.00			212				
A-B	9	2	0.00			9				
A-C	755	189	0.00			755				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	382	0.092	35	0.1	0.1	10.381	B
B-A	3	1	0.00	197	0.017	3	0.0	0.0	18.565	C
C-AB	86	21	0.00	510	0.168	86	0.1	0.2	8.473	A
C-A	260	65	0.00			260				
A-B	11	3	0.00			11				
A-C	925	231	0.00			925				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	382	0.092	35	0.1	0.1	10.388	B
B-A	3	1	0.00	197	0.017	3	0.0	0.0	18.574	C
C-AB	86	21	0.00	510	0.168	86	0.2	0.2	8.482	A
C-A	260	65	0.00			260				
A-B	11	3	0.00			11				
A-C	925	231	0.00			925				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	420	0.068	29	0.1	0.1	9.205	A
B-A	3	0.67	0.00	242	0.011	3	0.0	0.0	15.072	C
C-AB	70	18	0.00	561	0.125	70	0.2	0.1	7.333	A
C-A	212	53	0.00			212				
A-B	9	2	0.00			9				
A-C	755	189	0.00			755				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	448	0.054	24	0.1	0.1	8.498	A
B-A	2	0.56	0.00	274	0.008	2	0.0	0.0	13.260	B
C-AB	59	15	0.00	598	0.098	59	0.1	0.1	6.675	A
C-A	178	44	0.00			178				
A-B	8	2	0.00			8				
A-C	632	158	0.00			632				

D8 - 2042 | RC4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	635	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	910	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	633
	B	9	0	75
	C	887	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	50	5
	B	0	0	3
	C	1	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	7.35	0.2	A	69	103
B-A	0.05	17.40	0.0	C	8	12
C-AB	0.05	6.75	0.0	A	21	32
C-A					814	1221
A-B					2	3
A-C					581	871

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	643	0.088	56	0.0	0.1	6.128	A
B-A	7	2	0.00	325	0.021	7	0.0	0.0	11.321	B
C-AB	17	4	0.00	624	0.028	17	0.0	0.0	5.931	A
C-A	668	167	0.00			668				
A-B	2	0.38	0.00			2				
A-C	477	119	0.00			477				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	614	0.110	67	0.1	0.1	6.587	A
B-A	8	2	0.00	279	0.029	8	0.0	0.0	13.265	B
C-AB	21	5	0.00	597	0.035	21	0.0	0.0	6.248	A
C-A	797	199	0.00			797				
A-B	2	0.45	0.00			2				
A-C	569	142	0.00			569				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	572	0.144	82	0.1	0.2	7.348	A
B-A	10	2	0.00	217	0.046	10	0.0	0.0	17.385	C
C-AB	25	6	0.00	559	0.045	25	0.0	0.0	6.746	A
C-A	977	244	0.00			977				
A-B	2	0.55	0.00			2				
A-C	697	174	0.00			697				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	572	0.144	83	0.2	0.2	7.352	A
B-A	10	2	0.00	217	0.046	10	0.0	0.0	17.397	C
C-AB	25	6	0.00	559	0.045	25	0.0	0.0	6.746	A
C-A	977	244	0.00			977				
A-B	2	0.55	0.00			2				
A-C	697	174	0.00			697				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	614	0.110	68	0.2	0.1	6.598	A
B-A	8	2	0.00	279	0.029	8	0.0	0.0	13.277	B
C-AB	21	5	0.00	597	0.035	21	0.0	0.0	6.249	A
C-A	797	199	0.00			797				
A-B	2	0.45	0.00			2				
A-C	569	142	0.00			569				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	643	0.088	57	0.1	0.1	6.139	A
B-A	7	2	0.00	325	0.021	7	0.0	0.0	11.328	B
C-AB	17	4	0.00	624	0.028	17	0.0	0.0	5.932	A
C-A	668	167	0.00			668				
A-B	2	0.38	0.00			2				
A-C	477	119	0.00			477				

D9 - 2042 | DS4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1169	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	1093	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	1159
	B	3	0	32
	C	1015	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	30	5
	B	33	0	47
	C	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	15.60	0.2	C	29	44
B-A	0.24	327.19	0.3	F	3	4
C-AB	0.22	11.57	0.3	B	72	107
C-A					931	1397
A-B					9	14
A-C					1064	1595

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	389	0.062	24	0.0	0.1	9.854	A
B-A	2	0.56	0.00	148	0.015	2	0.0	0.0	24.597	C
C-AB	59	15	0.00	521	0.113	58	0.0	0.1	7.773	A
C-A	764	191	0.00			764				
A-B	8	2	0.00			8				
A-C	873	218	0.00			873				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	349	0.082	29	0.1	0.1	11.233	B
B-A	3	0.67	0.00	92	0.029	3	0.0	0.0	40.281	E
C-AB	70	18	0.00	469	0.150	70	0.1	0.2	9.020	A
C-A	912	228	0.00			912				
A-B	9	2	0.00			9				
A-C	1042	260	0.00			1042				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	274	0.128	35	0.1	0.1	15.032	C
B-A	3	1	0.00	14	0.236	3	0.0	0.2	302.630	F
C-AB	86	21	0.00	397	0.216	85	0.2	0.3	11.544	B
C-A	1118	279	0.00			1118				
A-B	11	3	0.00			11				
A-C	1276	319	0.00			1276				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	266	0.132	35	0.1	0.2	15.597	C
B-A	3	1	0.00	14	0.237	3	0.2	0.3	327.192	F
C-AB	86	21	0.00	397	0.216	86	0.3	0.3	11.574	B
C-A	1118	279	0.00			1118				
A-B	11	3	0.00			11				
A-C	1276	319	0.00			1276				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	347	0.083	29	0.2	0.1	11.315	B
B-A	3	0.67	0.00	92	0.029	4	0.3	0.0	40.996	E
C-AB	70	18	0.00	469	0.150	71	0.3	0.2	9.048	A
C-A	912	228	0.00			912				
A-B	9	2	0.00			9				
A-C	1042	260	0.00			1042				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	389	0.062	24	0.1	0.1	9.878	A
B-A	2	0.56	0.00	148	0.015	2	0.0	0.0	24.668	C
C-AB	59	15	0.00	521	0.113	59	0.2	0.1	7.796	A
C-A	764	191	0.00			764				
A-B	8	2	0.00			8				
A-C	873	218	0.00			873				

D10 - 2042 | DS4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	883	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	1167	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	881
	B	9	0	75
	C	1144	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	50	5
	B	0	0	3
	C	3	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	9.01	0.2	A	69	103
B-A	0.10	39.85	0.1	E	8	12
C-AB	0.05	7.95	0.1	A	21	32
C-A					1050	1575
A-B					2	3
A-C					808	1213

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	585	0.096	56	0.0	0.1	6.795	A
B-A	7	2	0.00	245	0.028	7	0.0	0.0	15.112	C
C-AB	17	4	0.00	569	0.030	17	0.0	0.0	6.521	A
C-A	861	215	0.00			861				
A-B	2	0.38	0.00			2				
A-C	663	166	0.00			663				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	544	0.124	67	0.1	0.1	7.552	A
B-A	8	2	0.00	184	0.044	8	0.0	0.0	20.448	C
C-AB	21	5	0.00	531	0.039	21	0.0	0.0	7.053	A
C-A	1028	257	0.00			1028				
A-B	2	0.45	0.00			2				
A-C	792	198	0.00			792				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	482	0.171	82	0.1	0.2	8.992	A
B-A	10	2	0.00	100	0.099	10	0.0	0.1	39.672	E
C-AB	25	6	0.00	478	0.053	25	0.0	0.1	7.945	A
C-A	1260	315	0.00			1260				
A-B	2	0.55	0.00			2				
A-C	970	242	0.00			970				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	482	0.171	83	0.2	0.2	9.012	A
B-A	10	2	0.00	100	0.099	10	0.1	0.1	39.855	E
C-AB	25	6	0.00	478	0.053	25	0.1	0.1	7.946	A
C-A	1260	315	0.00			1260				
A-B	2	0.55	0.00			2				
A-C	970	242	0.00			970				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	543	0.124	68	0.2	0.1	7.572	A
B-A	8	2	0.00	184	0.044	8	0.1	0.0	20.505	C
C-AB	21	5	0.00	531	0.039	21	0.1	0.0	7.057	A
C-A	1028	257	0.00			1028				
A-B	2	0.45	0.00			2				
A-C	792	198	0.00			792				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	585	0.096	57	0.1	0.1	6.811	A
B-A	7	2	0.00	245	0.028	7	0.0	0.0	15.134	C
C-AB	17	4	0.00	569	0.030	17	0.0	0.0	6.527	A
C-A	861	215	0.00			861				
A-B	2	0.38	0.00			2				
A-C	663	166	0.00			663				

D11 - 2042 | DS4AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1168	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	1038	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	1158
	B	3	0	32
	C	960	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	30	6
	B	33	0	47
	C	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	14.83	0.1	B	29	44
B-A	0.17	214.43	0.2	F	3	4
C-AB	0.22	11.67	0.3	B	72	107
C-A					881	1321
A-B					9	14
A-C					1063	1594

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	388	0.062	24	0.0	0.1	9.889	A
B-A	2	0.56	0.00	153	0.015	2	0.0	0.0	23.940	C
C-AB	59	15	0.00	519	0.113	58	0.0	0.1	7.803	A
C-A	723	181	0.00			723				
A-B	8	2	0.00			8				
A-C	872	218	0.00			872				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	348	0.083	29	0.1	0.1	11.284	B
B-A	3	0.67	0.00	97	0.028	3	0.0	0.0	38.205	E
C-AB	70	18	0.00	467	0.150	70	0.1	0.2	9.069	A
C-A	863	216	0.00			863				
A-B	9	2	0.00			9				
A-C	1041	260	0.00			1041				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	281	0.125	35	0.1	0.1	14.612	B
B-A	3	1	0.00	20	0.165	3	0.0	0.2	205.169	F
C-AB	86	21	0.00	394	0.218	85	0.2	0.3	11.643	B
C-A	1057	264	0.00			1057				
A-B	11	3	0.00			11				
A-C	1275	319	0.00			1275				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	278	0.127	35	0.1	0.1	14.830	B
B-A	3	1	0.00	20	0.166	3	0.2	0.2	214.430	F
C-AB	86	21	0.00	394	0.218	86	0.3	0.3	11.673	B
C-A	1057	264	0.00			1057				
A-B	11	3	0.00			11				
A-C	1275	319	0.00			1275				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	347	0.083	29	0.1	0.1	11.345	B
B-A	3	0.67	0.00	97	0.028	3	0.2	0.0	38.659	E
C-AB	70	18	0.00	467	0.150	71	0.3	0.2	9.095	A
C-A	863	216	0.00			863				
A-B	9	2	0.00			9				
A-C	1041	260	0.00			1041				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	387	0.062	24	0.1	0.1	9.915	A
B-A	2	0.56	0.00	152	0.015	2	0.0	0.0	23.997	C
C-AB	59	15	0.00	519	0.113	59	0.2	0.1	7.827	A
C-A	723	181	0.00			723				
A-B	8	2	0.00			8				
A-C	872	218	0.00			872				

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	863	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	1162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	861
	B	9	0	75
	C	1139	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	50	5
	B	0	0	3
	C	3	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	8.85	0.2	A	69	103
B-A	0.09	37.19	0.1	E	8	12
C-AB	0.05	7.83	0.1	A	21	32
C-A					1045	1568
A-B					2	3
A-C					790	1185

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	590	0.096	56	0.0	0.1	6.742	A
B-A	7	2	0.00	249	0.027	7	0.0	0.0	14.836	B
C-AB	17	4	0.00	574	0.030	17	0.0	0.0	6.469	A
C-A	857	214	0.00			857				
A-B	2	0.38	0.00			2				
A-C	648	162	0.00			648				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	549	0.123	67	0.1	0.1	7.464	A
B-A	8	2	0.00	189	0.043	8	0.0	0.0	19.843	C
C-AB	21	5	0.00	536	0.039	21	0.0	0.0	6.980	A
C-A	1024	256	0.00			1024				
A-B	2	0.45	0.00			2				
A-C	774	194	0.00			774				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	490	0.169	82	0.1	0.2	8.828	A
B-A	10	2	0.00	107	0.093	10	0.0	0.1	37.043	E
C-AB	25	6	0.00	485	0.052	25	0.0	0.1	7.832	A
C-A	1254	314	0.00			1254				
A-B	2	0.55	0.00			2				
A-C	948	237	0.00			948				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	489	0.169	83	0.2	0.2	8.846	A
B-A	10	2	0.00	107	0.093	10	0.1	0.1	37.195	E
C-AB	25	6	0.00	485	0.052	25	0.1	0.1	7.834	A
C-A	1254	314	0.00			1254				
A-B	2	0.55	0.00			2				
A-C	948	237	0.00			948				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	549	0.123	68	0.2	0.1	7.483	A
B-A	8	2	0.00	189	0.043	8	0.1	0.0	19.901	C
C-AB	21	5	0.00	536	0.039	21	0.1	0.0	6.985	A
C-A	1024	256	0.00			1024				
A-B	2	0.45	0.00			2				
A-C	774	194	0.00			774				

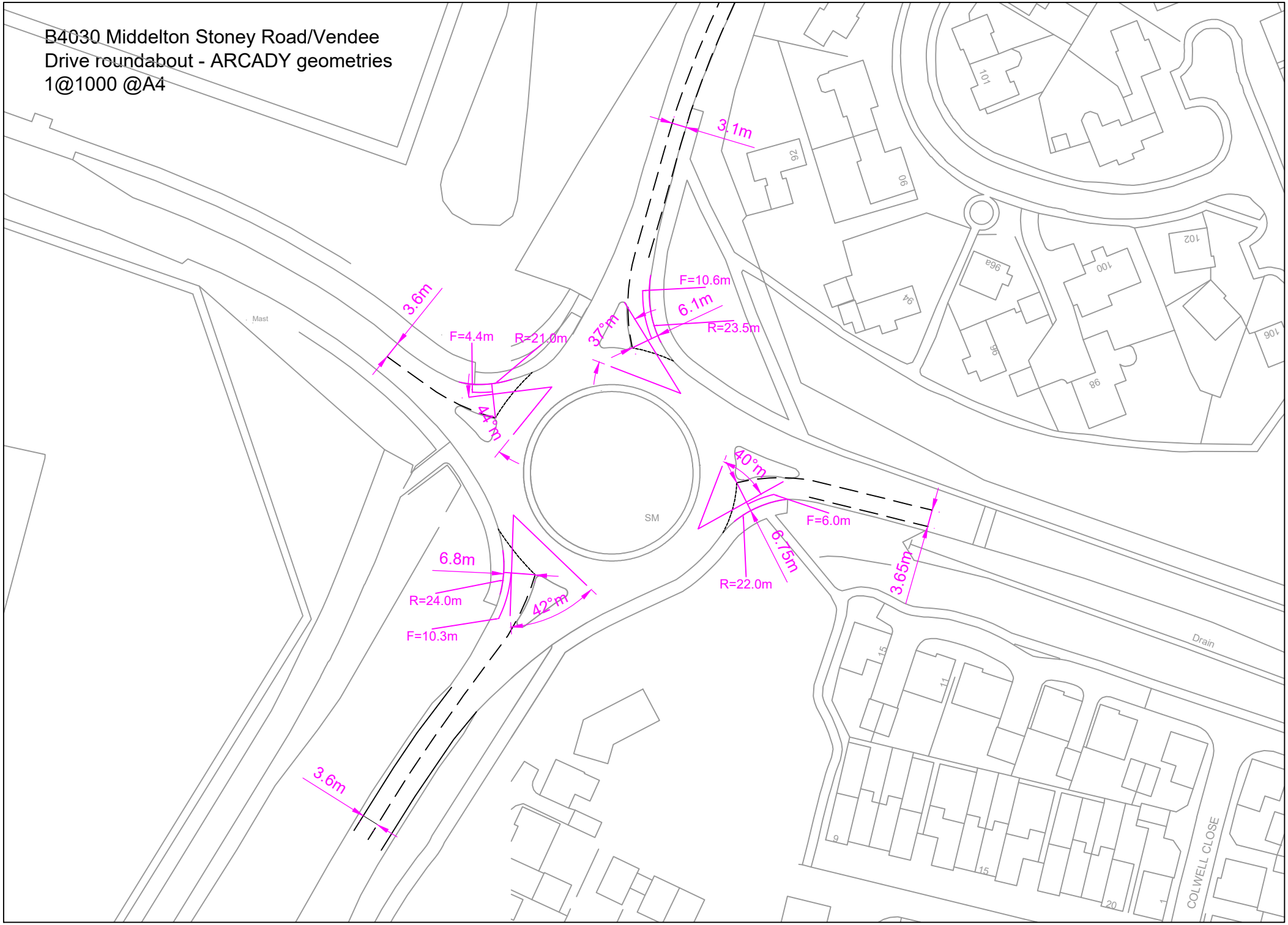
18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	590	0.096	57	0.1	0.1	6.754	A
B-A	7	2	0.00	249	0.027	7	0.0	0.0	14.856	B
C-AB	17	4	0.00	574	0.030	17	0.0	0.0	6.474	A
C-A	857	214	0.00			857				
A-B	2	0.38	0.00			2				
A-C	648	162	0.00			648				

APPENDIX B

B4030 MIDDLETON STONEY ROAD/HOWES LANE JUNCTIONS 11 ARCADY REPORT

B4030 Middelton Stoney Road/Vendee Drive roundabout - ARCADY geometries
1@1000 @A4



Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260126 B4030 MSR_Vendee Dr roundabout.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\11. B4030 MSR_Vendee Dr roundabout
Report generation date: 26/01/2026 12:17:05

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3AwTP | AM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | RC4A | PM
»D9 - 2042 | DS4A | AM
»D10 - 2042 | DS4A | PM
»D11 - 2042 | DS4AwTP | AM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
2034 - RC3A								
1 - B4030 Middleton Stoney Road	D1	7.2	29.16	0.89	D2	18.1	81.09	0.99
2 - Howes Lane		3.8	22.25	0.80		1.4	10.68	0.58
3 - Middleton Stoney Road		1.6	9.59	0.62		1.9	10.06	0.66
4 - Vendee Drive		0.8	5.05	0.44		130.5	358.12	1.21
2034 - DS3A								
1 - B4030 Middleton Stoney Road	D3	114.8	358.86	1.20	D4	163.5	624.45	1.27
2 - Howes Lane		5.4	31.91	0.86		1.1	9.93	0.54
3 - Middleton Stoney Road		61.1	198.02	1.12		4.3	18.36	0.82
4 - Vendee Drive		2.5	13.12	0.72		219.4	685.87	1.37
2034 - DS3AwTP								
1 - B4030 Middleton Stoney Road	D5	115.2	359.79	1.20	D6	144.5	561.80	1.25
2 - Howes Lane		5.1	30.27	0.85		1.1	9.66	0.52
3 - Middleton Stoney Road		43.7	148.38	1.07		4.1	17.92	0.81
4 - Vendee Drive		2.2	11.98	0.70		215.3	672.44	1.36
2042 - RC4A								
1 - B4030 Middleton Stoney Road	D7	12.2	46.52	0.95	D8	49.3	187.81	1.09
2 - Howes Lane		44.7	168.36	1.09		1.6	10.88	0.62
3 - Middleton Stoney Road		1.6	9.80	0.62		3.5	15.37	0.79
4 - Vendee Drive		0.7	4.74	0.40		221.0	662.65	1.35
2042 - DS4A								
1 - B4030 Middleton Stoney Road	D9	170.4	555.52	1.28	D10	247.1	1020.49	1.38
2 - Howes Lane		105.5	500.81	1.23		2.0	12.92	0.67
3 - Middleton Stoney Road		80.8	288.13	1.15		20.7	72.41	0.99
4 - Vendee Drive		2.5	12.80	0.72		361.7	1174.14	1.55
2042 - DS4AwTP								
1 - B4030 Middleton Stoney Road	D11	176.3	575.91	1.29	D12	204.8	829.48	1.33
2 - Howes Lane		102.3	488.13	1.23		1.9	12.79	0.66
3 - Middleton Stoney Road		62.9	208.26	1.11		20.6	72.69	0.99
4 - Vendee Drive		2.2	11.53	0.69		357.5	1158.97	1.55

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

File summary

File Description

Title	OxSRFI
Location	B4030 Middleton Stoney Road/Howes Lane
Site number	
Date	03/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AUTOCAD\ADC
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.34	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.34	C

Arms

Arms

Arm	Name	Description	No give-way line
1	B4030 Middleton Stoney Road		
2	Howes Lane		
3	Middleton Stoney Road		
4	Vendee Drive		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - B4030 Middleton Stoney Road	3.60	7.40	4.4	21.0	54.0	44.0		
2 - Howes Lane	3.10	6.10	10.6	23.5	54.0	37.0		
3 - Middleton Stoney Road	3.65	6.75	6.0	22.0	54.0	40.0		
4 - Vendee Drive	3.60	6.80	10.3	24.0	54.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B4030 Middleton Stoney Road	0.509	1332
2 - Howes Lane	0.528	1392
3 - Middleton Stoney Road	0.529	1416
4 - Vendee Drive	0.548	1524

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	853	100.000
2 - Howes Lane		ONE HOUR	✓	581	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	545	100.000
4 - Vendee Drive		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	67	601	185
	2 - Howes Lane	61	0	43	477
	3 - Middleton Stoney Road	286	9	0	250
	4 - Vendee Drive	84	248	184	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	26	1	1
	2 - Howes Lane	2	0	0	5
	3 - Middleton Stoney Road	2	0	0	0
	4 - Vendee Drive	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	0.89	29.16	7.2	D	783	1174
2 - Howes Lane	0.80	22.25	3.8	C	533	800
3 - Middleton Stoney Road	0.62	9.59	1.6	A	500	750
4 - Vendee Drive	0.44	5.05	0.8	A	473	710

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	642	161	331	1133	0.567	637	323	0.0	1.3	7.185	A
2 - Howes Lane	437	109	725	973	0.450	434	243	0.0	0.8	6.640	A
3 - Middleton Stoney Road	410	103	540	1112	0.369	408	619	0.0	0.6	5.096	A
4 - Vendee Drive	388	97	266	1350	0.288	387	682	0.0	0.4	3.731	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	767	192	396	1100	0.697	763	387	1.3	2.2	10.570	B
2 - Howes Lane	522	131	868	899	0.581	520	291	0.8	1.4	9.436	A
3 - Middleton Stoney Road	490	122	647	1054	0.465	489	741	0.6	0.9	6.352	A
4 - Vendee Drive	464	116	319	1321	0.351	463	817	0.4	0.5	4.194	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	939	235	485	1055	0.890	922	472	2.2	6.5	24.460	C
2 - Howes Lane	640	160	1052	805	0.795	631	355	1.4	3.5	19.784	C
3 - Middleton Stoney Road	600	150	784	980	0.612	597	899	0.9	1.5	9.335	A
4 - Vendee Drive	568	142	390	1283	0.443	567	992	0.5	0.8	5.023	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	939	235	486	1054	0.891	937	474	6.5	7.2	29.161	D
2 - Howes Lane	640	160	1066	798	0.802	639	357	3.5	3.8	22.251	C
3 - Middleton Stoney Road	600	150	794	975	0.616	600	910	1.5	1.6	9.594	A
4 - Vendee Drive	568	142	392	1282	0.443	568	1003	0.8	0.8	5.045	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	767	192	397	1099	0.698	786	390	7.2	2.4	12.132	B
2 - Howes Lane	522	131	890	888	0.588	532	293	3.8	1.5	10.340	B
3 - Middleton Stoney Road	490	122	663	1046	0.468	493	759	1.6	0.9	6.539	A
4 - Vendee Drive	464	116	322	1319	0.352	465	833	0.8	0.5	4.219	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	642	161	332	1132	0.567	646	325	2.4	1.3	7.476	A
2 - Howes Lane	437	109	734	968	0.452	440	245	1.5	0.8	6.847	A
3 - Middleton Stoney Road	410	103	548	1108	0.370	412	627	0.9	0.6	5.175	A
4 - Vendee Drive	388	97	269	1349	0.288	389	690	0.5	0.4	3.752	A

D2 - 2034 | RC3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	170.63	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	170.63	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	750	100.000
2 - Howes Lane		ONE HOUR	✓	426	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	629	100.000
4 - Vendee Drive		ONE HOUR	✓	1275	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	111	428	211
	2 - Howes Lane	108	0	22	296
	3 - Middleton Stoney Road	445	20	0	164
	4 - Vendee Drive	303	585	387	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	16	3	2
	2 - Howes Lane	7	0	0	4
	3 - Middleton Stoney Road	0	0	0	0
	4 - Vendee Drive	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	0.99	81.09	18.1	F	688	1032
2 - Howes Lane	0.58	10.68	1.4	B	391	586
3 - Middleton Stoney Road	0.66	10.06	1.9	B	577	866
4 - Vendee Drive	1.21	358.12	130.5	F	1170	1755

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	565	141	738	919	0.615	558	639	0.0	1.6	9.833	A
2 - Howes Lane	321	80	764	949	0.338	319	533	0.0	0.5	5.695	A
3 - Middleton Stoney Road	474	118	459	1165	0.406	471	623	0.0	0.7	5.164	A
4 - Vendee Drive	960	240	429	1275	0.753	948	501	0.0	2.9	10.674	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	674	169	872	852	0.791	667	762	1.6	3.5	18.652	C
2 - Howes Lane	383	96	908	874	0.438	382	631	0.5	0.8	7.295	A
3 - Middleton Stoney Road	565	141	550	1116	0.507	564	740	0.7	1.0	6.507	A
4 - Vendee Drive	1146	287	514	1228	0.933	1120	600	2.9	9.4	28.173	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	826	206	906	835	0.988	787	882	3.5	13.2	51.595	F
2 - Howes Lane	469	117	1022	815	0.576	467	670	0.8	1.3	10.277	B
3 - Middleton Stoney Road	693	173	664	1054	0.657	689	825	1.0	1.9	9.785	A
4 - Vendee Drive	1404	351	628	1166	1.204	1160	725	9.4	70.4	134.411	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	826	206	909	834	0.990	806	885	13.2	18.1	81.092	F
2 - Howes Lane	469	117	1040	806	0.582	469	675	1.3	1.4	10.677	B
3 - Middleton Stoney Road	693	173	671	1050	0.660	692	837	1.9	1.9	10.064	B
4 - Vendee Drive	1404	351	631	1164	1.206	1164	733	70.4	130.5	313.965	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	674	169	946	816	0.827	724	789	18.1	5.6	47.867	E
2 - Howes Lane	383	96	986	834	0.459	385	684	1.4	0.9	8.060	A
3 - Middleton Stoney Road	565	141	569	1106	0.511	569	803	1.9	1.1	6.745	A
4 - Vendee Drive	1146	287	518	1226	0.935	1217	620	130.5	112.9	358.116	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	565	141	977	800	0.706	577	717	5.6	2.5	16.911	C
2 - Howes Lane	321	80	874	892	0.360	322	679	0.9	0.6	6.328	A
3 - Middleton Stoney Road	474	118	468	1161	0.408	475	729	1.1	0.7	5.259	A
4 - Vendee Drive	960	240	433	1273	0.754	1262	510	112.9	37.5	217.347	F

D3 - 2034 | DS3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	187.95	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	187.95	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1147	100.000
2 - Howes Lane		ONE HOUR	✓	593	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	922	100.000
4 - Vendee Drive		ONE HOUR	✓	641	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	87	776	284
	2 - Howes Lane	162	0	43	388
	3 - Middleton Stoney Road	690	25	0	207
	4 - Vendee Drive	259	260	122	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	21	1	12
	2 - Howes Lane	4	0	0	6
	3 - Middleton Stoney Road	4	0	0	0
	4 - Vendee Drive	10	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.20	358.86	114.8	F	1053	1579
2 - Howes Lane	0.86	31.91	5.4	D	544	816
3 - Middleton Stoney Road	1.12	198.02	61.1	F	846	1269
4 - Vendee Drive	0.72	13.12	2.5	B	588	882

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	864	216	304	1126	0.767	851	828	0.0	3.1	12.590	B
2 - Howes Lane	446	112	878	880	0.507	442	278	0.0	1.0	8.154	A
3 - Middleton Stoney Road	694	174	621	1042	0.666	686	699	0.0	1.9	9.916	A
4 - Vendee Drive	483	121	653	1102	0.438	479	654	0.0	0.8	5.759	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1031	258	364	1096	0.941	1004	988	3.1	9.8	32.444	D
2 - Howes Lane	533	133	1038	797	0.669	529	331	1.0	1.9	13.288	B
3 - Middleton Stoney Road	829	207	740	977	0.848	817	827	1.9	4.9	21.087	C
4 - Vendee Drive	576	144	778	1034	0.557	574	779	0.8	1.2	7.797	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1263	316	442	1057	1.195	1051	1131	9.8	62.8	135.762	F
2 - Howes Lane	653	163	1105	762	0.857	641	388	1.9	5.0	27.334	D
3 - Middleton Stoney Road	1015	254	855	915	1.109	899	891	4.9	34.0	91.659	F
4 - Vendee Drive	706	176	872	984	0.717	701	881	1.2	2.4	12.521	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1263	316	445	1055	1.197	1055	1141	62.8	114.8	308.469	F
2 - Howes Lane	653	163	1109	760	0.860	651	391	5.0	5.4	31.911	D
3 - Middleton Stoney Road	1015	254	865	909	1.116	906	895	34.0	61.1	198.024	F
4 - Vendee Drive	706	176	881	979	0.721	705	891	2.4	2.5	13.119	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1031	258	371	1092	0.944	1083	1089	114.8	101.9	358.864	F
2 - Howes Lane	533	133	1111	758	0.703	545	343	5.4	2.5	17.725	C
3 - Middleton Stoney Road	829	207	774	958	0.865	943	883	61.1	32.6	181.358	F
4 - Vendee Drive	576	144	880	979	0.588	580	836	2.5	1.5	9.116	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	864	216	311	1123	0.769	1112	929	101.9	39.8	232.290	F
2 - Howes Lane	446	112	1120	753	0.593	450	303	2.5	1.5	12.044	B
3 - Middleton Stoney Road	694	174	693	1002	0.693	815	877	32.6	2.4	32.426	D
4 - Vendee Drive	483	121	755	1047	0.461	485	753	1.5	0.9	6.435	A

D4 - 2034 | DS3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	446.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	446.54	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1082	100.000
2 - Howes Lane		ONE HOUR	✓	380	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	792	100.000
4 - Vendee Drive		ONE HOUR	✓	1278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	145	656	281
	2 - Howes Lane	103	0	42	235
	3 - Middleton Stoney Road	626	39	0	127
	4 - Vendee Drive	469	476	333	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	12	1	10
	2 - Howes Lane	7	0	0	4
	3 - Middleton Stoney Road	1	0	0	0
	4 - Vendee Drive	6	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.27	624.45	163.5	F	993	1489
2 - Howes Lane	0.54	9.93	1.1	A	349	523
3 - Middleton Stoney Road	0.82	18.36	4.3	C	727	1090
4 - Vendee Drive	1.37	685.87	219.4	F	1173	1759

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	815	204	628	972	0.838	796	892	0.0	4.5	18.910	C
2 - Howes Lane	286	72	936	857	0.334	284	488	0.0	0.5	6.264	A
3 - Middleton Stoney Road	596	149	460	1151	0.518	592	761	0.0	1.1	6.390	A
4 - Vendee Drive	962	241	574	1177	0.817	946	477	0.0	4.1	14.655	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	973	243	717	928	1.048	900	1048	4.5	22.8	68.573	F
2 - Howes Lane	342	85	1060	792	0.431	341	557	0.5	0.7	7.952	A
3 - Middleton Stoney Road	712	178	537	1109	0.642	709	864	1.1	1.7	8.948	A
4 - Vendee Drive	1149	287	688	1116	1.030	1078	558	4.1	21.8	56.055	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1191	298	697	938	1.270	936	1174	22.8	86.5	220.338	F
2 - Howes Lane	418	105	1080	782	0.535	417	553	0.7	1.1	9.830	A
3 - Middleton Stoney Road	872	218	614	1066	0.818	863	883	1.7	4.1	16.947	C
4 - Vendee Drive	1407	352	837	1035	1.360	1033	639	21.8	115.3	248.132	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1191	298	695	939	1.269	939	1180	86.5	149.6	463.498	F
2 - Howes Lane	418	105	1081	781	0.536	418	552	1.1	1.1	9.926	A
3 - Middleton Stoney Road	872	218	616	1065	0.819	871	884	4.1	4.3	18.362	C
4 - Vendee Drive	1407	352	845	1030	1.366	1030	642	115.3	209.5	557.768	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	973	243	738	918	1.060	917	1070	149.6	163.5	624.455	F
2 - Howes Lane	342	85	1083	780	0.438	343	572	1.1	0.8	8.263	A
3 - Middleton Stoney Road	712	178	543	1105	0.644	722	883	4.3	1.9	9.615	A
4 - Vendee Drive	1149	287	699	1110	1.035	1109	566	209.5	219.4	685.875	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	815	204	769	902	0.903	897	980	163.5	143.0	615.639	F
2 - Howes Lane	286	72	1081	782	0.366	287	585	0.8	0.6	7.291	A
3 - Middleton Stoney Road	596	149	488	1135	0.525	599	880	1.9	1.1	6.751	A
4 - Vendee Drive	962	241	581	1174	0.820	1168	506	219.4	167.9	597.313	F

D5 - 2034 | DS3AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	175.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	175.54	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1149	100.000
2 - Howes Lane		ONE HOUR	✓	586	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	889	100.000
4 - Vendee Drive		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	87	776	286
	2 - Howes Lane	160	0	42	384
	3 - Middleton Stoney Road	650	23	0	216
	4 - Vendee Drive	248	257	122	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	22	1	12
	2 - Howes Lane	4	0	0	6
	3 - Middleton Stoney Road	4	0	0	0
	4 - Vendee Drive	10	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.20	359.79	115.2	F	1054	1582
2 - Howes Lane	0.85	30.27	5.1	D	538	807
3 - Middleton Stoney Road	1.07	148.38	43.7	F	816	1224
4 - Vendee Drive	0.70	11.98	2.2	B	575	863

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	865	216	301	1127	0.768	853	789	0.0	3.1	12.606	B
2 - Howes Lane	441	110	879	879	0.502	437	274	0.0	1.0	8.077	A
3 - Middleton Stoney Road	669	167	618	1044	0.641	662	698	0.0	1.7	9.267	A
4 - Vendee Drive	472	118	621	1120	0.422	469	660	0.0	0.7	5.510	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1033	258	360	1097	0.941	1006	943	3.1	9.8	32.508	D
2 - Howes Lane	527	132	1039	796	0.662	523	327	1.0	1.9	13.047	B
3 - Middleton Stoney Road	799	200	736	980	0.816	790	826	1.7	4.0	18.172	C
4 - Vendee Drive	564	141	741	1055	0.534	562	785	0.7	1.1	7.279	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1265	316	438	1058	1.195	1052	1097	9.8	63.0	136.020	F
2 - Howes Lane	645	161	1106	761	0.848	634	384	1.9	4.7	26.261	D
3 - Middleton Stoney Road	979	245	850	918	1.067	893	890	4.0	25.5	73.628	F
4 - Vendee Drive	690	173	849	997	0.693	686	894	1.1	2.2	11.442	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1265	316	441	1057	1.197	1056	1111	63.0	115.2	309.073	F
2 - Howes Lane	645	161	1111	759	0.850	643	386	4.7	5.1	30.275	D
3 - Middleton Stoney Road	979	245	860	912	1.073	906	894	25.5	43.7	148.380	F
4 - Vendee Drive	690	173	862	990	0.697	690	905	2.2	2.2	11.980	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1033	258	367	1094	0.944	1084	1060	115.2	102.4	359.794	F
2 - Howes Lane	527	132	1113	757	0.696	538	339	5.1	2.4	17.127	C
3 - Middleton Stoney Road	799	200	769	961	0.831	942	881	43.7	8.1	107.118	F
4 - Vendee Drive	564	141	860	991	0.569	567	851	2.2	1.3	8.567	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	865	216	305	1125	0.769	1114	816	102.4	40.1	232.983	F
2 - Howes Lane	441	110	1122	752	0.587	445	297	2.4	1.5	11.869	B
3 - Middleton Stoney Road	669	167	690	1004	0.667	693	877	8.1	2.1	12.448	B
4 - Vendee Drive	472	118	646	1106	0.427	474	737	1.3	0.8	5.724	A

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	422.85	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	422.85	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1055	100.000
2 - Howes Lane		ONE HOUR	✓	371	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	785	100.000
4 - Vendee Drive		ONE HOUR	✓	1278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	152	614	289
	2 - Howes Lane	102	0	43	226
	3 - Middleton Stoney Road	619	39	0	127
	4 - Vendee Drive	465	475	338	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	12	1	11
	2 - Howes Lane	7	0	0	5
	3 - Middleton Stoney Road	1	0	0	0
	4 - Vendee Drive	6	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.25	561.80	144.5	F	968	1452
2 - Howes Lane	0.52	9.66	1.1	A	340	511
3 - Middleton Stoney Road	0.81	17.92	4.1	C	720	1080
4 - Vendee Drive	1.36	672.44	215.3	F	1173	1759

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	794	199	631	967	0.822	778	883	0.0	4.1	17.762	C
2 - Howes Lane	279	70	916	862	0.324	277	493	0.0	0.5	6.137	A
3 - Middleton Stoney Road	591	148	458	1150	0.514	587	735	0.0	1.0	6.342	A
4 - Vendee Drive	962	241	568	1181	0.815	946	477	0.0	4.0	14.476	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	948	237	722	922	1.029	887	1039	4.1	19.4	61.472	F
2 - Howes Lane	334	83	1045	795	0.420	333	564	0.5	0.7	7.770	A
3 - Middleton Stoney Road	706	176	537	1106	0.638	703	841	1.0	1.7	8.865	A
4 - Vendee Drive	1149	287	681	1120	1.026	1080	559	4.0	21.2	54.678	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1162	290	703	931	1.247	929	1164	19.4	77.5	198.660	F
2 - Howes Lane	408	102	1070	782	0.522	407	562	0.7	1.1	9.569	A
3 - Middleton Stoney Road	864	216	614	1064	0.813	855	862	1.7	4.0	16.600	C
4 - Vendee Drive	1407	352	829	1039	1.354	1038	641	21.2	113.5	242.776	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1162	290	701	932	1.246	932	1170	77.5	135.0	420.971	F
2 - Howes Lane	408	102	1071	781	0.523	408	562	1.1	1.1	9.659	A
3 - Middleton Stoney Road	864	216	616	1063	0.813	864	863	4.0	4.1	17.915	C
4 - Vendee Drive	1407	352	836	1035	1.359	1035	644	113.5	206.5	547.301	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	948	237	744	911	1.041	910	1061	135.0	144.5	561.798	F
2 - Howes Lane	334	83	1074	780	0.428	335	580	1.1	0.8	8.109	A
3 - Middleton Stoney Road	706	176	545	1102	0.641	715	863	4.1	1.8	9.519	A
4 - Vendee Drive	1149	287	691	1114	1.031	1113	569	206.5	215.3	672.435	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	794	199	775	896	0.887	890	972	144.5	120.6	537.041	F
2 - Howes Lane	279	70	1071	782	0.357	280	593	0.8	0.6	7.192	A
3 - Middleton Stoney Road	591	148	491	1132	0.522	594	860	1.8	1.1	6.733	A
4 - Vendee Drive	962	241	575	1177	0.817	1172	510	215.3	162.9	581.692	F

D7 - 2042 | RC4A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	67.78	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	67.78	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	915	100.000
2 - Howes Lane		ONE HOUR	✓	794	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	538	100.000
4 - Vendee Drive		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	74	696	145
	2 - Howes Lane	68	0	166	560
	3 - Middleton Stoney Road	263	45	0	230
	4 - Vendee Drive	72	250	145	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	17	1	0
	2 - Howes Lane	2	0	0	4
	3 - Middleton Stoney Road	8	0	0	0
	4 - Vendee Drive	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	0.95	46.52	12.2	E	840	1259
2 - Howes Lane	1.09	168.36	44.7	F	729	1093
3 - Middleton Stoney Road	0.62	9.80	1.6	A	494	741
4 - Vendee Drive	0.40	4.74	0.7	A	429	643

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	689	172	330	1142	0.603	683	301	0.0	1.5	7.739	A
2 - Howes Lane	598	149	736	978	0.612	592	276	0.0	1.5	9.190	A
3 - Middleton Stoney Road	405	101	576	1070	0.379	403	752	0.0	0.6	5.374	A
4 - Vendee Drive	352	88	281	1345	0.261	350	698	0.0	0.4	3.612	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	823	206	395	1109	0.742	818	361	1.5	2.7	12.134	B
2 - Howes Lane	714	178	882	902	0.791	706	331	1.5	3.5	17.685	C
3 - Middleton Stoney Road	484	121	688	1011	0.478	482	900	0.6	0.9	6.792	A
4 - Vendee Drive	420	105	337	1314	0.319	419	834	0.4	0.5	4.022	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1007	252	484	1064	0.947	978	435	2.7	10.1	33.708	D
2 - Howes Lane	874	219	1058	811	1.078	788	403	3.5	25.0	80.214	F
3 - Middleton Stoney Road	592	148	778	964	0.614	590	1068	0.9	1.6	9.551	A
4 - Vendee Drive	514	129	405	1275	0.403	513	963	0.5	0.7	4.721	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1007	252	484	1064	0.947	999	437	10.1	12.2	46.517	E
2 - Howes Lane	874	219	1078	800	1.092	795	406	25.0	44.7	168.356	F
3 - Middleton Stoney Road	592	148	787	959	0.618	592	1086	1.6	1.6	9.803	A
4 - Vendee Drive	514	129	407	1274	0.404	514	973	0.7	0.7	4.737	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	823	206	396	1109	0.742	859	376	12.2	3.0	16.328	C
2 - Howes Lane	714	178	920	882	0.809	864	335	44.7	7.1	116.392	F
3 - Middleton Stoney Road	484	121	820	942	0.514	486	965	1.6	1.1	7.930	A
4 - Vendee Drive	420	105	352	1306	0.322	421	953	0.7	0.5	4.073	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	689	172	332	1141	0.604	695	306	3.0	1.6	8.166	A
2 - Howes Lane	598	149	748	972	0.615	620	279	7.1	1.6	10.832	B
3 - Middleton Stoney Road	405	101	600	1057	0.383	407	767	1.1	0.6	5.550	A
4 - Vendee Drive	352	88	286	1343	0.262	352	721	0.5	0.4	3.637	A

D8 - 2042 | RC4A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	305.99	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	305.99	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	839	100.000
2 - Howes Lane		ONE HOUR	✓	498	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	772	100.000
4 - Vendee Drive		ONE HOUR	✓	1333	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	142	536	161
	2 - Howes Lane	84	0	89	325
	3 - Middleton Stoney Road	537	91	0	144
	4 - Vendee Drive	360	710	263	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	12	2	3
	2 - Howes Lane	8	0	0	3
	3 - Middleton Stoney Road	0	0	0	0
	4 - Vendee Drive	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.09	187.81	49.3	F	770	1155
2 - Howes Lane	0.62	10.88	1.6	B	457	685
3 - Middleton Stoney Road	0.79	15.37	3.5	C	708	1063
4 - Vendee Drive	1.35	662.65	221.0	F	1223	1835

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	632	158	788	900	0.701	623	731	0.0	2.2	12.586	B
2 - Howes Lane	375	94	712	985	0.381	372	699	0.0	0.6	5.853	A
3 - Middleton Stoney Road	581	145	425	1184	0.491	577	659	0.0	1.0	5.898	A
4 - Vendee Drive	1004	251	533	1225	0.819	987	470	0.0	4.1	14.270	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	754	189	904	843	0.895	737	861	2.2	6.4	30.174	D
2 - Howes Lane	448	112	835	921	0.486	446	807	0.6	0.9	7.565	A
3 - Middleton Stoney Road	694	174	508	1139	0.609	692	773	1.0	1.5	8.008	A
4 - Vendee Drive	1198	300	638	1167	1.027	1127	562	4.1	21.9	53.982	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	924	231	894	848	1.089	832	972	6.4	29.4	92.420	F
2 - Howes Lane	548	137	906	884	0.621	546	820	0.9	1.6	10.568	B
3 - Middleton Stoney Road	850	212	608	1085	0.784	843	844	1.5	3.4	14.444	B
4 - Vendee Drive	1468	367	777	1090	1.346	1089	673	21.9	116.6	237.803	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	924	231	893	848	1.089	844	977	29.4	49.3	180.163	F
2 - Howes Lane	548	137	916	879	0.624	548	822	1.6	1.6	10.884	B
3 - Middleton Stoney Road	850	212	612	1082	0.785	849	852	3.4	3.5	15.373	C
4 - Vendee Drive	1468	367	783	1087	1.350	1087	678	116.6	211.8	536.387	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	754	189	931	830	0.909	813	878	49.3	34.5	187.810	F
2 - Howes Lane	448	112	905	884	0.506	450	839	1.6	1.0	8.335	A
3 - Middleton Stoney Road	694	174	526	1129	0.614	702	829	3.5	1.6	8.555	A
4 - Vendee Drive	1198	300	647	1162	1.031	1162	581	211.8	221.0	662.649	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	632	158	957	817	0.773	753	798	34.5	4.1	79.372	F
2 - Howes Lane	375	94	866	905	0.414	376	844	1.0	0.7	6.825	A
3 - Middleton Stoney Road	581	145	454	1169	0.497	584	788	1.6	1.0	6.181	A
4 - Vendee Drive	1004	251	538	1222	0.821	1216	499	221.0	167.8	575.910	F

D9 - 2042 | DS4A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	378.48	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	378.48	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1231	100.000
2 - Howes Lane		ONE HOUR	✓	856	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	990	100.000
4 - Vendee Drive		ONE HOUR	✓	644	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	80	948	203
	2 - Howes Lane	172	0	173	511
	3 - Middleton Stoney Road	734	42	0	214
	4 - Vendee Drive	268	253	123	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	23	2	10
	2 - Howes Lane	4	0	0	4
	3 - Middleton Stoney Road	6	0	0	0
	4 - Vendee Drive	4	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.28	555.52	170.4	F	1130	1694
2 - Howes Lane	1.23	500.81	105.5	F	785	1178
3 - Middleton Stoney Road	1.15	288.13	80.8	F	908	1363
4 - Vendee Drive	0.72	12.80	2.5	B	591	886

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	927	232	312	1128	0.821	910	873	0.0	4.2	15.484	C
2 - Howes Lane	644	161	943	860	0.750	633	280	0.0	2.8	15.226	C
3 - Middleton Stoney Road	745	186	655	1018	0.732	735	921	0.0	2.6	12.307	B
4 - Vendee Drive	485	121	703	1097	0.442	482	687	0.0	0.8	5.820	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1107	277	374	1098	1.008	1052	1030	4.2	17.9	50.101	F
2 - Howes Lane	770	192	1093	780	0.986	731	332	2.8	12.5	51.572	F
3 - Middleton Stoney Road	890	222	757	964	0.923	868	1068	2.6	8.2	31.765	D
4 - Vendee Drive	579	145	827	1028	0.563	577	797	0.8	1.3	7.948	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1355	339	451	1059	1.280	1057	1144	17.9	92.5	197.932	F
2 - Howes Lane	942	236	1123	765	1.232	761	385	12.5	57.7	179.441	F
3 - Middleton Stoney Road	1090	273	782	951	1.147	941	1102	8.2	45.3	115.460	F
4 - Vendee Drive	709	177	891	992	0.714	705	832	1.3	2.4	12.311	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1355	339	454	1058	1.281	1058	1151	92.5	167.0	443.393	F
2 - Howes Lane	942	236	1124	764	1.233	764	387	57.7	102.4	387.519	F
3 - Middleton Stoney Road	1090	273	784	950	1.148	948	1104	45.3	80.8	249.048	F
4 - Vendee Drive	709	177	897	989	0.717	709	835	2.4	2.5	12.804	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1107	277	380	1095	1.011	1093	1090	167.0	170.4	555.522	F
2 - Howes Lane	770	192	1133	759	1.013	757	340	102.4	105.5	500.808	F
3 - Middleton Stoney Road	890	222	784	949	0.938	938	1106	80.8	68.9	288.133	F
4 - Vendee Drive	579	145	887	995	0.582	583	835	2.5	1.4	8.836	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	927	232	324	1123	0.825	1116	1048	170.4	123.0	473.941	F
2 - Howes Lane	644	161	1137	757	0.851	750	303	105.5	79.0	443.902	F
3 - Middleton Stoney Road	745	186	783	950	0.785	936	1104	68.9	21.1	177.563	F
4 - Vendee Drive	485	121	885	996	0.487	487	834	1.4	1.0	7.098	A

D10 - 2042 | DS4A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	717.21	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	717.21	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1128	100.000
2 - Howes Lane		ONE HOUR	✓	505	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	948	100.000
4 - Vendee Drive		ONE HOUR	✓	1348	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	104	750	274
	2 - Howes Lane	98	0	113	294
	3 - Middleton Stoney Road	688	137	0	123
	4 - Vendee Drive	448	648	252	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	17	2	6
	2 - Howes Lane	8	0	0	3
	3 - Middleton Stoney Road	1	0	0	1
	4 - Vendee Drive	5	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.38	1020.49	247.1	F	1035	1553
2 - Howes Lane	0.67	12.92	2.0	B	463	695
3 - Middleton Stoney Road	0.99	72.41	20.7	F	870	1305
4 - Vendee Drive	1.55	1174.14	361.7	F	1237	1855

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	849	212	761	911	0.932	815	914	0.0	8.5	30.894	D
2 - Howes Lane	380	95	924	871	0.436	377	651	0.0	0.8	7.241	A
3 - Middleton Stoney Road	714	178	491	1138	0.627	707	811	0.0	1.6	8.234	A
4 - Vendee Drive	1015	254	689	1123	0.904	986	509	0.0	7.2	22.910	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1014	254	816	884	1.147	875	1047	8.5	43.3	120.016	F
2 - Howes Lane	454	113	989	838	0.542	452	702	0.8	1.2	9.309	A
3 - Middleton Stoney Road	852	213	564	1098	0.776	846	877	1.6	3.2	13.902	B
4 - Vendee Drive	1212	303	824	1049	1.155	1039	586	7.2	50.4	113.183	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1242	310	789	897	1.384	897	1152	43.3	129.6	355.466	F
2 - Howes Lane	556	139	995	834	0.667	553	691	1.2	1.9	12.661	B
3 - Middleton Stoney Road	1044	261	647	1053	0.991	997	901	3.2	15.0	44.851	E
4 - Vendee Drive	1484	371	975	966	1.536	966	669	50.4	179.9	438.192	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1242	310	785	899	1.381	899	1166	129.6	215.3	701.218	F
2 - Howes Lane	556	139	995	834	0.667	556	689	1.9	2.0	12.921	B
3 - Middleton Stoney Road	1044	261	650	1052	0.993	1021	901	15.0	20.7	72.407	F
4 - Vendee Drive	1484	371	996	955	1.554	955	674	179.9	312.2	902.554	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1014	254	810	887	1.143	887	1093	215.3	247.1	954.987	F
2 - Howes Lane	454	113	995	834	0.544	457	702	2.0	1.2	9.615	A
3 - Middleton Stoney Road	852	213	570	1095	0.778	920	881	20.7	3.8	26.783	D
4 - Vendee Drive	1212	303	889	1014	1.196	1014	601	312.2	361.7	1174.140	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	849	212	847	868	0.978	865	968	247.1	243.2	1020.490	F
2 - Howes Lane	380	95	993	835	0.455	382	719	1.2	0.8	7.962	A
3 - Middleton Stoney Road	714	178	506	1130	0.632	722	868	3.8	1.8	9.004	A
4 - Vendee Drive	1015	254	702	1115	0.910	1112	526	361.7	337.4	1131.602	F

D11 - 2042 | DS4AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	364.62	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	364.62	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1231	100.000
2 - Howes Lane		ONE HOUR	✓	851	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	958	100.000
4 - Vendee Drive		ONE HOUR	✓	623	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	81	944	206
	2 - Howes Lane	164	0	176	511
	3 - Middleton Stoney Road	702	42	0	214
	4 - Vendee Drive	253	247	123	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	23	3	12
	2 - Howes Lane	4	0	0	4
	3 - Middleton Stoney Road	6	0	0	0
	4 - Vendee Drive	4	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.29	575.91	176.3	F	1130	1694
2 - Howes Lane	1.23	488.13	102.3	F	781	1171
3 - Middleton Stoney Road	1.11	208.26	62.9	F	879	1319
4 - Vendee Drive	0.69	11.53	2.2	B	572	858

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	927	232	308	1121	0.827	910	832	0.0	4.3	15.947	C
2 - Howes Lane	641	160	942	856	0.748	630	276	0.0	2.8	15.214	C
3 - Middleton Stoney Road	721	180	652	1019	0.708	712	920	0.0	2.3	11.403	B
4 - Vendee Drive	469	117	674	1114	0.421	466	689	0.0	0.7	5.534	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1107	277	369	1091	1.014	1048	986	4.3	19.0	52.460	F
2 - Howes Lane	765	191	1089	778	0.984	727	327	2.8	12.2	50.976	F
3 - Middleton Stoney Road	861	215	752	965	0.892	845	1064	2.3	6.5	26.718	D
4 - Vendee Drive	560	140	796	1046	0.536	558	801	0.7	1.1	7.362	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1355	339	446	1053	1.288	1051	1110	19.0	95.2	205.283	F
2 - Howes Lane	937	234	1116	764	1.226	760	381	12.2	56.4	176.125	F
3 - Middleton Stoney Road	1055	264	779	951	1.109	937	1098	6.5	36.0	95.237	F
4 - Vendee Drive	686	171	874	1002	0.685	682	842	1.1	2.1	11.119	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1355	339	449	1051	1.289	1051	1120	95.2	171.2	457.733	F
2 - Howes Lane	937	234	1117	763	1.227	763	383	56.4	100.0	379.372	F
3 - Middleton Stoney Road	1055	264	781	950	1.110	947	1099	36.0	62.9	198.220	F
4 - Vendee Drive	686	171	883	997	0.688	686	845	2.1	2.2	11.532	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1107	277	376	1087	1.018	1086	1060	171.2	176.3	575.907	F
2 - Howes Lane	765	191	1126	758	1.009	756	336	100.0	102.3	488.126	F
3 - Middleton Stoney Road	861	215	781	950	0.907	935	1101	62.9	44.4	208.263	F
4 - Vendee Drive	560	140	872	1003	0.558	564	844	2.2	1.3	8.247	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	927	232	318	1116	0.831	1109	983	176.3	130.7	498.890	F
2 - Howes Lane	641	160	1129	756	0.847	749	298	102.3	75.3	428.171	F
3 - Middleton Stoney Road	721	180	780	950	0.759	884	1099	44.4	3.7	83.878	F
4 - Vendee Drive	469	117	831	1026	0.457	471	833	1.3	0.9	6.502	A

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	655.69	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	655.69	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 Middleton Stoney Road		ONE HOUR	✓	1085	100.000
2 - Howes Lane		ONE HOUR	✓	503	100.000
3 - Middleton Stoney Road		ONE HOUR	✓	942	100.000
4 - Vendee Drive		ONE HOUR	✓	1347	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	105	700	280
	2 - Howes Lane	98	0	112	293
	3 - Middleton Stoney Road	682	137	0	123
	4 - Vendee Drive	450	641	256	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 Middleton Stoney Road	2 - Howes Lane	3 - Middleton Stoney Road	4 - Vendee Drive
From	1 - B4030 Middleton Stoney Road	0	17	2	6
	2 - Howes Lane	8	0	0	3
	3 - Middleton Stoney Road	1	0	0	1
	4 - Vendee Drive	5	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 Middleton Stoney Road	1.33	829.48	204.8	F	996	1493
2 - Howes Lane	0.66	12.79	1.9	B	462	692
3 - Middleton Stoney Road	0.99	72.69	20.6	F	864	1297
4 - Vendee Drive	1.55	1158.97	357.5	F	1236	1854

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	817	204	759	911	0.896	791	911	0.0	6.6	25.925	D
2 - Howes Lane	379	95	901	883	0.429	376	648	0.0	0.7	7.055	A
3 - Middleton Stoney Road	709	177	496	1135	0.625	703	781	0.0	1.6	8.206	A
4 - Vendee Drive	1014	254	684	1125	0.901	986	515	0.0	7.1	22.566	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	975	244	816	883	1.105	869	1044	6.6	33.3	96.707	F
2 - Howes Lane	452	113	983	840	0.538	451	702	0.7	1.1	9.195	A
3 - Middleton Stoney Road	847	212	574	1092	0.775	840	859	1.6	3.2	13.931	B
4 - Vendee Drive	1211	303	818	1052	1.151	1042	596	7.1	49.4	110.986	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1195	299	790	896	1.333	895	1148	33.3	108.1	293.620	F
2 - Howes Lane	554	138	993	835	0.663	551	692	1.1	1.9	12.535	B
3 - Middleton Stoney Road	1037	259	659	1046	0.991	990	884	3.2	14.9	45.004	E
4 - Vendee Drive	1483	371	968	970	1.529	970	681	49.4	177.7	430.850	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	1195	299	786	898	1.330	898	1162	108.1	182.3	592.325	F
2 - Howes Lane	554	138	993	835	0.664	554	690	1.9	1.9	12.791	B
3 - Middleton Stoney Road	1037	259	662	1045	0.993	1014	885	14.9	20.6	72.686	F
4 - Vendee Drive	1483	371	990	958	1.547	958	687	177.7	308.9	890.214	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	975	244	810	886	1.101	886	1090	182.3	204.8	800.143	F
2 - Howes Lane	452	113	993	835	0.542	455	702	1.9	1.2	9.555	A
3 - Middleton Stoney Road	847	212	582	1088	0.778	914	866	20.6	3.8	26.966	D
4 - Vendee Drive	1211	303	883	1017	1.191	1017	613	308.9	357.5	1158.967	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 Middleton Stoney Road	817	204	847	868	0.941	864	966	204.8	193.1	829.479	F
2 - Howes Lane	379	95	992	836	0.453	380	718	1.2	0.8	7.928	A
3 - Middleton Stoney Road	709	177	518	1123	0.632	717	854	3.8	1.8	9.050	A
4 - Vendee Drive	1014	254	698	1118	0.907	1115	538	357.5	332.3	1114.155	F

APPENDIX C

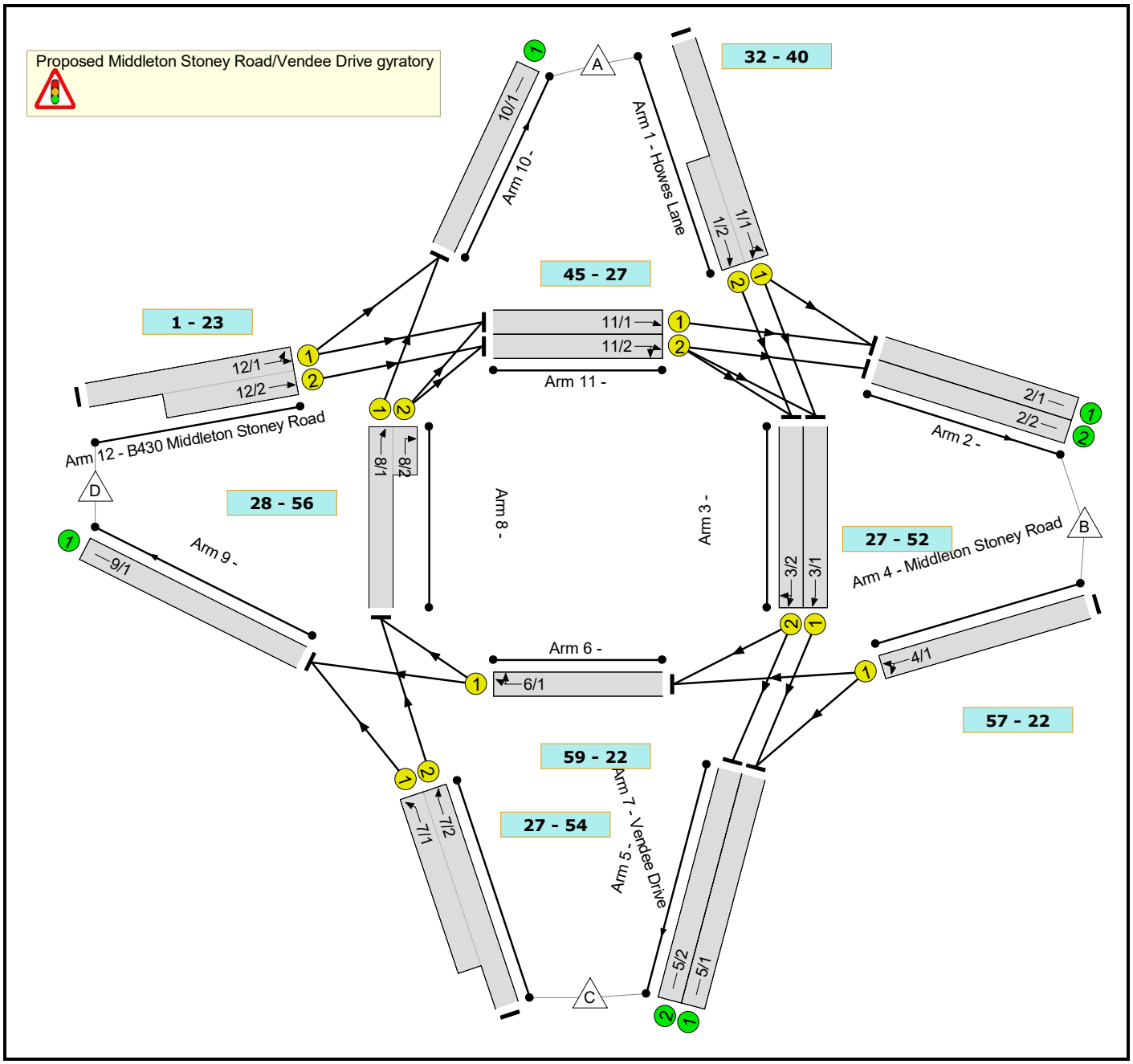
B4030 MIDDLETON STONEY ROAD/HOWES LANE LINSIG REPORT

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation**
Location:	
Additional detail:	
File name:	251218 B4030 MSR_Vendee Dr roundabout mitigation.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



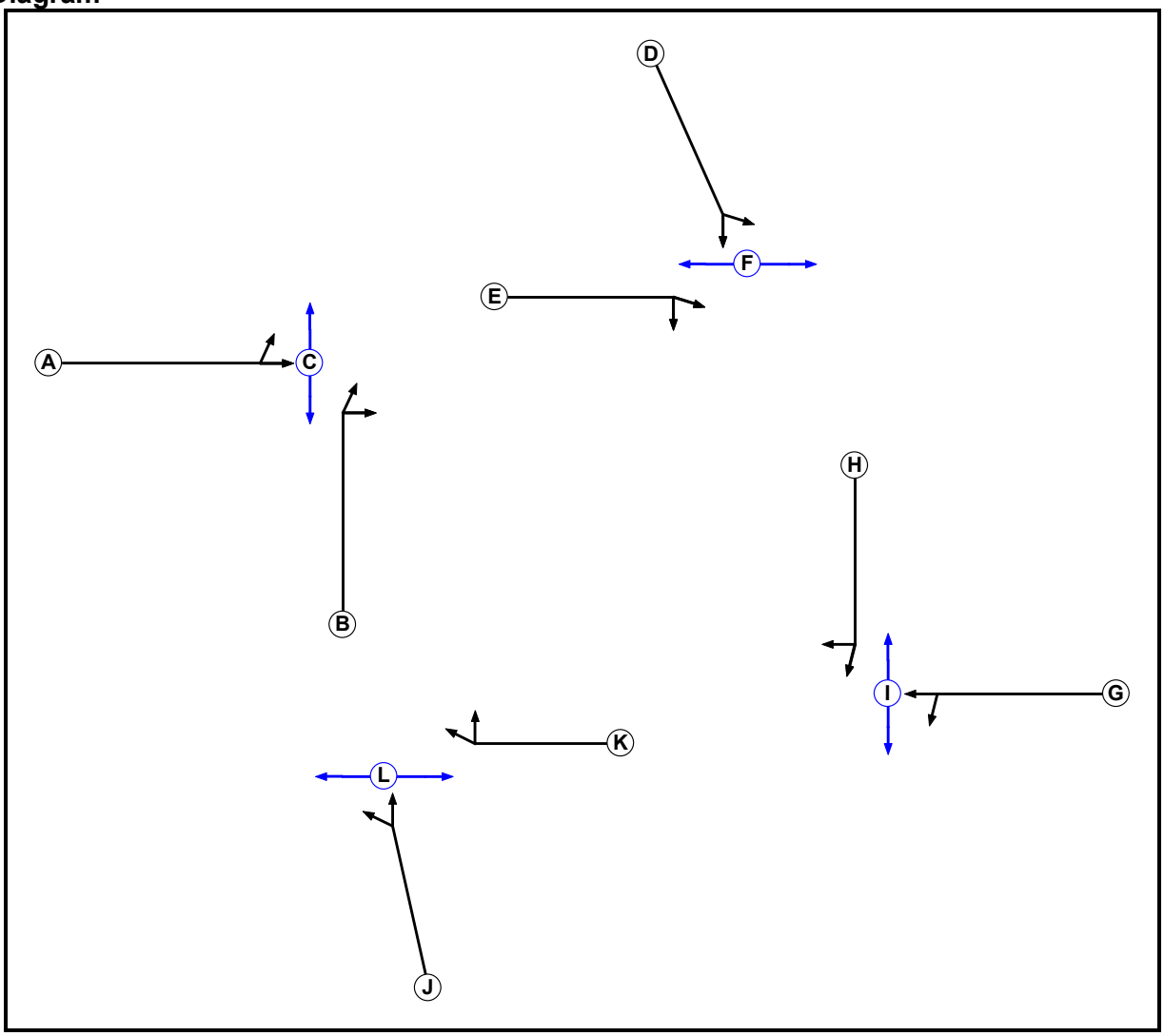
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2034 DS3A - AM Peak	2034 DS3A - AM	Network Control Plan 1	08:00 - 09:00	60	2.1	29.24
2	2034 DS3A - PM Peak	2034 DS3A - PM	Network Control Plan 1	17:00 - 18:00	60	-5.2	34.75
3	2034 DS3AwTP - AM Peak	2034 DS3A wTP - AM	Network Control Plan 1	08:00 - 09:00	60	3.1	27.67
4	2034 DS3AwTP - PM Peak	2034 DS3A wTP - PM	Network Control Plan 1	17:00 - 18:00	60	-4.1	33.11
5	2042 DS4A - AM Peak	2042 DS4A - AM	Network Control Plan 1	08:00 - 09:00	60	-4.6	38.09
6	2042 DS4A - PM Peak	2042 DS4A - PM	Network Control Plan 1	17:00 - 18:00	60	-25.7	113.90
7	2042 DS4AwTP - AM Peak	2042 DS4A wTP - AM	Network Control Plan 1	08:00 - 09:00	60	-3.9	36.57
8	2042 DS4AwTP - PM Peak	2042 DS4A wTP - PM	Network Control Plan 1	17:00 - 18:00	60	-24.9	106.89

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	3	2	Proposed Middleton Stoney Road/Vendee Drive gyratory	
			Stage Stream 2	3	2	Proposed Middleton Stoney Road/Vendee Drive gyratory	
			Stage Stream 3	3	2	Proposed Middleton Stoney Road/Vendee Drive gyratory	
			Stage Stream 4	3	2	Proposed Middleton Stoney Road/Vendee Drive gyratory	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	5
C	Pedestrian	1		5	5
D	Traffic	2		7	7
E	Traffic	2		7	5
F	Pedestrian	2		5	5
G	Traffic	3		7	7
H	Traffic	3		7	7
I	Pedestrian	3		5	5
J	Traffic	4		7	7
K	Traffic	4		7	5
L	Pedestrian	4		5	5

Phase Intergreens Matrix

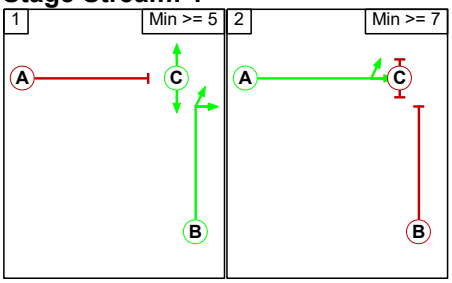
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		5	5	-	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-	-	-
	C	7	-		-	-	-	-	-	-	-	-	-
	D	-	-	-		5	5	-	-	-	-	-	-
	E	-	-	-	5		-	-	-	-	-	-	-
	F	-	-	-	7	-		-	-	-	-	-	-
	G	-	-	-	-	-	-		5	5	-	-	-
	H	-	-	-	-	-	-	5		-	-	-	-
	I	-	-	-	-	-	-	5	-		-	-	-
	J	-	-	-	-	-	-	-	-	-		5	5
	K	-	-	-	-	-	-	-	-	-	5		-
	L	-	-	-	-	-	-	-	-	-	7	-	

Phases in Stage

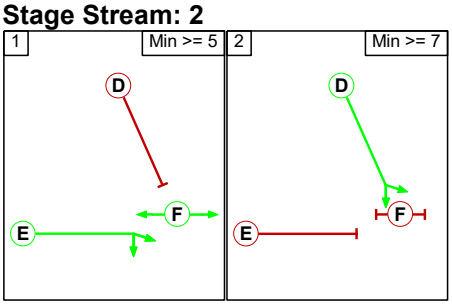
Stream	Stage No.	Phases in Stage
1	1	B C
1	2	A
2	1	E F
2	2	D
3	1	H I
3	2	G
4	1	K L
4	2	J

Stage Diagram

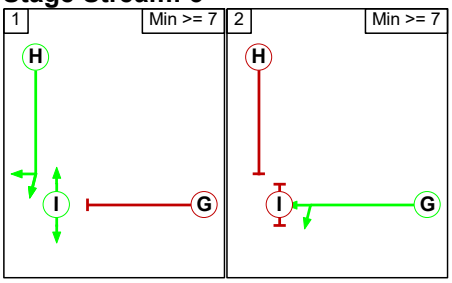
Stage Stream: 1



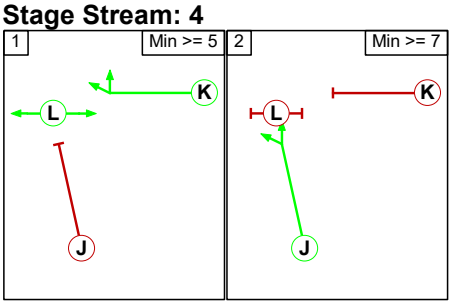
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	2	2

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	2	2

Stage Stream: 3

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

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	K	Losing	2	2

Lane Input Data

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Howes Lane)	U	D	2	3	60.0	User	1900	-	-	-	-	-
1/2 (Howes Lane)	U	D	2	3	7.0	User	1900	-	-	-	-	-
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1	U	H	0	3	7.8	User	2000	-	-	-	-	-
3/2	U	H	0	3	7.8	User	2000	-	-	-	-	-
4/1 (Middleton Stoney Road)	U	G	2	3	60.0	User	1950	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U	K	0	3	9.6	User	2050	-	-	-	-	-
7/1 (Vendee Drive)	U	J	2	3	14.8	User	1800	-	-	-	-	-
7/2 (Vendee Drive)	U	J	2	3	60.0	User	1950	-	-	-	-	-
8/1	U	B	0	3	7.0	User	2000	-	-	-	-	-
8/2	U	B	0	3	3.0	User	2000	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U	E	1	3	6.6	User	2000	-	-	-	-	-
11/2	U	E	1	3	6.6	User	2000	-	-	-	-	-
12/1 (B430 Middleton Stoney Road)	U	A	2	3	60.0	User	1900	-	-	-	-	-
12/2 (B430 Middleton Stoney Road)	U	A	2	3	8.3	User	1950	-	-	-	-	-

Lane Connector Input Data

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
1/1	2/1	Internal	5	35
1/1	3/1	Internal	4	35
1/2	3/2	Internal	4	35
3/1	5/1	Internal	5	35
3/2	5/2	Internal	5	35
3/2	6/1	Internal	4	35
4/1	5/1	Internal	5	35
4/1	6/1	Internal	4	35
6/1	8/1	Internal	3	35
6/1	9/1	Internal	5	35
7/1	9/1	Internal	5	35
7/2	8/1	Internal	3	35
8/1	10/1	Internal	5	35
8/2	11/1	Internal	2	35
8/2	11/2	Internal	2	35
11/1	2/1	Internal	5	35
11/2	2/2	Internal	5	35
11/2	3/1	Internal	3	35
11/2	3/2	Internal	3	35
12/1	10/1	Internal	5	35
12/1	11/1	Internal	3	35
12/2	11/2	Internal	3	35

Lane Saturation Flows

Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Howes Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Howes Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2050	2050
7/1 (Vendee Drive Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Vendee Drive Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1 (B430 Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (B430 Middleton Stoney Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

Scenario 2: '2034 DS3A - PM Peak' (FG2: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Howes Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Howes Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2050	2050
7/1 (Vendee Drive Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Vendee Drive Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1 (B430 Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (B430 Middleton Stoney Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

Scenario 3: '2034 DS3AwTP - AM Peak' (FG3: '2034 DS3A wTP - AM', Plan 1: 'Network Control Plan 1')

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Howes Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Howes Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2050	2050
7/1 (Vendee Drive Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Vendee Drive Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1 (B430 Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (B430 Middleton Stoney Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

Scenario 4: '2034 DS3AwTP - PM Peak' (FG4: '2034 DS3A wTP - PM', Plan 1: 'Network Control Plan 1')

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Howes Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Howes Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2050	2050
7/1 (Vendee Drive Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Vendee Drive Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1 (B430 Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (B430 Middleton Stoney Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

Scenario 5: '2042 DS4A - AM Peak' (FG5: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Howes Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Howes Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2050	2050
7/1 (Vendee Drive Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Vendee Drive Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1 (B430 Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (B430 Middleton Stoney Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

Scenario 6: '2042 DS4A - PM Peak' (FG6: '2042 DS4A - PM', Plan 1: 'Network Control Plan 1')

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Howes Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Howes Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2050	2050
7/1 (Vendee Drive Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Vendee Drive Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1 (B430 Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (B430 Middleton Stoney Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

Scenario 7: '2042 DS4AwTP - AM Peak' (FG7: '2042 DS4A wTP - AM', Plan 1: 'Network Control Plan 1')

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Howes Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Howes Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2050	2050
7/1 (Vendee Drive Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Vendee Drive Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1 (B430 Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (B430 Middleton Stoney Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

Scenario 8: '2042 DS4AwTP - PM Peak' (FG8: '2042 DS4A wTP - PM', Plan 1: 'Network Control Plan 1')

Junction: Proposed Middleton Stoney Road/Vendee Drive gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Howes Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Howes Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						2000	2000
3/2	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						2050	2050
7/1 (Vendee Drive Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Vendee Drive Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						2000	2000
8/2	This lane uses a directly entered Saturation Flow						2000	2000
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	This lane uses a directly entered Saturation Flow						2000	2000
11/2	This lane uses a directly entered Saturation Flow						2000	2000
12/1 (B430 Middleton Stoney Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (B430 Middleton Stoney Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

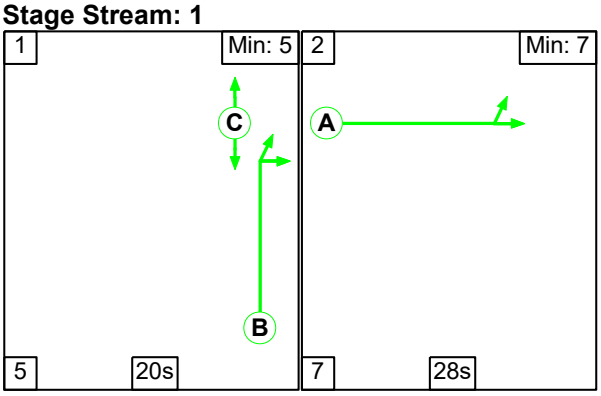
Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 DS3A - AM'	08:00	09:00	01:00	
2: '2034 DS3A - PM'	17:00	18:00	01:00	
3: '2034 DS3A wTP - AM'	08:00	09:00	01:00	
4: '2034 DS3A wTP - PM'	17:00	18:00	01:00	
5: '2042 DS4A - AM'	08:00	09:00	01:00	
6: '2042 DS4A - PM'	17:00	18:00	01:00	
7: '2042 DS4A wTP - AM'	08:00	09:00	01:00	
8: '2042 DS4A wTP - PM'	17:00	18:00	01:00	

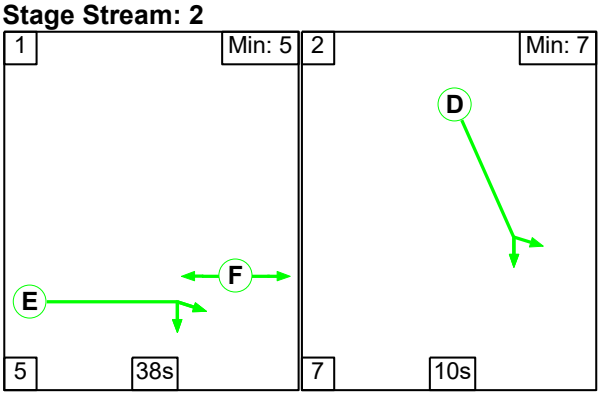
Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

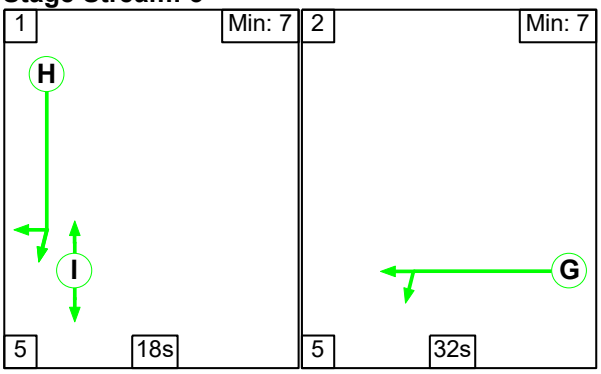
Stage Stream: 1



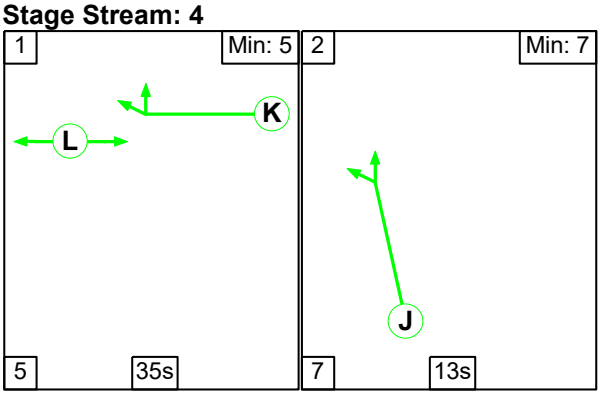
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	48	13

Stage Stream: 2

Stage	1	2
Duration	38	10
Change Point	13	56

Stage Stream: 3

Stage	1	2
Duration	18	32
Change Point	53	16

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	14	54

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	B430 Middleton Stoney Road Left Ahead	Traffic	1	28	20	48
B	Ahead Right	Traffic	1	22	53	15
C	Pedestrians across	Pedestrian	1	20	53	13
D	Howes Lane Left Ahead	Traffic	2	10	3	13
E	Ahead Right	Traffic	2	40	18	58
F	Pedestrians across	Pedestrian	2	38	18	56
G	Middleton Stoney Road Left Ahead	Traffic	3	32	21	53
H	Ahead Right	Traffic	3	18	58	16
I	Pedestrians across	Pedestrian	3	18	58	16
J	Vendee Drive Ahead Left	Traffic	4	13	1	14
K	Right Ahead	Traffic	4	37	19	56
L	Pedestrians across	Pedestrian	4	35	19	54

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.1%**
Proposed Middleton Stoney Road/Vendee Drive gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.1%**
1/1+1/2	Howes Lane Left Ahead	U	2	N/A	D		1	10	-	-	614	1900:1900	348+348	88.1 : 88.1%
3/1	Ahead	U	3	N/A	H		1	18	-	-	422	2000	700	60.3%
3/2	Ahead Right	U	3	N/A	H		1	18	-	-	462	2000	700	66.0%
4/1	Middleton Stoney Road Left Ahead	U	3	N/A	G		1	32	-	-	945	1950	1073	88.1%
6/1	Right Ahead	U	4	N/A	K		1	37	-	-	904	2050	1367	66.1%
7/2+7/1	Vendee Drive Ahead Left	U	4	N/A	J		1	13	-	-	675	1950:1800	455+420	86.2 : 67.4%
8/1+8/2	Ahead Right	U	1	N/A	B		1	22	-	-	417	2000:2000	652+269	45.3 : 45.3%
11/1	Ahead	U	2	N/A	E		1	40	-	-	559	2000	1400	39.9%
11/2	Ahead Right	U	2	N/A	E		1	40	-	-	662	2000	1400	47.3%
12/1+12/2	B430 Middleton Stoney Road Left Ahead	U	1	N/A	A		1	28	-	-	1201	1900:1950	717+718	83.7 : 83.7%

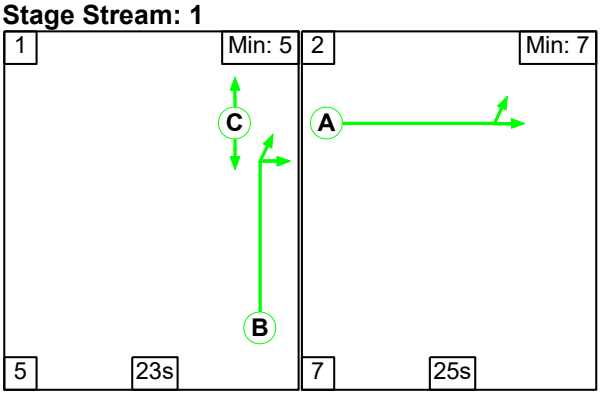
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**18.1**	**11.1**	**0.0**	**29.2**	**-**	**-**	**-**	**-**	
Proposed Middleton Stoney Road/Vendee Drive gyratory	**-**	**-**	**0**	**0**	**0**	**18.1**	**11.1**	**0.0**	**29.2**	**-**	**-**	**-**	**-**	
1/1+1/2	614	614	-	-	-	4.1	3.4	-	7.5	44.0	4.9	3.4	8.4	
3/1	422	422	-	-	-	1.1	0.0	-	1.1	9.7	2.9	0.0	2.9	
3/2	462	462	-	-	-	1.1	0.0	-	1.1	8.9	2.8	0.0	2.8	
4/1	945	945	-	-	-	3.1	3.5	-	6.6	25.2	13.7	3.5	17.2	
6/1	904	904	-	-	-	0.3	0.0	-	0.3	1.2	2.9	0.0	2.9	
7/2+7/1	675	675	-	-	-	4.0	1.7	-	5.7	30.5	6.2	1.7	7.9	
8/1+8/2	417	417	-	-	-	0.3	0.0	-	0.3	2.4	0.6	0.0	0.6	
11/1	559	559	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9	
11/2	662	662	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9	
12/1+12/2	1201	1201	-	-	-	3.9	2.5	-	6.4	19.2	7.5	2.5	10.0	

C1	Stream: 1	PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	6.67	Cycle Time (s):	60	
C1	Stream: 2	PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	7.67	Cycle Time (s):	60	
C1	Stream: 3	PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	8.90	Cycle Time (s):	60	
C1	Stream: 4	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	6.01	Cycle Time (s):	60	
		PRC Over All Lanes (%):	2.1	Total Delay Over All Lanes(pcuHr):	29.24			

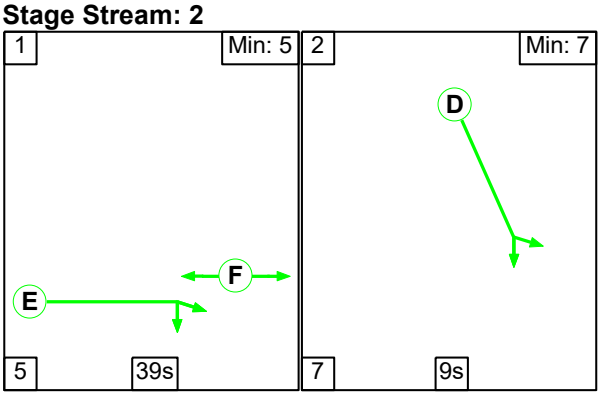
Scenario 2: '2034 DS3A - PM Peak' (FG2: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

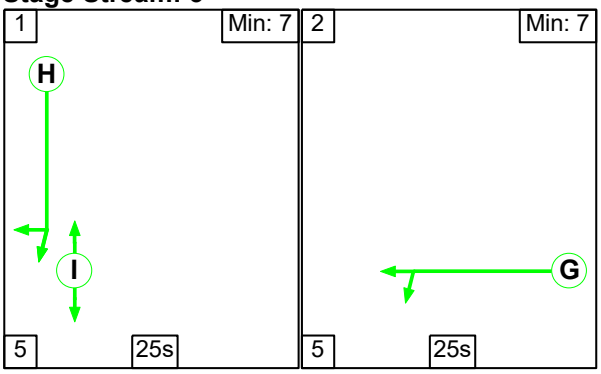
Stage Stream: 1



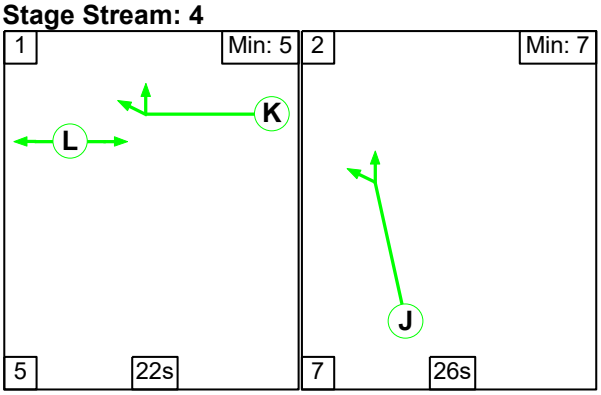
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	25
Change Point	26	54

Stage Stream: 2

Stage	1	2
Duration	39	9
Change Point	40	24

Stage Stream: 3

Stage	1	2
Duration	25	25
Change Point	23	53

Stage Stream: 4

Stage	1	2
Duration	22	26
Change Point	55	22

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	B430 Middleton Stoney Road Left Ahead	Traffic	1	25	1	26
B	Ahead Right	Traffic	1	25	31	56
C	Pedestrians across	Pedestrian	1	23	31	54
D	Howes Lane Left Ahead	Traffic	2	9	31	40
E	Ahead Right	Traffic	2	41	45	26
F	Pedestrians across	Pedestrian	2	39	45	24
G	Middleton Stoney Road Left Ahead	Traffic	3	25	58	23
H	Ahead Right	Traffic	3	25	28	53
I	Pedestrians across	Pedestrian	3	25	28	53
J	Vendee Drive Ahead Left	Traffic	4	26	29	55
K	Right Ahead	Traffic	4	24	0	24
L	Pedestrians across	Pedestrian	4	22	0	22

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.7%**
Proposed Middleton Stoney Road/Vendee Drive gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.7%**
1/1+1/2	Howes Lane Left Ahead	U	2	N/A	D		1	9	-	-	394	1900:1900	317+317	62.2 : 62.2%
3/1	Ahead	U	3	N/A	H		1	25	-	-	309	2000	933	33.1%
3/2	Ahead Right	U	3	N/A	H		1	25	-	-	350	2000	933	37.5%
4/1	Middleton Stoney Road Left Ahead	U	3	N/A	G		1	25	-	-	800	1950	845	94.7%
6/1	Right Ahead	U	4	N/A	K		1	24	-	-	782	2050	922	84.8%
7/2+7/1	Vendee Drive Ahead Left	U	4	N/A	J		1	26	-	-	1308	1950:1800	878+531	92.9 : 92.9%
8/1+8/2	Ahead Right	U	1	N/A	B		1	25	-	-	854	2000:2000	648+414	80.4 : 80.4%
11/1	Ahead	U	2	N/A	E		1	41	-	-	585	2000	1433	40.8%
11/2	Ahead Right	U	2	N/A	E		1	41	-	-	717	2000	1433	50.0%
12/1+12/2	B430 Middleton Stoney Road Left Ahead	U	1	N/A	A		1	25	-	-	1128	1900:1950	670+670	84.2 : 84.2%

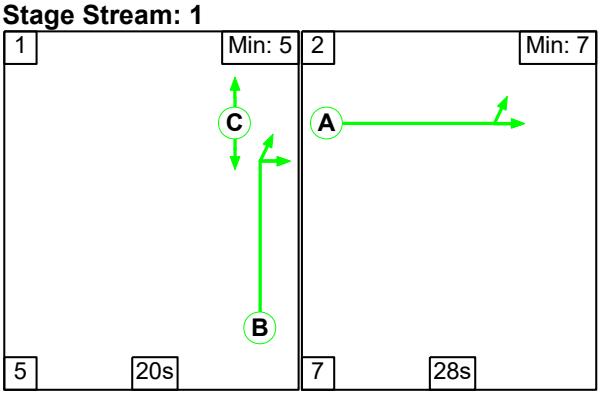
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**18.7**	**16.1**	**0.0**	**34.7**	**-**	**-**	**-**	**-**	
Proposed Middleton Stoney Road/Vendee Drive gyratory	**-**	**-**	**0**	**0**	**0**	**18.7**	**16.1**	**0.0**	**34.7**	**-**	**-**	**-**	**-**	
1/1+1/2	394	394	-	-	-	2.5	0.8	-	3.4	30.7	3.0	0.8	3.8	
3/1	309	309	-	-	-	0.5	0.0	-	0.5	6.2	2.4	0.0	2.4	
3/2	350	350	-	-	-	0.5	0.0	-	0.5	5.4	2.4	0.0	2.4	
4/1	800	800	-	-	-	3.6	6.8	-	10.5	47.0	12.7	6.8	19.5	
6/1	782	782	-	-	-	1.0	0.0	-	1.0	4.6	4.0	0.0	4.0	
7/2+7/1	1308	1308	-	-	-	5.2	5.8	-	11.1	30.5	12.7	5.8	18.5	
8/1+8/2	854	854	-	-	-	0.4	0.0	-	0.4	1.9	1.0	0.0	1.0	
11/1	585	585	-	-	-	0.2	0.0	-	0.2	1.4	1.9	0.0	1.9	
11/2	717	717	-	-	-	0.2	0.0	-	0.2	1.2	1.7	0.0	1.7	
12/1+12/2	1128	1128	-	-	-	4.3	2.6	-	6.9	21.9	7.5	2.6	10.1	

C1	Stream: 1	PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	7.32	Cycle Time (s):	60	
C1	Stream: 2	PRC for Signalled Lanes (%):	44.7	Total Delay for Signalled Lanes (pcuHr):	3.83	Cycle Time (s):	60	
C1	Stream: 3	PRC for Signalled Lanes (%):	-5.2	Total Delay for Signalled Lanes (pcuHr):	11.51	Cycle Time (s):	60	
C1	Stream: 4	PRC for Signalled Lanes (%):	-3.2	Total Delay for Signalled Lanes (pcuHr):	12.09	Cycle Time (s):	60	
		PRC Over All Lanes (%):	-5.2	Total Delay Over All Lanes(pcuHr):	34.75			

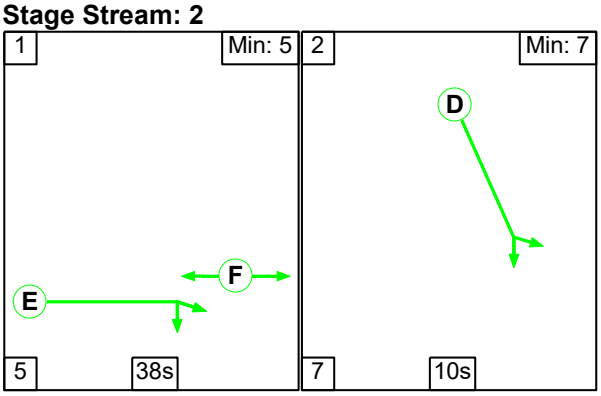
Scenario 3: '2034 DS3AwTP - AM Peak' (FG3: '2034 DS3A wTP - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

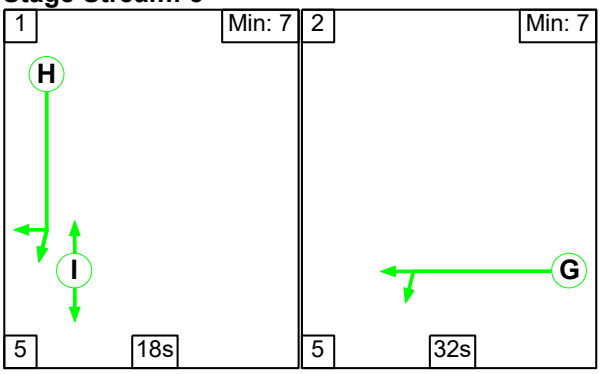
Stage Stream: 1



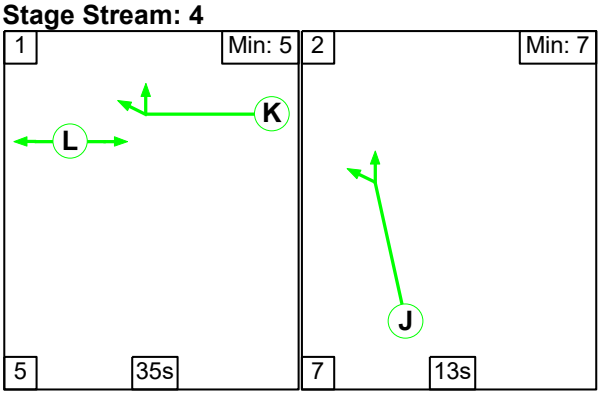
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	48	13

Stage Stream: 2

Stage	1	2
Duration	38	10
Change Point	13	56

Stage Stream: 3

Stage	1	2
Duration	18	32
Change Point	53	16

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	14	54

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	B430 Middleton Stoney Road Left Ahead	Traffic	1	28	20	48
B	Ahead Right	Traffic	1	22	53	15
C	Pedestrians across	Pedestrian	1	20	53	13
D	Howes Lane Left Ahead	Traffic	2	10	3	13
E	Ahead Right	Traffic	2	40	18	58
F	Pedestrians across	Pedestrian	2	38	18	56
G	Middleton Stoney Road Left Ahead	Traffic	3	32	21	53
H	Ahead Right	Traffic	3	18	58	16
I	Pedestrians across	Pedestrian	3	18	58	16
J	Vendee Drive Ahead Left	Traffic	4	13	1	14
K	Right Ahead	Traffic	4	37	19	56
L	Pedestrians across	Pedestrian	4	35	19	54

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**87.3%**
Proposed Middleton Stoney Road/Vendee Drive gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**87.3%**
1/1+1/2	Howes Lane Left Ahead	U	2	N/A	D		1	10	-	-	608	1900:1900	348+348	87.3 : 87.3%
3/1	Ahead	U	3	N/A	H		1	18	-	-	421	2000	700	60.1%
3/2	Ahead Right	U	3	N/A	H		1	18	-	-	459	2000	700	65.6%
4/1	Middleton Stoney Road Left Ahead	U	3	N/A	G		1	32	-	-	911	1950	1073	84.9%
6/1	Right Ahead	U	4	N/A	K		1	37	-	-	860	2050	1367	62.9%
7/2+7/1	Vendee Drive Ahead Left	U	4	N/A	J		1	13	-	-	659	1950:1800	455+420	85.5 : 64.3%
8/1+8/2	Ahead Right	U	1	N/A	B		1	22	-	-	412	2000:2000	649+273	44.7 : 44.7%
11/1	Ahead	U	2	N/A	E		1	40	-	-	559	2000	1400	39.9%
11/2	Ahead Right	U	2	N/A	E		1	40	-	-	662	2000	1400	47.3%
12/1+12/2	B430 Middleton Stoney Road Left Ahead	U	1	N/A	A		1	28	-	-	1201	1900:1950	717+718	83.7 : 83.7%

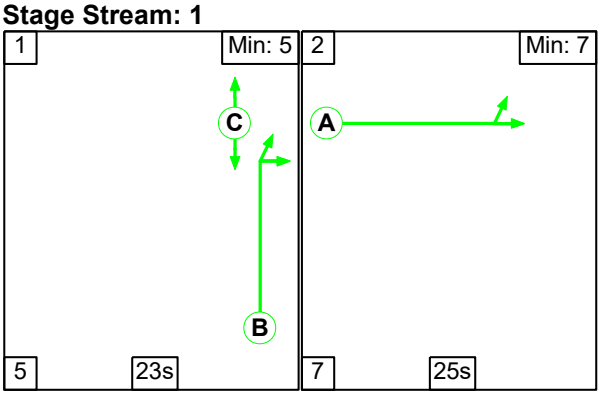
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**17.7**	**9.9**	**0.0**	**27.7**	**-**	**-**	**-**	**-**	
Proposed Middleton Stoney Road/Vendee Drive gyratory	**-**	**-**	**0**	**0**	**0**	**17.7**	**9.9**	**0.0**	**27.7**	**-**	**-**	**-**	**-**	
1/1+1/2	608	608	-	-	-	4.0	3.2	-	7.2	42.8	4.9	3.2	8.1	
3/1	421	421	-	-	-	1.1	0.0	-	1.1	9.8	2.9	0.0	2.9	
3/2	459	459	-	-	-	1.1	0.0	-	1.1	8.9	2.8	0.0	2.8	
4/1	911	911	-	-	-	2.9	2.7	-	5.6	22.2	12.7	2.7	15.4	
6/1	860	860	-	-	-	0.3	0.0	-	0.3	1.2	2.9	0.0	2.9	
7/2+7/1	659	659	-	-	-	3.9	1.5	-	5.4	29.7	6.2	1.5	7.7	
8/1+8/2	412	412	-	-	-	0.3	0.0	-	0.3	2.3	0.6	0.0	0.6	
11/1	559	559	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9	
11/2	662	662	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9	
12/1+12/2	1201	1201	-	-	-	3.9	2.5	-	6.4	19.2	7.5	2.5	10.0	

C1	Stream: 1	PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	6.66	Cycle Time (s):	60	
C1	Stream: 2	PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	7.39	Cycle Time (s):	60	
C1	Stream: 3	PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	7.89	Cycle Time (s):	60	
C1	Stream: 4	PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	5.73	Cycle Time (s):	60	
		PRC Over All Lanes (%):	3.1	Total Delay Over All Lanes(pcuHr):	27.67			

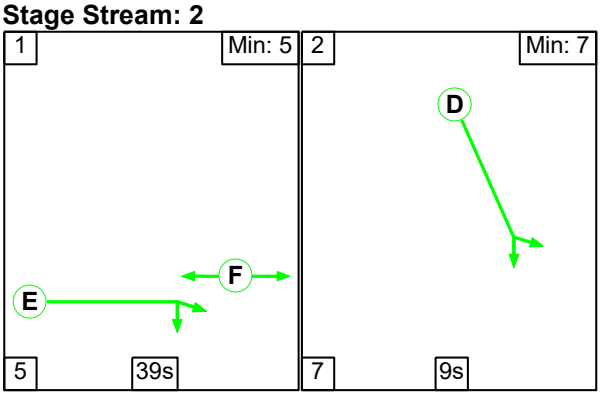
Scenario 4: '2034 DS3AwTP - PM Peak' (FG4: '2034 DS3A wTP - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

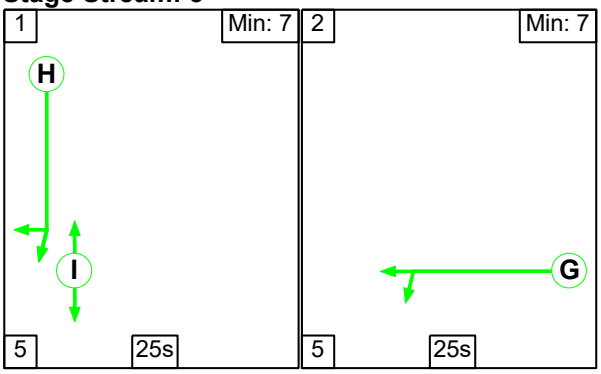
Stage Stream: 1



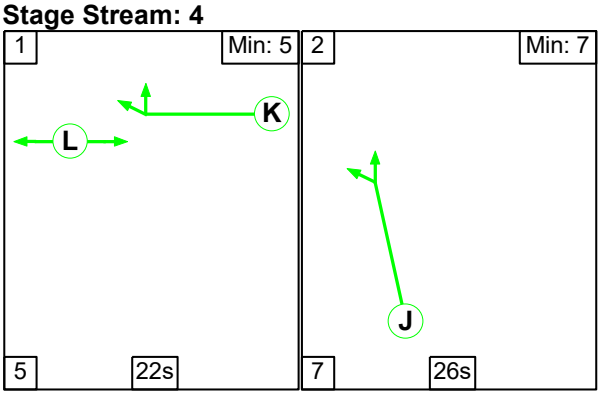
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	25
Change Point	26	54

Stage Stream: 2

Stage	1	2
Duration	39	9
Change Point	40	24

Stage Stream: 3

Stage	1	2
Duration	25	25
Change Point	23	53

Stage Stream: 4

Stage	1	2
Duration	22	26
Change Point	54	21

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	B430 Middleton Stoney Road Left Ahead	Traffic	1	25	1	26
B	Ahead Right	Traffic	1	25	31	56
C	Pedestrians across	Pedestrian	1	23	31	54
D	Howes Lane Left Ahead	Traffic	2	9	31	40
E	Ahead Right	Traffic	2	41	45	26
F	Pedestrians across	Pedestrian	2	39	45	24
G	Middleton Stoney Road Left Ahead	Traffic	3	25	58	23
H	Ahead Right	Traffic	3	25	28	53
I	Pedestrians across	Pedestrian	3	25	28	53
J	Vendee Drive Ahead Left	Traffic	4	26	28	54
K	Right Ahead	Traffic	4	24	59	23
L	Pedestrians across	Pedestrian	4	22	59	21

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.7%**
Proposed Middleton Stoney Road/Vendee Drive gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.7%**
1/1+1/2	Howes Lane Left Ahead	U	2	N/A	D		1	9	-	-	385	1900:1900	317+317	60.9 : 60.6%
3/1	Ahead	U	3	N/A	H		1	25	-	-	308	2000	933	33.0%
3/2	Ahead Right	U	3	N/A	H		1	25	-	-	349	2000	933	37.4%
4/1	Middleton Stoney Road Left Ahead	U	3	N/A	G		1	25	-	-	792	1950	845	93.7%
6/1	Right Ahead	U	4	N/A	K		1	24	-	-	773	2050	922	83.8%
7/2+7/1	Vendee Drive Ahead Left	U	4	N/A	J		1	26	-	-	1308	1950:1800	878+539	92.3 : 92.3%
8/1+8/2	Ahead Right	U	1	N/A	B		1	25	-	-	849	2000:2000	641+424	79.7 : 79.7%
11/1	Ahead	U	2	N/A	E		1	41	-	-	569	2000	1433	39.7%
11/2	Ahead Right	U	2	N/A	E		1	41	-	-	708	2000	1433	49.4%
12/1+12/2	B430 Middleton Stoney Road Left Ahead	U	1	N/A	A		1	25	-	-	1106	1900:1950	670+670	82.6 : 82.6%

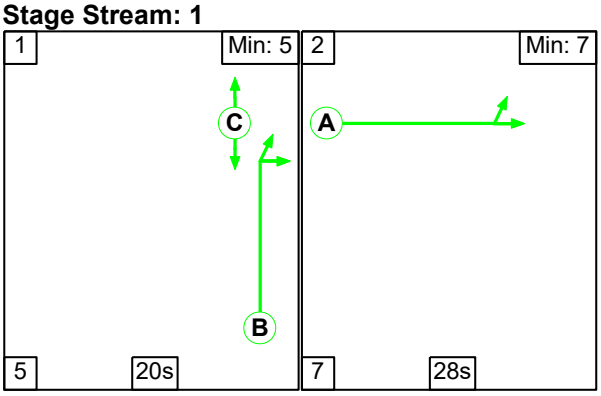
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**18.5**	**14.6**	**0.0**	**33.1**	**-**	**-**	**-**	**-**	
Proposed Middleton Stoney Road/Vendee Drive gyratory	**-**	**-**	**0**	**0**	**0**	**18.5**	**14.6**	**0.0**	**33.1**	**-**	**-**	**-**	**-**	
1/1+1/2	385	385	-	-	-	2.5	0.8	-	3.3	30.4	2.9	0.8	3.7	
3/1	308	308	-	-	-	0.6	0.0	-	0.6	6.5	2.5	0.0	2.5	
3/2	349	349	-	-	-	0.5	0.0	-	0.5	5.7	2.5	0.0	2.5	
4/1	792	792	-	-	-	3.6	6.1	-	9.6	43.9	12.5	6.1	18.6	
6/1	773	773	-	-	-	1.1	0.0	-	1.1	5.3	3.5	0.0	3.5	
7/2+7/1	1308	1308	-	-	-	5.2	5.5	-	10.7	29.4	12.6	5.5	18.1	
8/1+8/2	849	849	-	-	-	0.3	0.0	-	0.3	1.4	0.8	0.0	0.8	
11/1	569	569	-	-	-	0.2	0.0	-	0.2	1.5	1.9	0.0	1.9	
11/2	708	708	-	-	-	0.2	0.0	-	0.2	1.3	1.8	0.0	1.8	
12/1+12/2	1106	1106	-	-	-	4.2	2.3	-	6.5	21.1	7.2	2.3	9.5	

C1	Stream: 1 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	6.80	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	47.7	Total Delay for Signalled Lanes (pcuHr):	3.74	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	-4.1	Total Delay for Signalled Lanes (pcuHr):	10.75	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	11.82	Cycle Time (s):	60
	PRC Over All Lanes (%):	-4.1	Total Delay Over All Lanes(pcuHr):	33.11		

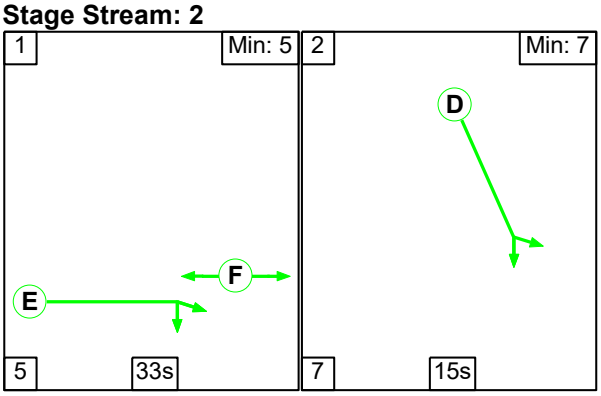
Scenario 5: '2042 DS4A - AM Peak' (FG5: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

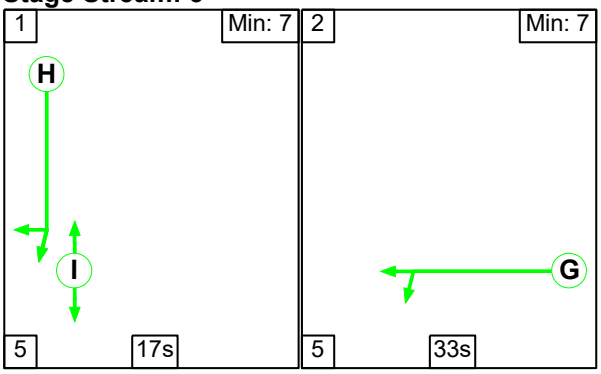
Stage Stream: 1



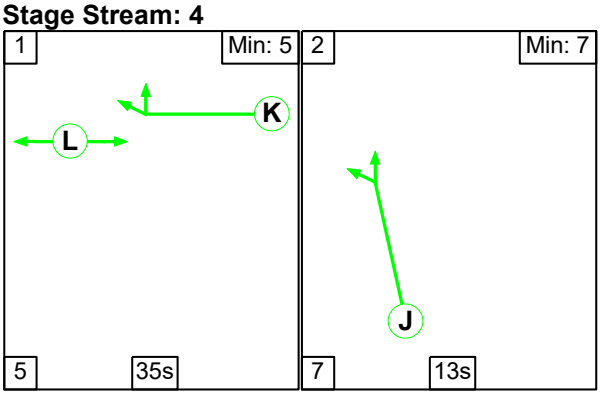
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	48	13

Stage Stream: 2

Stage	1	2
Duration	33	15
Change Point	18	56

Stage Stream: 3

Stage	1	2
Duration	17	33
Change Point	57	19

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	14	54

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	B430 Middleton Stoney Road Left Ahead	Traffic	1	28	20	48
B	Ahead Right	Traffic	1	22	53	15
C	Pedestrians across	Pedestrian	1	20	53	13
D	Howes Lane Left Ahead	Traffic	2	15	3	18
E	Ahead Right	Traffic	2	35	23	58
F	Pedestrians across	Pedestrian	2	33	23	56
G	Middleton Stoney Road Left Ahead	Traffic	3	33	24	57
H	Ahead Right	Traffic	3	17	2	19
I	Pedestrians across	Pedestrian	3	17	2	19
J	Vendee Drive Ahead Left	Traffic	4	13	1	14
K	Right Ahead	Traffic	4	37	19	56
L	Pedestrians across	Pedestrian	4	35	19	54

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.1%**
Proposed Middleton Stoney Road/Vendee Drive gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.1%**
1/1+1/2	Howes Lane Left Ahead	U	2	N/A	D		1	15	-	-	879	1900:1900	468+466	94.1 : 94.1%
3/1	Ahead	U	3	N/A	H		1	17	-	-	391	2000	667	58.7%
3/2	Ahead Right	U	3	N/A	H		1	17	-	-	537	2000	667	80.6%
4/1	Middleton Stoney Road Left Ahead	U	3	N/A	G		1	33	-	-	1025	1950	1105	92.8%
6/1	Right Ahead	U	4	N/A	K		1	37	-	-	988	2050	1367	72.3%
7/2+7/1	Vendee Drive Ahead Left	U	4	N/A	J		1	13	-	-	660	1950:1800	455+420	84.2 : 66.0%
8/1+8/2	Ahead Right	U	1	N/A	B		1	22	-	-	425	2000:2000	654+266	46.2 : 46.2%
11/1	Ahead	U	2	N/A	E		1	35	-	-	610	2000	1233	49.5%
11/2	Ahead Right	U	2	N/A	E		1	35	-	-	704	2000	1233	57.1%
12/1+12/2	B430 Middleton Stoney Road Left Ahead	U	1	N/A	A		1	28	-	-	1286	1900:1950	718+718	89.6 : 89.6%

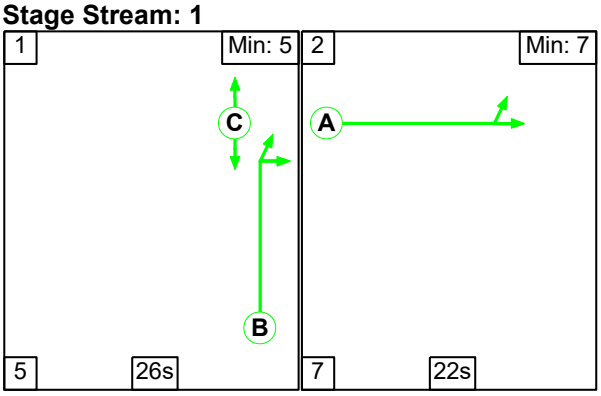
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**20.4**	**17.7**	**0.0**	**38.1**	**-**	**-**	**-**	**-**	
Proposed Middleton Stoney Road/Vendee Drive gyratory	**-**	**-**	**0**	**0**	**0**	**20.4**	**17.7**	**0.0**	**38.1**	**-**	**-**	**-**	**-**	
1/1+1/2	879	879	-	-	-	5.1	6.5	-	11.6	47.5	7.0	6.5	13.4	
3/1	391	391	-	-	-	1.1	0.0	-	1.1	10.4	2.5	0.0	2.5	
3/2	537	537	-	-	-	1.1	0.0	-	1.1	7.4	2.3	0.0	2.3	
4/1	1025	1025	-	-	-	3.4	5.6	-	9.0	31.6	15.4	5.6	21.0	
6/1	988	988	-	-	-	0.7	0.0	-	0.7	2.4	4.1	0.0	4.1	
7/2+7/1	660	660	-	-	-	3.9	1.5	-	5.5	29.7	6.1	1.5	7.6	
8/1+8/2	425	425	-	-	-	0.3	0.0	-	0.3	2.5	0.7	0.0	0.7	
11/1	610	610	-	-	-	0.2	0.0	-	0.2	1.2	3.4	0.0	3.4	
11/2	704	704	-	-	-	0.3	0.0	-	0.3	1.5	9.1	0.0	9.1	
12/1+12/2	1286	1286	-	-	-	4.3	4.1	-	8.4	23.4	8.7	4.1	12.7	

C1	Stream: 1	PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	8.67	Cycle Time (s):	60	
C1	Stream: 2	PRC for Signalled Lanes (%):	-4.6	Total Delay for Signalled Lanes (pcuHr):	12.07	Cycle Time (s):	60	
C1	Stream: 3	PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	11.24	Cycle Time (s):	60	
C1	Stream: 4	PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	6.11	Cycle Time (s):	60	
		PRC Over All Lanes (%):	-4.6	Total Delay Over All Lanes(pcuHr):	38.09			

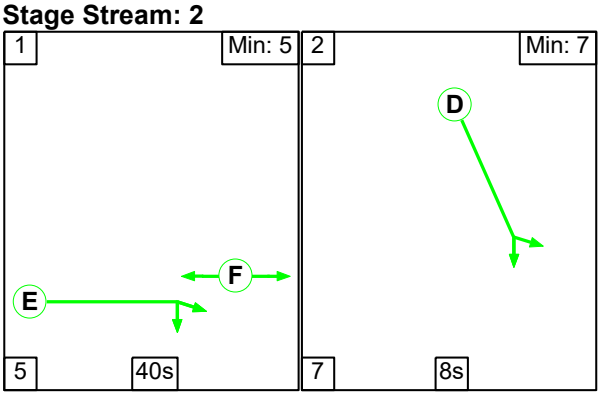
Scenario 6: '2042 DS4A - PM Peak' (FG6: '2042 DS4A - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

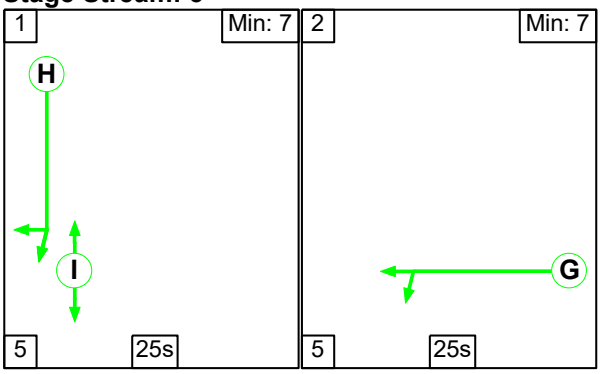
Stage Stream: 1



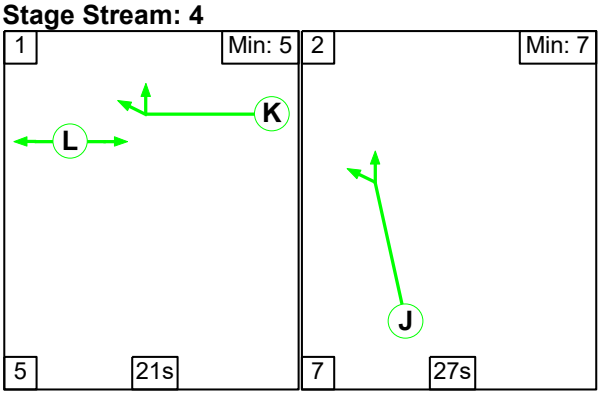
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	22
Change Point	23	54

Stage Stream: 2

Stage	1	2
Duration	40	8
Change Point	40	25

Stage Stream: 3

Stage	1	2
Duration	25	25
Change Point	23	53

Stage Stream: 4

Stage	1	2
Duration	21	27
Change Point	55	21

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	B430 Middleton Stoney Road Left Ahead	Traffic	1	22	1	23
B	Ahead Right	Traffic	1	28	28	56
C	Pedestrians across	Pedestrian	1	26	28	54
D	Howes Lane Left Ahead	Traffic	2	8	32	40
E	Ahead Right	Traffic	2	42	45	27
F	Pedestrians across	Pedestrian	2	40	45	25
G	Middleton Stoney Road Left Ahead	Traffic	3	25	58	23
H	Ahead Right	Traffic	3	25	28	53
I	Pedestrians across	Pedestrian	3	25	28	53
J	Vendee Drive Ahead Left	Traffic	4	27	28	55
K	Right Ahead	Traffic	4	23	0	23
L	Pedestrians across	Pedestrian	4	21	0	21

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**113.1%**
Proposed Middleton Stoney Road/Vendee Drive gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**113.1%**
1/1+1/2	Howes Lane Left Ahead	U	2	N/A	D		1	8	-	-	519	1900:1900	285+285	91.2 : 90.9%
3/1	Ahead	U	3	N/A	H		1	25	-	-	292	2000	933	31.3%
3/2	Ahead Right	U	3	N/A	H		1	25	-	-	403	2000	933	43.2%
4/1	Middleton Stoney Road Left Ahead	U	3	N/A	G		1	25	-	-	956	1950	845	113.1%
6/1	Right Ahead	U	4	N/A	K		1	23	-	-	936	2050	888	94.5%
7/2+7/1	Vendee Drive Ahead Left	U	4	N/A	J		1	27	-	-	1375	1950:1800	910+471	99.6 : 99.6%
8/1+8/2	Ahead Right	U	1	N/A	B		1	28	-	-	1043	2000:2000	837+267	92.6 : 94.5%
11/1	Ahead	U	2	N/A	E		1	42	-	-	614	2000	1467	41.9%
11/2	Ahead Right	U	2	N/A	E		1	42	-	-	688	2000	1467	46.9%
12/1+12/2	B430 Middleton Stoney Road Left Ahead	U	1	N/A	A		1	22	-	-	1168	1900:1950	621+621	94.0 : 94.0%

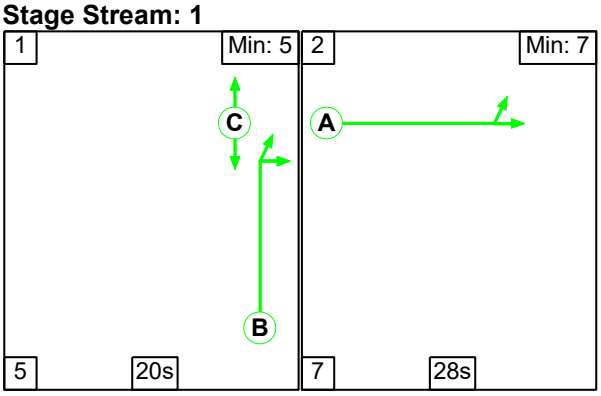
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**26.3**	**87.6**	**0.0**	**113.9**	**-**	**-**	**-**	**-**	
Proposed Middleton Stoney Road/Vendee Drive gyratory	**-**	**-**	**0**	**0**	**0**	**26.3**	**87.6**	**0.0**	**113.9**	**-**	**-**	**-**	**-**	
1/1+1/2	519	519	-	-	-	3.6	4.3	-	8.0	55.3	4.3	4.3	8.6	
3/1	292	292	-	-	-	0.5	0.0	-	0.5	6.2	2.4	0.0	2.4	
3/2	403	403	-	-	-	0.5	0.0	-	0.5	4.5	2.4	0.0	2.4	
4/1	956	845	-	-	-	7.8	59.5	-	67.3	253.6	17.8	59.5	77.3	
6/1	839	839	-	-	-	1.7	0.0	-	1.7	7.4	9.7	0.0	9.7	
7/2+7/1	1375	1375	-	-	-	5.5	17.1	-	22.6	59.2	14.8	17.1	31.9	
8/1+8/2	1027	1027	-	-	-	1.1	0.0	-	1.1	3.7	2.9	0.0	2.9	
11/1	614	614	-	-	-	0.1	0.0	-	0.1	0.9	1.3	0.0	1.3	
11/2	688	688	-	-	-	0.1	0.0	-	0.1	0.5	0.8	0.0	0.8	
12/1+12/2	1168	1168	-	-	-	5.3	6.6	-	11.9	36.8	9.6	6.6	16.2	

C1	Stream: 1	PRC for Signalled Lanes (%):	-5.0	Total Delay for Signalled Lanes (pcuHr):	13.00	Cycle Time (s):	60	
C1	Stream: 2	PRC for Signalled Lanes (%):	-1.4	Total Delay for Signalled Lanes (pcuHr):	8.22	Cycle Time (s):	60	
C1	Stream: 3	PRC for Signalled Lanes (%):	-25.7	Total Delay for Signalled Lanes (pcuHr):	68.35	Cycle Time (s):	60	
C1	Stream: 4	PRC for Signalled Lanes (%):	-10.6	Total Delay for Signalled Lanes (pcuHr):	24.34	Cycle Time (s):	60	
		PRC Over All Lanes (%):	-25.7	Total Delay Over All Lanes(pcuHr):	113.90			

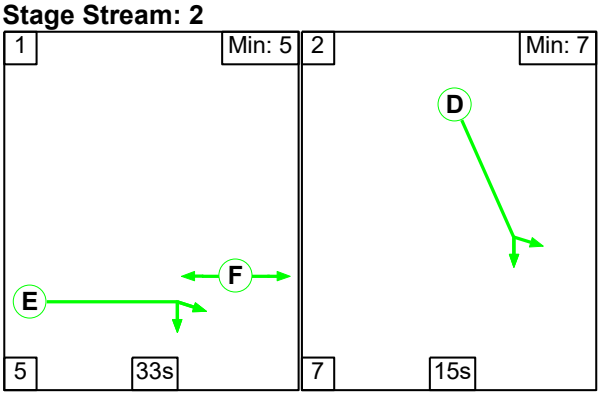
Scenario 7: '2042 DS4AwTP - AM Peak' (FG7: '2042 DS4A wTP - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

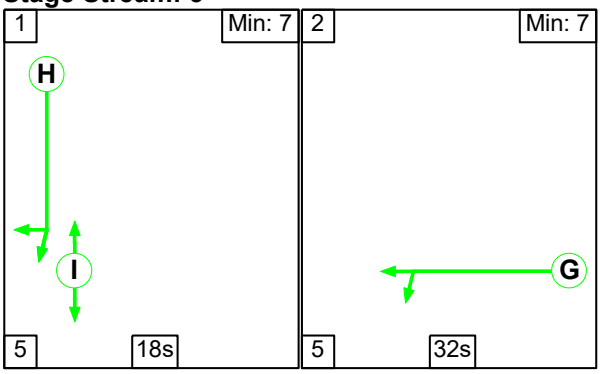
Stage Stream: 1



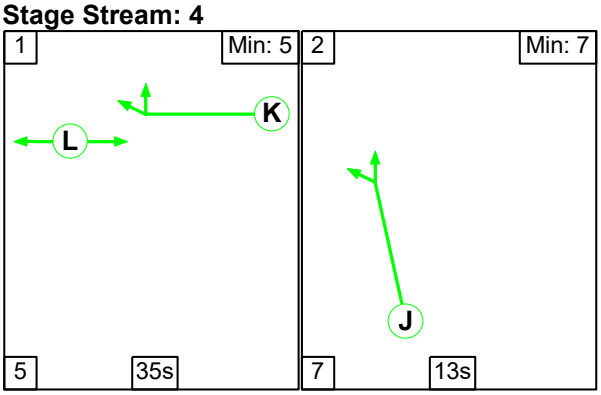
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	48	13

Stage Stream: 2

Stage	1	2
Duration	33	15
Change Point	17	55

Stage Stream: 3

Stage	1	2
Duration	18	32
Change Point	57	20

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	14	54

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	B430 Middleton Stoney Road Left Ahead	Traffic	1	28	20	48
B	Ahead Right	Traffic	1	22	53	15
C	Pedestrians across	Pedestrian	1	20	53	13
D	Howes Lane Left Ahead	Traffic	2	15	2	17
E	Ahead Right	Traffic	2	35	22	57
F	Pedestrians across	Pedestrian	2	33	22	55
G	Middleton Stoney Road Left Ahead	Traffic	3	32	25	57
H	Ahead Right	Traffic	3	18	2	20
I	Pedestrians across	Pedestrian	3	18	2	20
J	Vendee Drive Ahead Left	Traffic	4	13	1	14
K	Right Ahead	Traffic	4	37	19	56
L	Pedestrians across	Pedestrian	4	35	19	54

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.5%**
Proposed Middleton Stoney Road/Vendee Drive gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.5%**
1/1+1/2	Howes Lane Left Ahead	U	2	N/A	D		1	15	-	-	874	1900:1900	467+467	93.5 : 93.5%
3/1	Ahead	U	3	N/A	H		1	18	-	-	389	2000	700	55.6%
3/2	Ahead Right	U	3	N/A	H		1	18	-	-	538	2000	700	76.9%
4/1	Middleton Stoney Road Left Ahead	U	3	N/A	G		1	32	-	-	993	1950	1073	92.6%
6/1	Right Ahead	U	4	N/A	K		1	37	-	-	948	2050	1367	69.4%
7/2+7/1	Vendee Drive Ahead Left	U	4	N/A	J		1	13	-	-	639	1950:1800	455+420	82.6 : 62.6%
8/1+8/2	Ahead Right	U	1	N/A	B		1	22	-	-	418	2000:2000	650+271	45.4 : 45.4%
11/1	Ahead	U	2	N/A	E		1	35	-	-	611	2000	1233	49.5%
11/2	Ahead Right	U	2	N/A	E		1	35	-	-	705	2000	1233	57.2%
12/1+12/2	B430 Middleton Stoney Road Left Ahead	U	1	N/A	A		1	28	-	-	1288	1900:1950	718+718	89.7 : 89.7%

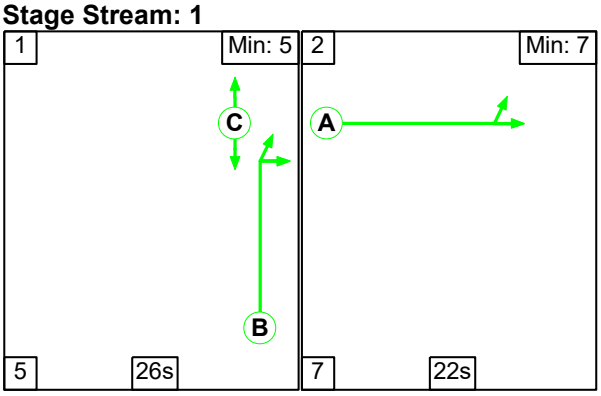
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**19.6**	**16.9**	**0.0**	**36.6**	**-**	**-**	**-**	**-**	
Proposed Middleton Stoney Road/Vendee Drive gyratory	**-**	**-**	**0**	**0**	**0**	**19.6**	**16.9**	**0.0**	**36.6**	**-**	**-**	**-**	**-**	
1/1+1/2	874	874	-	-	-	5.1	6.0	-	11.1	45.6	6.9	6.0	12.9	
3/1	389	389	-	-	-	1.0	0.0	-	1.0	9.1	2.2	0.0	2.2	
3/2	538	538	-	-	-	0.8	0.0	-	0.8	5.6	1.9	0.0	1.9	
4/1	993	993	-	-	-	3.4	5.5	-	8.9	32.3	15.2	5.5	20.7	
6/1	948	948	-	-	-	0.6	0.0	-	0.6	2.3	3.8	0.0	3.8	
7/2+7/1	639	639	-	-	-	3.8	1.3	-	5.1	28.9	5.8	1.3	7.2	
8/1+8/2	418	418	-	-	-	0.3	0.0	-	0.3	2.3	0.7	0.0	0.7	
11/1	611	611	-	-	-	0.2	0.0	-	0.2	0.9	1.3	0.0	1.3	
11/2	705	705	-	-	-	0.2	0.0	-	0.2	0.8	2.2	0.0	2.2	
12/1+12/2	1288	1288	-	-	-	4.3	4.1	-	8.4	23.6	8.7	4.1	12.8	

C1	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	8.71	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	11.39	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	10.73	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	5.74	Cycle Time (s):	60
	PRC Over All Lanes (%):	-3.9	Total Delay Over All Lanes(pcuHr):	36.57		

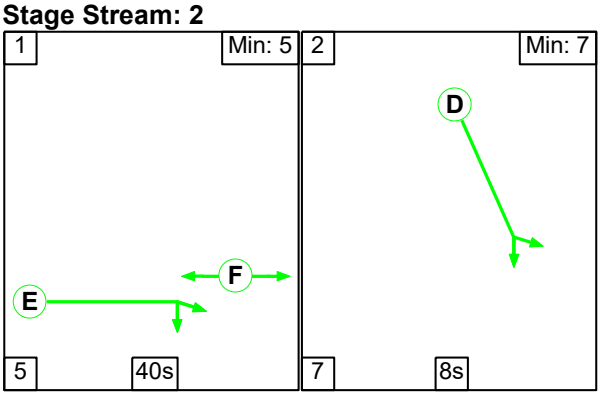
Scenario 8: '2042 DS4AwTP - PM Peak' (FG8: '2042 DS4A wTP - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

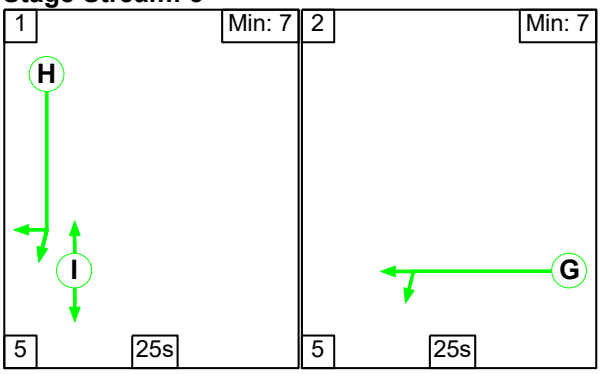
Stage Stream: 1



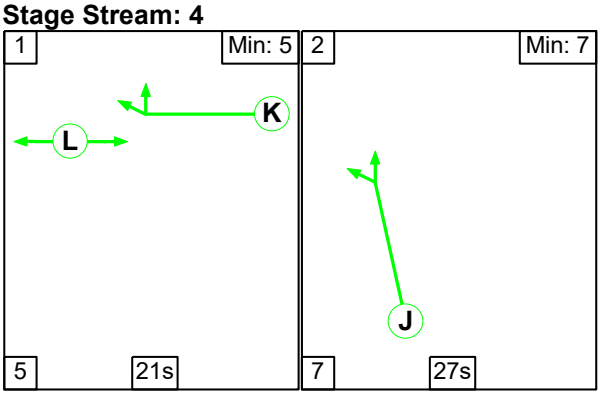
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	22
Change Point	23	54

Stage Stream: 2

Stage	1	2
Duration	40	8
Change Point	40	25

Stage Stream: 3

Stage	1	2
Duration	25	25
Change Point	22	52

Stage Stream: 4

Stage	1	2
Duration	21	27
Change Point	54	20

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	B430 Middleton Stoney Road Left Ahead	Traffic	1	22	1	23
B	Ahead Right	Traffic	1	28	28	56
C	Pedestrians across	Pedestrian	1	26	28	54
D	Howes Lane Left Ahead	Traffic	2	8	32	40
E	Ahead Right	Traffic	2	42	45	27
F	Pedestrians across	Pedestrian	2	40	45	25
G	Middleton Stoney Road Left Ahead	Traffic	3	25	57	22
H	Ahead Right	Traffic	3	25	27	52
I	Pedestrians across	Pedestrian	3	25	27	52
J	Vendee Drive Ahead Left	Traffic	4	27	27	54
K	Right Ahead	Traffic	4	23	59	22
L	Pedestrians across	Pedestrian	4	21	59	20

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**112.4%**
Proposed Middleton Stoney Road/Vendee Drive gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**112.4%**
1/1+1/2	Howes Lane Left Ahead	U	2	N/A	D		1	8	-	-	517	1900:1900	285+285	90.9 : 90.5%
3/1	Ahead	U	3	N/A	H		1	25	-	-	294	2000	933	31.5%
3/2	Ahead Right	U	3	N/A	H		1	25	-	-	405	2000	933	43.4%
4/1	Middleton Stoney Road Left Ahead	U	3	N/A	G		1	25	-	-	950	1950	845	112.4%
6/1	Right Ahead	U	4	N/A	K		1	23	-	-	930	2050	888	94.4%
7/2+7/1	Vendee Drive Ahead Left	U	4	N/A	J		1	27	-	-	1373	1950:1800	910+474	99.2 : 99.2%
8/1+8/2	Ahead Right	U	1	N/A	B		1	28	-	-	1040	2000:2000	833+272	92.3 : 94.1%
11/1	Ahead	U	2	N/A	E		1	42	-	-	575	2000	1467	39.2%
11/2	Ahead Right	U	2	N/A	E		1	42	-	-	686	2000	1467	46.8%
12/1+12/2	B430 Middleton Stoney Road Left Ahead	U	1	N/A	A		1	22	-	-	1125	1900:1950	622+621	90.5 : 90.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed B4030 MSR/Howes Lane/Vendee Drive mitigation	**-**	**-**	**0**	**0**	**0**	**25.5**	**81.4**	**0.0**	**106.9**	**-**	**-**	**-**	**-**	
Proposed Middleton Stoney Road/Vendee Drive gyratory	**-**	**-**	**0**	**0**	**0**	**25.5**	**81.4**	**0.0**	**106.9**	**-**	**-**	**-**	**-**	
1/1+1/2	517	517	-	-	-	3.6	4.2	-	7.8	54.4	4.2	4.2	8.5	
3/1	294	294	-	-	-	0.5	0.0	-	0.5	5.9	2.4	0.0	2.4	
3/2	405	405	-	-	-	0.5	0.0	-	0.5	4.3	2.4	0.0	2.4	
4/1	950	845	-	-	-	7.7	56.7	-	64.3	243.8	17.6	56.7	74.3	
6/1	839	839	-	-	-	1.7	0.0	-	1.7	7.3	9.7	0.0	9.7	
7/2+7/1	1373	1373	-	-	-	5.5	16.1	-	21.6	56.5	14.8	16.1	30.9	
8/1+8/2	1025	1025	-	-	-	0.8	0.0	-	0.8	2.8	2.5	0.0	2.5	
11/1	575	575	-	-	-	0.1	0.0	-	0.1	0.8	1.1	0.0	1.1	
11/2	686	686	-	-	-	0.1	0.0	-	0.1	0.6	1.0	0.0	1.0	
12/1+12/2	1125	1125	-	-	-	5.0	4.4	-	9.5	30.3	8.1	4.4	12.6	

C1	Stream: 1 PRC for Signalled Lanes (%):	-4.5	Total Delay for Signalled Lanes (pcuHr):	10.27	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	8.05	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	-24.9	Total Delay for Signalled Lanes (pcuHr):	65.31	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	-10.3	Total Delay for Signalled Lanes (pcuHr):	23.26	Cycle Time (s):	60
	PRC Over All Lanes (%):	-24.9	Total Delay Over All Lanes(pcuHr):	106.89		

APPENDIX D

MIDDLETON STONEY ROAD/SHAKESPEARE DRIVE JUNCTIONS 11 ARCADY REPORT

Middleton Stoney Road/Shakespeare Drive
ARCADY geometry
1:500

3.6m
R=20.0m
F=11.9m
8.6m
7.1m
F=7.7m
R=30.0m
42°m
54°m
34°m
7.3m
R=24.0m
F=29.2m
3.5m
29°m
6.5m
R=80.0m
F=29.2m
4.0m
77.2m
MIDDLETON STO

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260120 Middelton Stoney Road_Shakespere Drive.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\12. Middelton Stoney Road_Shakespere Drive
Report generation date: 02/02/2026 17:24:59

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3AwTP | AM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | RC4A | PM
»D9 - 2042 | DS4A | AM
»D10 - 2042 | DS4A | PM
»D11 - 2042 | DS4AwTP | AM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
1 - Shakespeare Drve	D1	1.9	10.95	0.66	B	D2	1.0	7.51	0.50	A
2 - Middleton Stoney Road east		0.5	4.45	0.33	A		1.3	6.25	0.57	A
3 - Whitelands Way		0.3	3.38	0.24	A		0.3	3.66	0.24	A
4 - Middleton Stoney Road west		1.4	5.54	0.58	A		1.6	6.26	0.62	A
	2034 - DS3A									
1 - Shakespeare Drve	D3	2.6	13.65	0.73	B	D4	1.2	8.58	0.54	A
2 - Middleton Stoney Road east		1.0	6.11	0.51	A		1.9	7.72	0.66	A
3 - Whitelands Way		0.5	4.64	0.35	A		0.4	4.38	0.31	A
4 - Middleton Stoney Road west		1.8	6.66	0.65	A		2.4	8.31	0.71	A
	2034 - DS3AwTP									
1 - Shakespeare Drve	D5	2.5	13.39	0.72	B	D6	1.1	8.48	0.53	A
2 - Middleton Stoney Road east		1.0	5.87	0.49	A		1.8	7.60	0.65	A
3 - Whitelands Way		0.5	4.47	0.34	A		0.4	4.32	0.30	A
4 - Middleton Stoney Road west		1.8	6.59	0.65	A		2.3	8.00	0.70	A
	2042 - RC4A									
1 - Shakespeare Drve	D7	3.3	17.39	0.78	C	D8	1.2	8.34	0.55	A
2 - Middleton Stoney Road east		0.6	5.11	0.37	A		1.9	7.78	0.66	A
3 - Whitelands Way		0.4	3.47	0.26	A		0.5	4.54	0.33	A
4 - Middleton Stoney Road west		2.3	7.91	0.70	A		1.7	6.77	0.63	A
	2042 - DS4A									
1 - Shakespeare Drve	D9	15.8	75.27	0.98	F	D10	1.2	8.83	0.55	A
2 - Middleton Stoney Road east		1.4	7.74	0.59	A		2.7	9.69	0.73	A
3 - Whitelands Way		0.5	4.78	0.34	A		0.6	5.18	0.37	A
4 - Middleton Stoney Road west		5.8	16.16	0.86	C		2.3	8.22	0.70	A
	2042 - DS4AwTP									
1 - Shakespeare Drve	D11	13.1	64.96	0.96	F	D12	1.2	8.71	0.54	A
2 - Middleton Stoney Road east		1.3	7.48	0.58	A		2.6	9.54	0.73	A
3 - Whitelands Way		0.5	4.67	0.34	A		0.6	5.16	0.37	A
4 - Middleton Stoney Road west		5.7	16.09	0.86	C		2.2	7.93	0.69	A

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

File summary

File Description

Title	
Location	
Site number	
Date	20/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	6.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.50	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Shakespeare Drve		
2	Middleton Stoney Road east		
3	Whitelands Way		
4	Middleton Stoney Road west		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Shakespeare Drve	3.60	7.10	7.7	30.0	49.0	21.0		
2 - Middleton Stoney Road east	4.00	6.50	21.5	80.0	49.0	15.0		
3 - Whitelands Way	3.50	7.30	15.2	24.0	49.0	17.0		
4 - Middleton Stoney Road west	3.60	8.60	11.9	20.0	49.0	27.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Shakespeare Drve	3.00	3.00	2.90	1.00	6.00	6.00	7.00
2 - Middleton Stoney Road east	2.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Shakespeare Drve	0.607	1595
2 - Middleton Stoney Road east	0.680	1921
3 - Whitelands Way	0.645	1791
4 - Middleton Stoney Road west	0.626	1755

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	567	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	364	100.000
3 - Whitelands Way		ONE HOUR	✓	309	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	822	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	151	214	202
	2 - Middleton Stoney Road east	33	0	41	290
	3 - Whitelands Way	139	102	0	68
	4 - Middleton Stoney Road west	93	648	81	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	0	0
	2 - Middleton Stoney Road east	0	0	0	2
	3 - Whitelands Way	2	0	0	0
	4 - Middleton Stoney Road west	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.66	10.95	1.9	B	520	780
2 - Middleton Stoney Road east	0.33	4.45	0.5	A	334	501
3 - Whitelands Way	0.24	3.38	0.3	A	284	425
4 - Middleton Stoney Road west	0.58	5.54	1.4	A	754	1131

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	427	107	623	150.57	1015	0.421	424	199	0.0	0.7	6.064	A
2 - Middleton Stoney Road east	274	69	372	150.57	1343	0.204	273	675	0.0	0.3	3.361	A
3 - Whitelands Way	233	58	393		1524	0.153	232	252	0.0	0.2	2.785	A
4 - Middleton Stoney Road west	619	155	206		1615	0.383	616	420	0.0	0.6	3.595	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	510	127	746	179.80	984	0.518	508	238	0.7	1.1	7.554	A
2 - Middleton Stoney Road east	327	82	446	179.80	1285	0.255	327	809	0.3	0.3	3.758	A
3 - Whitelands Way	278	69	471		1473	0.189	278	301	0.2	0.2	3.010	A
4 - Middleton Stoney Road west	739	185	246		1590	0.465	738	503	0.6	0.9	4.223	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	624	156	913	220.20	946	0.660	621	291	1.1	1.9	10.951	B
2 - Middleton Stoney Road east	401	100	545	220.20	1208	0.332	400	989	0.3	0.5	4.454	A
3 - Whitelands Way	340	85	576		1405	0.242	340	368	0.2	0.3	3.379	A
4 - Middleton Stoney Road west	905	226	301		1555	0.582	903	615	0.9	1.4	5.503	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	624	156	915	220.20	984	0.635	625	292	1.9	1.8	10.047	B
2 - Middleton Stoney Road east	401	100	547	220.20	1215	0.330	401	992	0.5	0.5	4.424	A
3 - Whitelands Way	340	85	578		1404	0.242	340	370	0.3	0.3	3.382	A
4 - Middleton Stoney Road west	905	226	302		1555	0.582	905	617	1.4	1.4	5.540	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	510	127	749	179.80	1030	0.495	513	239	1.8	1.0	6.998	A
2 - Middleton Stoney Road east	327	82	449	179.80	1295	0.253	328	813	0.5	0.3	3.725	A
3 - Whitelands Way	278	69	474		1472	0.189	278	304	0.3	0.2	3.016	A
4 - Middleton Stoney Road west	739	185	247		1589	0.465	741	505	1.4	0.9	4.253	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	427	107	627	150.57	1056	0.404	428	200	1.0	0.7	5.747	A
2 - Middleton Stoney Road east	274	69	375	150.57	1356	0.202	274	680	0.3	0.3	3.327	A
3 - Whitelands Way	233	58	396		1522	0.153	233	254	0.2	0.2	2.794	A
4 - Middleton Stoney Road west	619	155	206		1615	0.383	620	422	0.9	0.6	3.624	A

D2 - 2034 | RC3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	6.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	426	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	681	100.000
3 - Whitelands Way		ONE HOUR	✓	282	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	838	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	100	188	138
	2 - Middleton Stoney Road east	137	0	118	426
	3 - Whitelands Way	163	52	0	67
	4 - Middleton Stoney Road west	216	513	109	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	2	0
	2 - Middleton Stoney Road east	0	0	0	0
	3 - Whitelands Way	0	0	0	0
	4 - Middleton Stoney Road west	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.50	7.51	1.0	A	391	586
2 - Middleton Stoney Road east	0.57	6.25	1.3	A	625	937
3 - Whitelands Way	0.24	3.66	0.3	A	259	388
4 - Middleton Stoney Road west	0.62	6.26	1.6	A	769	1153

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	321	80	505	150.57	1051	0.305	319	387	0.0	0.4	4.903	A
2 - Middleton Stoney Road east	513	128	326	150.57	1400	0.366	510	498	0.0	0.6	4.035	A
3 - Whitelands Way	212	53	525		1452	0.146	212	311	0.0	0.2	2.901	A
4 - Middleton Stoney Road west	631	158	264		1574	0.401	628	473	0.0	0.7	3.794	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	383	96	605	179.80	1007	0.380	382	463	0.4	0.6	5.760	A
2 - Middleton Stoney Road east	612	153	390	179.80	1370	0.447	611	597	0.6	0.8	4.737	A
3 - Whitelands Way	254	63	629		1385	0.183	253	372	0.2	0.2	3.182	A
4 - Middleton Stoney Road west	753	188	316		1542	0.489	752	566	0.7	0.9	4.551	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	469	117	740	220.20	946	0.496	468	567	0.6	1.0	7.505	A
2 - Middleton Stoney Road east	750	187	478	220.20	1322	0.567	748	730	0.8	1.3	6.246	A
3 - Whitelands Way	310	78	770		1294	0.240	310	456	0.2	0.3	3.659	A
4 - Middleton Stoney Road west	923	231	387		1498	0.616	920	693	0.9	1.6	6.201	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	469	117	742	220.20	964	0.487	469	568	1.0	1.0	7.281	A
2 - Middleton Stoney Road east	750	187	479	220.20	1347	0.557	750	732	1.3	1.3	6.034	A
3 - Whitelands Way	310	78	772		1292	0.240	310	457	0.3	0.3	3.665	A
4 - Middleton Stoney Road west	923	231	388		1498	0.616	923	695	1.6	1.6	6.260	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	383	96	608	179.80	1030	0.372	384	465	1.0	0.6	5.589	A
2 - Middleton Stoney Road east	612	153	392	179.80	1402	0.437	614	600	1.3	0.8	4.582	A
3 - Whitelands Way	254	63	632		1383	0.183	254	374	0.3	0.2	3.189	A
4 - Middleton Stoney Road west	753	188	317		1541	0.489	756	569	1.6	1.0	4.598	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	321	80	508	150.57	1076	0.298	321	389	0.6	0.4	4.775	A
2 - Middleton Stoney Road east	513	128	328	150.57	1433	0.358	514	502	0.8	0.6	3.922	A
3 - Whitelands Way	212	53	529		1449	0.146	213	313	0.2	0.2	2.910	A
4 - Middleton Stoney Road west	631	158	265		1573	0.401	632	476	1.0	0.7	3.830	A

D3 - 2034 | DS3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	7.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	629	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	561	100.000
3 - Whitelands Way		ONE HOUR	✓	380	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	917	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	141	198	290
	2 - Middleton Stoney Road east	32	0	40	489
	3 - Whitelands Way	131	117	0	132
	4 - Middleton Stoney Road west	95	761	61	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	0	0
	2 - Middleton Stoney Road east	0	0	0	5
	3 - Whitelands Way	2	0	0	0
	4 - Middleton Stoney Road west	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.73	13.65	2.6	B	577	866
2 - Middleton Stoney Road east	0.51	6.11	1.0	A	515	772
3 - Whitelands Way	0.35	4.64	0.5	A	349	523
4 - Middleton Stoney Road west	0.65	6.66	1.8	A	841	1262

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	474	118	704	150.57	984	0.481	470	193	0.0	0.9	6.956	A
2 - Middleton Stoney Road east	422	106	410	150.57	1305	0.324	420	764	0.0	0.5	4.064	A
3 - Whitelands Way	286	72	607		1382	0.207	285	224	0.0	0.3	3.279	A
4 - Middleton Stoney Road west	690	173	210		1612	0.428	687	682	0.0	0.7	3.882	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	565	141	843	179.80	963	0.587	564	232	0.9	1.4	8.969	A
2 - Middleton Stoney Road east	504	126	492	179.80	1262	0.400	504	914	0.5	0.7	4.742	A
3 - Whitelands Way	342	85	728		1303	0.262	341	268	0.3	0.4	3.742	A
4 - Middleton Stoney Road west	824	206	251		1586	0.520	823	817	0.7	1.1	4.712	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	693	173	1031	220.20	947	0.732	688	283	1.4	2.6	13.649	B
2 - Middleton Stoney Road east	618	154	601	220.20	1204	0.513	616	1118	0.7	1.0	6.109	A
3 - Whitelands Way	418	105	889		1196	0.350	418	327	0.4	0.5	4.620	A
4 - Middleton Stoney Road west	1010	252	308		1551	0.651	1007	999	1.1	1.8	6.581	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	693	173	1034	220.20	964	0.718	693	284	2.6	2.6	13.270	B
2 - Middleton Stoney Road east	618	154	604	220.20	1221	0.506	618	1122	1.0	1.0	5.962	A
3 - Whitelands Way	418	105	893		1194	0.350	418	329	0.5	0.5	4.642	A
4 - Middleton Stoney Road west	1010	252	308		1550	0.651	1010	1003	1.8	1.8	6.655	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	565	141	847	179.80	1033	0.547	571	233	2.6	1.2	7.874	A
2 - Middleton Stoney Road east	504	126	498	179.80	1285	0.392	506	920	1.0	0.7	4.629	A
3 - Whitelands Way	342	85	733		1299	0.263	342	271	0.5	0.4	3.764	A
4 - Middleton Stoney Road west	824	206	252		1585	0.520	827	823	1.8	1.1	4.769	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	474	118	708	150.57	1033	0.458	475	195	1.2	0.9	6.467	A
2 - Middleton Stoney Road east	422	106	415	150.57	1331	0.317	423	769	0.7	0.5	3.969	A
3 - Whitelands Way	286	72	612		1379	0.208	286	226	0.4	0.3	3.299	A
4 - Middleton Stoney Road west	690	173	211		1611	0.428	692	687	1.1	0.8	3.922	A

D4 - 2034 | DS3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	7.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	446	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	794	100.000
3 - Whitelands Way		ONE HOUR	✓	331	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	965	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	98	187	161
	2 - Middleton Stoney Road east	131	0	109	554
	3 - Whitelands Way	150	86	0	95
	4 - Middleton Stoney Road west	265	569	131	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	2	0
	2 - Middleton Stoney Road east	0	0	0	1
	3 - Whitelands Way	0	0	0	0
	4 - Middleton Stoney Road west	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.54	8.58	1.2	A	409	614
2 - Middleton Stoney Road east	0.66	7.72	1.9	A	729	1093
3 - Whitelands Way	0.31	4.38	0.4	A	304	456
4 - Middleton Stoney Road west	0.71	8.31	2.4	A	885	1328

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	336	84	589	150.57	1015	0.331	334	409	0.0	0.5	5.272	A
2 - Middleton Stoney Road east	598	149	359	150.57	1385	0.432	595	564	0.0	0.8	4.540	A
3 - Whitelands Way	249	62	634		1380	0.181	248	320	0.0	0.2	3.181	A
4 - Middleton Stoney Road west	727	182	275		1575	0.461	723	607	0.0	0.8	4.207	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	401	100	705	179.80	968	0.414	400	490	0.5	0.7	6.328	A
2 - Middleton Stoney Road east	714	178	430	179.80	1362	0.524	712	676	0.8	1.1	5.532	A
3 - Whitelands Way	298	74	759		1298	0.229	297	383	0.2	0.3	3.596	A
4 - Middleton Stoney Road west	868	217	329		1541	0.563	866	727	0.8	1.3	5.316	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	491	123	862	220.20	907	0.541	489	599	0.7	1.2	8.575	A
2 - Middleton Stoney Road east	874	219	525	220.20	1335	0.655	871	826	1.1	1.9	7.718	A
3 - Whitelands Way	364	91	928		1188	0.307	364	468	0.3	0.4	4.363	A
4 - Middleton Stoney Road west	1062	266	403		1495	0.710	1058	889	1.3	2.4	8.146	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	491	123	865	220.20	929	0.529	491	601	1.2	1.1	8.228	A
2 - Middleton Stoney Road east	874	219	527	220.20	1371	0.638	874	829	1.9	1.8	7.255	A
3 - Whitelands Way	364	91	932		1186	0.307	364	470	0.4	0.4	4.380	A
4 - Middleton Stoney Road west	1062	266	404		1495	0.711	1062	892	2.4	2.4	8.315	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	401	100	710	179.80	996	0.402	403	493	1.1	0.7	6.082	A
2 - Middleton Stoney Road east	714	178	433	179.80	1408	0.507	717	680	1.8	1.0	5.231	A
3 - Whitelands Way	298	74	764		1295	0.230	298	386	0.4	0.3	3.611	A
4 - Middleton Stoney Road west	868	217	331		1541	0.563	872	731	2.4	1.3	5.418	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	336	84	593	150.57	1042	0.322	337	412	0.7	0.5	5.106	A
2 - Middleton Stoney Road east	598	149	361	150.57	1427	0.419	599	568	1.0	0.7	4.355	A
3 - Whitelands Way	249	62	638		1377	0.181	250	322	0.3	0.2	3.196	A
4 - Middleton Stoney Road west	727	182	277		1574	0.461	728	611	1.3	0.9	4.263	A

D5 - 2034 | DS3AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	7.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	619	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	539	100.000
3 - Whitelands Way		ONE HOUR	✓	374	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	915	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	141	197	281
	2 - Middleton Stoney Road east	32	0	40	467
	3 - Whitelands Way	129	115	0	130
	4 - Middleton Stoney Road west	94	761	60	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	0	0
	2 - Middleton Stoney Road east	0	0	0	5
	3 - Whitelands Way	2	0	0	0
	4 - Middleton Stoney Road west	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.72	13.39	2.5	B	568	852
2 - Middleton Stoney Road east	0.49	5.87	1.0	A	495	742
3 - Whitelands Way	0.34	4.47	0.5	A	343	515
4 - Middleton Stoney Road west	0.65	6.59	1.8	A	840	1259

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	466	117	702	150.57	984	0.474	462	191	0.0	0.9	6.860	A
2 - Middleton Stoney Road east	406	101	402	150.57	1308	0.310	404	762	0.0	0.4	3.974	A
3 - Whitelands Way	282	70	584		1397	0.202	281	222	0.0	0.3	3.221	A
4 - Middleton Stoney Road west	689	172	207		1614	0.427	686	657	0.0	0.7	3.868	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	556	139	840	179.80	961	0.579	555	229	0.9	1.3	8.824	A
2 - Middleton Stoney Road east	485	121	482	179.80	1264	0.384	484	913	0.4	0.6	4.613	A
3 - Whitelands Way	336	84	700		1321	0.255	336	266	0.3	0.3	3.654	A
4 - Middleton Stoney Road west	823	206	248		1588	0.518	821	788	0.7	1.1	4.687	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	682	170	1028	220.20	941	0.724	677	280	1.3	2.5	13.393	B
2 - Middleton Stoney Road east	593	148	589	220.20	1204	0.493	592	1116	0.6	1.0	5.869	A
3 - Whitelands Way	412	103	855		1219	0.338	411	325	0.3	0.5	4.454	A
4 - Middleton Stoney Road west	1007	252	303		1553	0.649	1004	963	1.1	1.8	6.524	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	682	170	1030	220.20	966	0.705	682	281	2.5	2.4	12.684	B
2 - Middleton Stoney Road east	593	148	592	220.20	1220	0.486	593	1120	1.0	1.0	5.746	A
3 - Whitelands Way	412	103	859		1216	0.339	412	327	0.5	0.5	4.474	A
4 - Middleton Stoney Road west	1007	252	304		1553	0.649	1007	967	1.8	1.8	6.595	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	556	139	844	179.80	1027	0.542	561	230	2.4	1.2	7.813	A
2 - Middleton Stoney Road east	485	121	488	179.80	1285	0.377	486	918	1.0	0.6	4.513	A
3 - Whitelands Way	336	84	705		1318	0.255	337	269	0.5	0.3	3.672	A
4 - Middleton Stoney Road west	823	206	249		1588	0.518	826	793	1.8	1.1	4.743	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	466	117	706	150.57	1032	0.451	467	192	1.2	0.8	6.393	A
2 - Middleton Stoney Road east	406	101	406	150.57	1332	0.305	406	767	0.6	0.4	3.891	A
3 - Whitelands Way	282	70	589		1394	0.202	282	224	0.3	0.3	3.239	A
4 - Middleton Stoney Road west	689	172	208		1613	0.427	690	662	1.1	0.8	3.907	A

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	7.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	439	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	792	100.000
3 - Whitelands Way		ONE HOUR	✓	328	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	946	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	98	188	153
	2 - Middleton Stoney Road east	131	0	110	551
	3 - Whitelands Way	144	86	0	98
	4 - Middleton Stoney Road west	252	571	123	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.85

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	2	0
	2 - Middleton Stoney Road east	0	0	0	1
	3 - Whitelands Way	0	0	0	0
	4 - Middleton Stoney Road west	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.53	8.48	1.1	A	403	604
2 - Middleton Stoney Road east	0.65	7.60	1.8	A	727	1090
3 - Whitelands Way	0.30	4.32	0.4	A	301	451
4 - Middleton Stoney Road west	0.70	8.00	2.3	A	868	1302

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	331	83	585	150.57	1014	0.326	329	395	0.0	0.5	5.238	A
2 - Middleton Stoney Road east	596	149	347	150.57	1390	0.429	593	566	0.0	0.7	4.504	A
3 - Whitelands Way	247	62	625		1385	0.178	246	315	0.0	0.2	3.160	A
4 - Middleton Stoney Road west	712	178	271		1569	0.454	709	601	0.0	0.8	4.168	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	395	99	700	179.80	967	0.408	394	473	0.5	0.7	6.276	A
2 - Middleton Stoney Road east	712	178	416	179.80	1367	0.521	711	678	0.7	1.1	5.470	A
3 - Whitelands Way	295	74	749		1304	0.226	295	378	0.2	0.3	3.565	A
4 - Middleton Stoney Road west	850	213	324		1536	0.554	849	720	0.8	1.2	5.223	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	483	121	856	220.20	904	0.534	482	578	0.7	1.1	8.477	A
2 - Middleton Stoney Road east	872	218	509	220.20	1340	0.651	869	828	1.1	1.8	7.596	A
3 - Whitelands Way	361	90	916		1196	0.302	361	462	0.3	0.4	4.306	A
4 - Middleton Stoney Road west	1042	260	397		1491	0.698	1037	880	1.2	2.3	7.859	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	483	121	859	220.20	926	0.522	483	580	1.1	1.1	8.146	A
2 - Middleton Stoney Road east	872	218	511	220.20	1376	0.634	872	831	1.8	1.8	7.154	A
3 - Whitelands Way	361	90	920		1194	0.303	361	464	0.4	0.4	4.323	A
4 - Middleton Stoney Road west	1042	260	398		1491	0.699	1041	883	2.3	2.3	8.005	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	395	99	704	179.80	994	0.397	396	476	1.1	0.7	6.043	A
2 - Middleton Stoney Road east	712	178	419	179.80	1413	0.504	715	682	1.8	1.0	5.181	A
3 - Whitelands Way	295	74	754		1301	0.227	295	380	0.4	0.3	3.582	A
4 - Middleton Stoney Road west	850	213	325		1536	0.554	855	724	2.3	1.3	5.317	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	331	83	589	150.57	1041	0.318	331	398	0.7	0.5	5.080	A
2 - Middleton Stoney Road east	596	149	350	150.57	1432	0.416	597	570	1.0	0.7	4.320	A
3 - Whitelands Way	247	62	630		1382	0.179	247	318	0.3	0.2	3.173	A
4 - Middleton Stoney Road west	712	178	272		1568	0.454	714	605	1.3	0.8	4.220	A

D7 - 2042 | RC4A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	9.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	650	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	369	100.000
3 - Whitelands Way		ONE HOUR	✓	335	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	974	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	147	323	180
	2 - Middleton Stoney Road east	38	0	37	294
	3 - Whitelands Way	160	116	0	59
	4 - Middleton Stoney Road west	86	764	124	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	0	0
	2 - Middleton Stoney Road east	0	0	0	7
	3 - Whitelands Way	2	0	0	0
	4 - Middleton Stoney Road west	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.78	17.39	3.3	C	596	895
2 - Middleton Stoney Road east	0.37	5.11	0.6	A	339	508
3 - Whitelands Way	0.26	3.47	0.4	A	307	461
4 - Middleton Stoney Road west	0.70	7.91	2.3	A	894	1341

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	489	122	753	150.57	964	0.507	485	213	0.0	1.0	7.451	A
2 - Middleton Stoney Road east	278	69	468	150.57	1253	0.222	277	769	0.0	0.3	3.685	A
3 - Whitelands Way	252	63	383		1524	0.166	251	362	0.0	0.2	2.828	A
4 - Middleton Stoney Road west	733	183	236		1596	0.459	730	399	0.0	0.8	4.140	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	584	146	901	179.80	948	0.616	582	255	1.0	1.6	9.769	A
2 - Middleton Stoney Road east	332	83	562	179.80	1191	0.279	331	921	0.3	0.4	4.187	A
3 - Whitelands Way	301	75	459		1473	0.204	301	434	0.2	0.3	3.070	A
4 - Middleton Stoney Road west	876	219	282		1567	0.559	874	478	0.8	1.3	5.180	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	716	179	1101	220.20	923	0.775	709	312	1.6	3.2	16.335	C
2 - Middleton Stoney Road east	406	102	685	220.20	1110	0.366	406	1126	0.4	0.6	5.107	A
3 - Whitelands Way	369	92	561		1406	0.262	368	529	0.3	0.4	3.470	A
4 - Middleton Stoney Road west	1072	268	345		1527	0.702	1068	584	1.3	2.3	7.768	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	716	179	1105	220.20	921	0.777	715	313	3.2	3.3	17.390	C
2 - Middleton Stoney Road east	406	102	690	220.20	1117	0.364	406	1131	0.6	0.6	5.065	A
3 - Whitelands Way	369	92	564		1405	0.263	369	533	0.4	0.4	3.475	A
4 - Middleton Stoney Road west	1072	268	346		1527	0.702	1072	587	2.3	2.3	7.907	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	584	146	907	179.80	1042	0.561	592	256	3.3	1.3	8.147	A
2 - Middleton Stoney Road east	332	83	571	179.80	1200	0.276	332	928	0.6	0.4	4.152	A
3 - Whitelands Way	301	75	463		1471	0.205	302	440	0.4	0.3	3.081	A
4 - Middleton Stoney Road west	876	219	283		1567	0.559	880	482	2.3	1.3	5.271	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	489	122	757	150.57	1016	0.482	491	214	1.3	0.9	6.874	A
2 - Middleton Stoney Road east	278	69	473	150.57	1267	0.219	278	775	0.4	0.3	3.641	A
3 - Whitelands Way	252	63	386		1522	0.166	252	365	0.3	0.2	2.836	A
4 - Middleton Stoney Road west	733	183	237		1596	0.460	735	402	1.3	0.9	4.190	A

D8 - 2042 | RC4A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	7.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	471	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	799	100.000
3 - Whitelands Way		ONE HOUR	✓	350	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	832	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	98	213	160
	2 - Middleton Stoney Road east	174	0	97	528
	3 - Whitelands Way	165	87	0	98
	4 - Middleton Stoney Road west	210	505	117	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	2	0
	2 - Middleton Stoney Road east	0	0	0	0
	3 - Whitelands Way	0	0	0	0
	4 - Middleton Stoney Road west	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.55	8.34	1.2	A	432	648
2 - Middleton Stoney Road east	0.66	7.78	1.9	A	733	1100
3 - Whitelands Way	0.33	4.54	0.5	A	321	482
4 - Middleton Stoney Road west	0.63	6.77	1.7	A	763	1145

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	355	89	531	150.57	1042	0.340	353	412	0.0	0.5	5.206	A
2 - Middleton Stoney Road east	602	150	367	150.57	1388	0.433	598	517	0.0	0.8	4.544	A
3 - Whitelands Way	263	66	646		1374	0.192	263	320	0.0	0.2	3.235	A
4 - Middleton Stoney Road west	626	157	319		1540	0.407	624	589	0.0	0.7	3.916	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	423	106	636	179.80	1001	0.423	423	493	0.5	0.7	6.212	A
2 - Middleton Stoney Road east	718	180	440	179.80	1364	0.527	717	619	0.8	1.1	5.551	A
3 - Whitelands Way	315	79	773		1291	0.244	314	383	0.2	0.3	3.684	A
4 - Middleton Stoney Road west	748	187	382		1501	0.498	747	705	0.7	1.0	4.765	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	519	130	778	220.20	947	0.548	517	603	0.7	1.2	8.339	A
2 - Middleton Stoney Road east	880	220	538	220.20	1336	0.658	877	757	1.1	1.9	7.776	A
3 - Whitelands Way	385	96	946		1180	0.327	385	469	0.3	0.5	4.521	A
4 - Middleton Stoney Road west	916	229	468		1448	0.633	913	863	1.0	1.7	6.695	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	519	130	781	220.20	969	0.535	519	604	1.2	1.2	7.999	A
2 - Middleton Stoney Road east	880	220	540	220.20	1374	0.640	880	760	1.9	1.8	7.295	A
3 - Whitelands Way	385	96	949		1178	0.327	385	470	0.5	0.5	4.541	A
4 - Middleton Stoney Road west	916	229	469		1447	0.633	916	866	1.7	1.7	6.774	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	423	106	640	179.80	1030	0.411	425	495	1.2	0.7	5.966	A
2 - Middleton Stoney Road east	718	180	442	179.80	1411	0.509	721	623	1.8	1.0	5.242	A
3 - Whitelands Way	315	79	778		1288	0.244	315	385	0.5	0.3	3.700	A
4 - Middleton Stoney Road west	748	187	384		1500	0.499	751	709	1.7	1.0	4.822	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	355	89	535	150.57	1071	0.331	355	414	0.7	0.5	5.039	A
2 - Middleton Stoney Road east	602	150	370	150.57	1431	0.420	603	520	1.0	0.7	4.355	A
3 - Whitelands Way	263	66	650		1371	0.192	264	322	0.3	0.2	3.252	A
4 - Middleton Stoney Road west	626	157	321		1539	0.407	628	593	1.0	0.7	3.957	A

D9 - 2042 | DS4A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	27.11	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.11	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	703	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	604	100.000
3 - Whitelands Way		ONE HOUR	✓	357	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	1214	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	136	265	302
	2 - Middleton Stoney Road east	36	0	36	532
	3 - Whitelands Way	143	80	0	134
	4 - Middleton Stoney Road west	99	952	163	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	0	0
	2 - Middleton Stoney Road east	0	0	0	8
	3 - Whitelands Way	2	0	0	0
	4 - Middleton Stoney Road west	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.98	75.27	15.8	F	645	968
2 - Middleton Stoney Road east	0.59	7.74	1.4	A	554	831
3 - Whitelands Way	0.34	4.78	0.5	A	328	491
4 - Middleton Stoney Road west	0.86	16.16	5.8	C	1114	1671

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	529	132	895	150.57	907	0.583	524	208	0.0	1.4	9.266	A
2 - Middleton Stoney Road east	455	114	544	150.57	1214	0.375	452	874	0.0	0.6	4.712	A
3 - Whitelands Way	269	67	650		1346	0.200	268	346	0.0	0.2	3.336	A
4 - Middleton Stoney Road west	914	228	194		1612	0.567	909	724	0.0	1.3	5.083	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	632	158	1071	179.80	910	0.695	629	249	1.4	2.2	12.662	B
2 - Middleton Stoney Road east	543	136	653	179.80	1171	0.464	542	1047	0.6	0.9	5.712	A
3 - Whitelands Way	321	80	780		1260	0.255	321	415	0.2	0.3	3.831	A
4 - Middleton Stoney Road west	1091	273	233		1588	0.687	1088	868	1.3	2.1	7.148	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	774	194	1303	220.20	795	0.974	737	305	2.2	11.4	46.550	E
2 - Middleton Stoney Road east	665	166	772	220.20	1126	0.591	663	1268	0.9	1.4	7.735	A
3 - Whitelands Way	393	98	940		1152	0.341	392	495	0.3	0.5	4.732	A
4 - Middleton Stoney Road west	1337	334	285		1556	0.859	1323	1048	2.1	5.5	14.708	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	774	194	1315	220.20	788	0.983	756	306	11.4	15.8	75.271	F
2 - Middleton Stoney Road east	665	166	789	220.20	1147	0.580	665	1282	1.4	1.4	7.482	A
3 - Whitelands Way	393	98	950		1146	0.343	393	504	0.5	0.5	4.782	A
4 - Middleton Stoney Road west	1337	334	285		1555	0.859	1335	1058	5.5	5.8	16.159	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	632	158	1087	179.80	927	0.682	686	251	15.8	2.2	18.166	C
2 - Middleton Stoney Road east	543	136	702	179.80	1185	0.458	545	1072	1.4	0.9	5.646	A
3 - Whitelands Way	321	80	807		1242	0.258	322	440	0.5	0.4	3.916	A
4 - Middleton Stoney Road west	1091	273	233		1588	0.687	1105	896	5.8	2.3	7.672	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	529	132	903	150.57	992	0.533	534	210	2.2	1.2	7.920	A
2 - Middleton Stoney Road east	455	114	554	150.57	1246	0.365	456	883	0.9	0.6	4.562	A
3 - Whitelands Way	269	67	658		1341	0.200	269	352	0.4	0.3	3.362	A
4 - Middleton Stoney Road west	914	228	195		1611	0.567	918	732	2.3	1.3	5.217	A

D10 - 2042 | DS4A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	8.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	446	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	918	100.000
3 - Whitelands Way		ONE HOUR	✓	366	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	944	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	95	200	151
	2 - Middleton Stoney Road east	142	0	99	677
	3 - Whitelands Way	156	84	0	126
	4 - Middleton Stoney Road west	218	588	138	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	2	0
	2 - Middleton Stoney Road east	0	0	0	1
	3 - Whitelands Way	0	0	0	0
	4 - Middleton Stoney Road west	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.55	8.83	1.2	A	409	614
2 - Middleton Stoney Road east	0.73	9.69	2.7	A	842	1264
3 - Whitelands Way	0.37	5.18	0.6	A	336	504
4 - Middleton Stoney Road west	0.70	8.22	2.3	A	866	1299

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	336	84	607	150.57	1004	0.334	334	387	0.0	0.5	5.354	A
2 - Middleton Stoney Road east	691	173	366	150.57	1387	0.498	687	575	0.0	1.0	5.114	A
3 - Whitelands Way	276	69	726		1319	0.209	274	327	0.0	0.3	3.442	A
4 - Middleton Stoney Road west	711	178	286		1560	0.456	707	714	0.0	0.8	4.205	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	401	100	727	179.80	957	0.419	400	463	0.5	0.7	6.449	A
2 - Middleton Stoney Road east	825	206	439	179.80	1383	0.597	823	688	1.0	1.5	6.405	A
3 - Whitelands Way	329	82	870		1226	0.268	329	392	0.3	0.4	4.010	A
4 - Middleton Stoney Road west	849	212	343		1525	0.556	847	856	0.8	1.2	5.296	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	491	123	888	220.20	895	0.549	489	566	0.7	1.2	8.831	A
2 - Middleton Stoney Road east	1011	253	536	220.20	1383	0.731	1006	841	1.5	2.6	9.439	A
3 - Whitelands Way	403	101	1063		1101	0.366	402	479	0.4	0.6	5.147	A
4 - Middleton Stoney Road west	1039	260	419		1478	0.703	1035	1046	1.2	2.3	8.056	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	491	123	892	220.20	917	0.535	491	568	1.2	1.2	8.449	A
2 - Middleton Stoney Road east	1011	253	538	220.20	1382	0.732	1011	844	2.6	2.7	9.686	A
3 - Whitelands Way	403	101	1068		1098	0.367	403	481	0.6	0.6	5.182	A
4 - Middleton Stoney Road west	1039	260	421		1477	0.704	1039	1050	2.3	2.3	8.217	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	401	100	732	179.80	986	0.407	403	466	1.2	0.7	6.198	A
2 - Middleton Stoney Road east	825	206	442	179.80	1457	0.566	831	693	2.7	1.3	5.795	A
3 - Whitelands Way	329	82	877		1221	0.269	330	395	0.6	0.4	4.043	A
4 - Middleton Stoney Road west	849	212	345		1524	0.557	853	863	2.3	1.3	5.399	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	336	84	611	150.57	1032	0.325	337	389	0.7	0.5	5.182	A
2 - Middleton Stoney Road east	691	173	369	150.57	1442	0.479	693	579	1.3	0.9	4.819	A
3 - Whitelands Way	276	69	732		1316	0.209	276	330	0.4	0.3	3.463	A
4 - Middleton Stoney Road west	711	178	288		1559	0.456	712	720	1.3	0.8	4.261	A

D11 - 2042 | DS4AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	24.45	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.45	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	690	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	589	100.000
3 - Whitelands Way		ONE HOUR	✓	358	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	1213	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	136	266	288
	2 - Middleton Stoney Road east	36	0	36	517
	3 - Whitelands Way	143	80	0	135
	4 - Middleton Stoney Road west	98	953	162	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	0	0
	2 - Middleton Stoney Road east	0	0	0	8
	3 - Whitelands Way	2	0	0	0
	4 - Middleton Stoney Road west	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.96	64.96	13.1	F	633	950
2 - Middleton Stoney Road east	0.58	7.48	1.3	A	540	811
3 - Whitelands Way	0.34	4.67	0.5	A	329	493
4 - Middleton Stoney Road west	0.86	16.09	5.7	C	1113	1670

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	519	130	895	150.57	905	0.574	514	208	0.0	1.3	9.099	A
2 - Middleton Stoney Road east	443	111	534	150.57	1218	0.364	441	875	0.0	0.6	4.619	A
3 - Whitelands Way	270	67	629		1360	0.198	269	346	0.0	0.2	3.294	A
4 - Middleton Stoney Road west	913	228	194		1612	0.566	908	703	0.0	1.3	5.078	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	620	155	1071	179.80	904	0.687	617	249	1.3	2.1	12.430	B
2 - Middleton Stoney Road east	529	132	641	179.80	1174	0.451	529	1048	0.6	0.8	5.568	A
3 - Whitelands Way	322	80	754		1277	0.252	321	415	0.2	0.3	3.768	A
4 - Middleton Stoney Road west	1090	273	233		1588	0.687	1087	843	1.3	2.1	7.136	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	760	190	1303	220.20	795	0.956	729	304	2.1	9.9	42.399	E
2 - Middleton Stoney Road east	648	162	762	220.20	1125	0.576	646	1270	0.8	1.3	7.484	A
3 - Whitelands Way	394	99	911		1172	0.336	393	497	0.3	0.5	4.622	A
4 - Middleton Stoney Road west	1336	334	285		1556	0.859	1322	1020	2.1	5.4	14.654	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	760	190	1315	220.20	788	0.965	747	305	9.9	13.1	64.960	F
2 - Middleton Stoney Road east	648	162	778	220.20	1144	0.567	649	1284	1.3	1.3	7.262	A
3 - Whitelands Way	394	99	921		1166	0.338	394	506	0.5	0.5	4.666	A
4 - Middleton Stoney Road west	1336	334	285		1555	0.859	1334	1030	5.4	5.7	16.085	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	620	155	1087	179.80	927	0.669	664	251	13.1	2.1	15.883	C
2 - Middleton Stoney Road east	529	132	681	179.80	1190	0.445	532	1071	1.3	0.8	5.486	A
3 - Whitelands Way	322	80	776		1262	0.255	322	436	0.5	0.3	3.835	A
4 - Middleton Stoney Road west	1090	273	233		1588	0.687	1104	865	5.7	2.2	7.652	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	519	130	903	150.57	985	0.527	523	209	2.1	1.1	7.862	A
2 - Middleton Stoney Road east	443	111	543	150.57	1249	0.355	444	884	0.8	0.6	4.481	A
3 - Whitelands Way	270	67	636		1356	0.199	270	351	0.3	0.2	3.316	A
4 - Middleton Stoney Road west	913	228	195		1611	0.567	917	710	2.2	1.3	5.210	A

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Middleton Stoney Rd/Shakespere Dr	Standard Roundabout		1, 2, 3, 4	8.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.24	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Shakespeare Drve		ONE HOUR	✓	445	100.000
2 - Middleton Stoney Road east		ONE HOUR	✓	917	100.000
3 - Whitelands Way		ONE HOUR	✓	365	100.000
4 - Middleton Stoney Road west		ONE HOUR	✓	929	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Shakespeare Drve	[ONEHOUR]	200.00
2 - Middleton Stoney Road east	[ONEHOUR]	200.00
3 - Whitelands Way		
4 - Middleton Stoney Road west		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	96	199	150
	2 - Middleton Stoney Road east	142	0	100	675
	3 - Whitelands Way	157	84	0	124
	4 - Middleton Stoney Road west	215	582	132	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - Shakespeare Drve	2 - Middleton Stoney Road east	3 - Whitelands Way	4 - Middleton Stoney Road west
From	1 - Shakespeare Drve	0	0	2	0
	2 - Middleton Stoney Road east	0	0	0	1
	3 - Whitelands Way	0	0	0	0
	4 - Middleton Stoney Road west	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Shakespeare Drve	0.54	8.71	1.2	A	408	613
2 - Middleton Stoney Road east	0.73	9.54	2.6	A	841	1262
3 - Whitelands Way	0.37	5.16	0.6	A	335	502
4 - Middleton Stoney Road west	0.69	7.93	2.2	A	852	1279

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	335	84	598	150.57	1008	0.332	333	385	0.0	0.5	5.317	A
2 - Middleton Stoney Road east	690	173	360	150.57	1390	0.497	686	571	0.0	1.0	5.089	A
3 - Whitelands Way	275	69	724		1321	0.208	274	323	0.0	0.3	3.435	A
4 - Middleton Stoney Road west	699	175	287		1560	0.448	696	711	0.0	0.8	4.155	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	400	100	716	179.80	961	0.416	399	461	0.5	0.7	6.398	A
2 - Middleton Stoney Road east	824	206	432	179.80	1386	0.595	822	684	1.0	1.4	6.361	A
3 - Whitelands Way	328	82	867		1228	0.267	328	387	0.3	0.4	3.998	A
4 - Middleton Stoney Road west	835	209	344		1524	0.548	834	851	0.8	1.2	5.199	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	490	122	875	220.20	899	0.545	488	564	0.7	1.2	8.712	A
2 - Middleton Stoney Road east	1010	252	528	220.20	1387	0.728	1005	836	1.4	2.6	9.307	A
3 - Whitelands Way	402	100	1060		1103	0.364	401	473	0.4	0.6	5.124	A
4 - Middleton Stoney Road west	1023	256	420		1477	0.693	1019	1041	1.2	2.2	7.791	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	490	122	879	220.20	922	0.532	490	566	1.2	1.1	8.346	A
2 - Middleton Stoney Road east	1010	252	530	220.20	1386	0.728	1009	839	2.6	2.6	9.541	A
3 - Whitelands Way	402	100	1065		1100	0.365	402	475	0.6	0.6	5.158	A
4 - Middleton Stoney Road west	1023	256	422		1476	0.693	1023	1045	2.2	2.2	7.933	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	400	100	721	179.80	990	0.404	402	464	1.1	0.7	6.142	A
2 - Middleton Stoney Road east	824	206	434	179.80	1460	0.565	830	688	2.6	1.3	5.763	A
3 - Whitelands Way	328	82	875		1223	0.268	329	389	0.6	0.4	4.031	A
4 - Middleton Stoney Road west	835	209	346		1523	0.548	839	858	2.2	1.2	5.293	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Shakespeare Drve	335	84	602	150.57	1036	0.323	336	388	0.7	0.5	5.147	A
2 - Middleton Stoney Road east	690	173	363	150.57	1444	0.478	692	575	1.3	0.9	4.796	A
3 - Whitelands Way	275	69	730		1317	0.209	275	325	0.4	0.3	3.458	A
4 - Middleton Stoney Road west	699	175	289		1559	0.449	701	716	1.2	0.8	4.207	A

APPENDIX E

MIDDLETON STONEY ROAD/KINGS END/OXFORD ROAD JUNCTIONS 11 ARCADY REPORT

EXISTING UNCONTROLLED CROSSING
UPGRADED TO A ZEBRA PARALLEL CROSSING

EXISTING FOOTWAY /
CYCLEWAY RETAINED

PROPOSED ZEBRA
PARALLEL CROSSING

EXISTING FOOTWAY /
CYCLEWAY RETAINED

PROPOSED RAMPED ZEBRA
PARALLEL CROSSING

PROPOSED TOUCAN
SIGNAL CROSSING

KINGS END

MIDDLETON STONEY ROAD

OXFORD ROAD

KEEP CLEAR

north

Rev: Description: Date: Rev By: Chk'd:

Key:

- Highway Boundary (based on information provided by Oxfordshire County Council)
- Design Restriction - Historical Stone wall
- Design Restriction - Existing utilities where significant diversion/protection works will be required
- Proposed Traffic Island
- Proposed overrun for larger vehicles

© Crown Copyright 2012. All rights reserved. Licence number 100043407

FOR REVIEW & DISCUSSION PURPOSES ONLY

motion

9 Greyfriars, Reading, Berkshire, RG1 1NU

T: 0118 206 2930

Guildford - London - Reading

www.motion.co.uk

Project:
Oxford Road Car Park

Title:
Proposed Hybrid Roundabout

Client:
Value Retail

Drawing Status: Information

Scale: 1:500 (@ A3) Date:03/02/2023

Drawn: RS Checked: RM Approved: RM

Drawing: 2203073-37 Revision: B

C:\Users\richardstorey\Motion\StaffSite - Vrbl12 2203073\Drawings\2203073-37b [Hybrid Roundabout [OCC Comments].dwg

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260107 MSR_Kings Road committed scheme.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\13. MSR_Kings End_Oxford Rd
Report generation date: 25/03/2026 21:46:25

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3AwTP | AM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2034 | RC3A [-25%] | AM
»D8 - 2034 | RC3A [-25%] | PM
»D9 - 2034 | DS3AwTP [-25%] | AM
»D10 - 2034 | DS3AwTP [-25%] | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2034 - RC3A							
1 - Kings End	D1	412.2	2068.96	1.82	D2	290.6	1316.53	1.57
2 - Car Park		0.1	11.44	0.07		0.4	13.11	0.28
3 - Oxford Road		1.6	5.09	0.62		14.4	32.01	0.95
4 - Middelton Stoney Road		18.2	66.30	0.98		2.3	12.90	0.70
	2034 - DS3A							
1 - Kings End	D3	445.3	2286.65	1.87	D4	343.8	1655.64	1.69
2 - Car Park		0.1	11.88	0.07		0.4	13.94	0.29
3 - Oxford Road		2.5	6.81	0.72		373.0	966.23	1.45
4 - Middelton Stoney Road		38.4	120.70	1.05		9.4	49.21	0.93
	2034 - DS3AwTP							
1 - Kings End	D5	444.0	2279.78	1.87	D6	341.8	1713.13	1.61
2 - Car Park		0.1	11.90	0.07		0.4	13.01	0.27
3 - Oxford Road		2.4	6.57	0.70		186.8	432.82	1.23
4 - Middelton Stoney Road		36.4	115.82	1.04		55.0	297.71	1.15
	2034 - RC3A [-25%]							
1 - Kings End	D7	84.3	392.41	1.22	D8	42.4	170.35	1.08
2 - Car Park		0.1	10.19	0.06		0.3	11.70	0.25
3 - Oxford Road		0.9	3.64	0.47		2.5	7.08	0.72
4 - Middelton Stoney Road		1.8	8.46	0.64		0.8	5.89	0.44
	2034 - DS3AwTP [-25%]							
1 - Kings End	D9	94.4	457.30	1.25	D10	65.5	273.01	1.16
2 - Car Park		0.1	10.61	0.07		0.4	12.20	0.26
3 - Oxford Road		1.1	4.18	0.53		10.8	30.66	0.93
4 - Middelton Stoney Road		2.1	9.51	0.68		2.7	18.31	0.74

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

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

File summary

File Description

Title	OxSRFI
Location	Middleton Stoney Road/Kings End/Oxford Road roundabout
Site number	
Date	07/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AAD-PC1\ADC
Description	Consented scheme shown at Motion drawing number 2203073-37 B

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	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		1.00	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15
D7	2034	RC3A [-25%]	AM	ONE HOUR	07:45	09:15	15
D8	2034	RC3A [-25%]	PM	ONE HOUR	16:45	18:15	15
D9	2034	DS3AwTP [-25%]	AM	ONE HOUR	07:45	09:15	15
D10	2034	DS3AwTP [-25%]	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2034 | RC3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	1 - Kings End - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - Car Park - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Oxford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	726.32	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	726.32	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Kings End		
2	Car Park		
3	Oxford Road		
4	Middelton Stoney Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Kings End	3.06	3.63	1.3	10.0	32.0	25.0		
2 - Car Park	3.10	4.10	1.9	10.0	32.0	39.0		
3 - Oxford Road	6.00	7.00	6.0	18.5	32.0	30.0		
4 - Middelton Stoney Road	3.65	6.15	28.0	20.0	32.0	34.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
1 - Kings End	1.00	1.00		Distance	7.50	5.36
2 - Car Park	1.00	1.00		Distance	10.00	7.14

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
3 - Oxford Road	1.00	3.00	2.90	1.00	9.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Kings End	0.497	968
2 - Car Park	0.482	968
3 - Oxford Road	0.717	2008
4 - Middelton Stoney Road	0.646	1672

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	1013	100.000
2 - Car Park		✓	22	100.000
3 - Oxford Road		✓	1055	100.000
4 - Middelton Stoney Road		✓	920	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	0.00
2 - Car Park	0.00
3 - Oxford Road	0.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	833	180
	2 - Car Park	7	0	8	7
	3 - Oxford Road	855	0	0	200
	4 - Middelton Stoney Road	298	0	622	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	4	2
	2 - Car Park	0	0	0	0
	3 - Oxford Road	3	0	0	1
	4 - Middelton Stoney Road	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.82	2068.96	412.2	F
2 - Car Park	0.07	11.44	0.1	B
3 - Oxford Road	0.62	5.09	1.6	A
4 - Middelton Stoney Road	0.98	66.30	18.2	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	763	465	0.00	711	1.073	679	21.0	70.700	F
2 - Car Park	17	1143	0.00	405	0.041	16	0.0	9.253	A
3 - Oxford Road	794	131	0.00	1863	0.426	791	0.7	3.351	A
4 - Middelton Stoney Road	693	647		1230	0.563	688	1.3	6.580	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	911	556	0.00	667	1.365	666	82.2	297.837	F
2 - Car Park	20	1222	0.00	368	0.054	20	0.1	10.344	B
3 - Oxford Road	948	131	0.00	1863	0.509	947	1.0	3.925	A
4 - Middelton Stoney Road	827	774		1146	0.722	822	2.5	10.964	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1115	655	0.00	620	1.800	620	206.1	850.650	F
2 - Car Park	24	1275	0.00	343	0.071	24	0.1	11.284	B
3 - Oxford Road	1162	125	0.00	1867	0.622	1159	1.6	5.068	A
4 - Middelton Stoney Road	1013	947		1032	0.982	969	13.5	41.622	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1115	672	0.00	611	1.824	611	332.1	1592.014	F
2 - Car Park	24	1284	0.00	339	0.071	24	0.1	11.439	B
3 - Oxford Road	1162	124	0.00	1868	0.622	1162	1.6	5.094	A
4 - Middelton Stoney Road	1013	949		1031	0.983	994	18.2	66.305	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	911	601	0.00	646	1.411	646	398.4	1943.666	F
2 - Car Park	20	1246	0.00	356	0.056	20	0.1	10.706	B
3 - Oxford Road	948	127	0.00	1866	0.508	951	1.0	3.944	A
4 - Middelton Stoney Road	827	777		1144	0.723	889	2.7	17.334	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	763	472	0.00	707	1.078	707	412.2	2068.963	F
2 - Car Park	17	1179	0.00	387	0.043	17	0.0	9.711	A
3 - Oxford Road	794	136	0.00	1859	0.427	795	0.8	3.386	A
4 - Middelton Stoney Road	693	650		1228	0.564	698	1.3	6.875	A

D2 - 2034 | RC3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	1 - Kings End - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - Car Park - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Oxford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	427.30	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	427.30	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	1013	100.000
2 - Car Park		✓	95	100.000
3 - Oxford Road		✓	1566	100.000
4 - Middelton Stoney Road		✓	590	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	0.00
2 - Car Park	0.00
3 - Oxford Road	0.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	719	294
	2 - Car Park	24	0	37	34
	3 - Oxford Road	1005	0	0	561
	4 - Middelton Stoney Road	130	0	460	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	1	0
	2 - Car Park	0	0	0	0
	3 - Oxford Road	0	0	0	0
	4 - Middelton Stoney Road	8	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.57	1316.53	290.6	F
2 - Car Park	0.28	13.11	0.4	B
3 - Oxford Road	0.95	32.01	14.4	D
4 - Middelton Stoney Road	0.70	12.90	2.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	763	344	0.00	791	0.964	721	10.4	39.856	E
2 - Car Park	72	1066	0.00	452	0.158	71	0.2	9.421	A
3 - Oxford Road	1179	253	0.00	1826	0.645	1172	1.8	5.441	A
4 - Middelton Stoney Road	444	770		1154	0.385	442	0.6	5.036	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	911	412	0.00	757	1.202	752	49.9	160.316	F
2 - Car Park	85	1165	0.00	404	0.211	85	0.3	11.263	B
3 - Oxford Road	1408	270	0.00	1814	0.776	1402	3.3	8.605	A
4 - Middelton Stoney Road	530	921		1058	0.501	529	1.0	6.781	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1115	503	0.00	713	1.565	713	150.6	516.342	F
2 - Car Park	105	1215	0.00	380	0.275	104	0.4	13.025	B
3 - Oxford Road	1724	270	0.00	1814	0.951	1688	12.3	23.847	C
4 - Middelton Stoney Road	650	1110		938	0.692	645	2.2	12.073	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1115	506	0.00	711	1.568	711	251.7	990.381	F
2 - Car Park	105	1217	0.00	379	0.276	105	0.4	13.106	B
3 - Oxford Road	1724	270	0.00	1814	0.951	1716	14.4	32.010	D
4 - Middelton Stoney Road	650	1127		927	0.701	649	2.3	12.900	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	911	417	0.00	755	1.206	755	290.6	1282.100	F
2 - Car Park	85	1172	0.00	401	0.213	86	0.3	11.447	B
3 - Oxford Road	1408	271	0.00	1813	0.777	1451	3.6	11.030	B
4 - Middelton Stoney Road	530	953		1038	0.511	535	1.1	7.224	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	763	348	0.00	789	0.966	787	284.7	1316.529	F
2 - Car Park	72	1134	0.00	419	0.171	72	0.2	10.380	B
3 - Oxford Road	1179	272	0.00	1812	0.650	1186	1.9	5.809	A
4 - Middelton Stoney Road	444	779		1148	0.387	446	0.6	5.137	A

D3 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	1 - Kings End - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - Car Park - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Oxford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	764.27	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	764.27	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	1012	100.000
2 - Car Park		✓	22	100.000
3 - Oxford Road		✓	1202	100.000
4 - Middelton Stoney Road		✓	969	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	0.00
2 - Car Park	0.00
3 - Oxford Road	0.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	786	226
	2 - Car Park	7	0	8	7
	3 - Oxford Road	876	0	0	326
	4 - Middelton Stoney Road	276	0	693	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	2	4
	2 - Car Park	0	0	0	0
	3 - Oxford Road	3	0	0	1
	4 - Middelton Stoney Road	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.87	2286.65	445.3	F
2 - Car Park	0.07	11.88	0.1	B
3 - Oxford Road	0.72	6.81	2.5	A
4 - Middelton Stoney Road	1.05	120.70	38.4	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	762	518	0.00	694	1.099	666	24.0	79.678	F
2 - Car Park	17	1183	0.00	390	0.042	16	0.0	9.630	A
3 - Oxford Road	905	159	0.00	1844	0.491	901	1.0	3.802	A
4 - Middelton Stoney Road	730	662		1221	0.597	724	1.5	7.156	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	910	618	0.00	645	1.411	644	90.5	339.478	F
2 - Car Park	20	1262	0.00	352	0.056	20	0.1	10.820	B
3 - Oxford Road	1081	156	0.00	1846	0.585	1079	1.4	4.682	A
4 - Middelton Stoney Road	871	793		1135	0.767	864	3.1	12.995	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1114	705	0.00	603	1.849	603	218.4	937.598	F
2 - Car Park	24	1308	0.00	331	0.073	24	0.1	11.729	B
3 - Oxford Road	1323	150	0.00	1851	0.715	1319	2.4	6.719	A
4 - Middelton Stoney Road	1067	969		1019	1.047	986	23.4	61.670	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1114	720	0.00	595	1.872	595	348.1	1720.164	F
2 - Car Park	24	1316	0.00	327	0.074	24	0.1	11.878	B
3 - Oxford Road	1323	148	0.00	1852	0.715	1323	2.5	6.806	A
4 - Middelton Stoney Road	1067	972		1017	1.049	1007	38.4	120.696	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	910	722	0.00	594	1.531	594	426.9	2155.607	F
2 - Car Park	20	1317	0.00	327	0.061	20	0.1	11.730	B
3 - Oxford Road	1081	145	0.00	1854	0.583	1085	1.4	4.707	A
4 - Middelton Stoney Road	871	797		1132	0.769	1010	3.7	50.148	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	762	528	0.00	688	1.107	688	445.3	2286.655	F
2 - Car Park	17	1216	0.00	374	0.044	17	0.0	10.080	B
3 - Oxford Road	905	164	0.00	1840	0.492	907	1.0	3.863	A
4 - Middelton Stoney Road	730	666		1218	0.599	738	1.5	7.631	A

D4 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	4 - Middelton Stoney Road - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queing to leave the junction in 6 timesegment(s).

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	964.92	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	964.92	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	1008	100.000
2 - Car Park		✓	95	100.000
3 - Oxford Road		✓	1646	100.000
4 - Middelton Stoney Road		✓	669	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	200.00
2 - Car Park	200.00
3 - Oxford Road	200.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	713	295
	2 - Car Park	24	0	37	34
	3 - Oxford Road	1001	0	0	645
	4 - Middelton Stoney Road	132	0	537	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	1	1
	2 - Car Park	0	0	0	0
	3 - Oxford Road	1	0	0	1
	4 - Middelton Stoney Road	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.69	1655.64	343.8	F
2 - Car Park	0.29	13.94	0.4	B
3 - Oxford Road	1.45	966.23	373.0	F
4 - Middelton Stoney Road	0.93	49.21	9.4	E

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	759	400	150.57	751	1.010	702	14.2	51.545	F
2 - Car Park	72	1102	150.57	431	0.166	71	0.2	9.975	A
3 - Oxford Road	1239	249	150.57	1373	0.903	1210	7.4	19.467	C
4 - Middelton Stoney Road	504	753		907	0.555	499	1.2	8.721	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	906	478	179.80	711	1.274	709	63.6	214.926	F
2 - Car Park	85	1187	179.80	390	0.219	85	0.3	11.792	B
3 - Oxford Road	1480	259	179.80	1314	1.126	1301	52.0	93.556	F
4 - Middelton Stoney Road	601	813		806	0.746	595	2.7	16.643	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1110	575	220.20	662	1.677	661	175.7	662.579	F
2 - Car Park	105	1236	220.20	366	0.286	104	0.4	13.736	B
3 - Oxford Road	1812	257	220.20	1252	1.447	1252	192.0	357.017	F
4 - Middelton Stoney Road	737	788		797	0.924	716	7.9	37.269	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1110	586	220.20	656	1.691	656	289.1	1282.233	F
2 - Car Park	105	1243	220.20	363	0.288	105	0.4	13.937	B
3 - Oxford Road	1812	256	220.20	1253	1.446	1253	331.9	740.538	F
4 - Middelton Stoney Road	737	788		794	0.928	730	9.4	49.213	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	906	502	179.80	700	1.295	700	340.7	1580.508	F
2 - Car Park	85	1202	179.80	383	0.223	86	0.3	12.135	B
3 - Oxford Road	1480	257	179.80	1315	1.125	1315	373.0	966.229	F
4 - Middelton Stoney Road	601	821		790	0.761	625	3.5	24.285	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	759	410	150.57	747	1.016	746	343.8	1655.637	F
2 - Car Park	72	1156	150.57	405	0.177	72	0.2	10.809	B
3 - Oxford Road	1239	262	150.57	1366	0.907	1362	342.3	945.481	F
4 - Middelton Stoney Road	504	846		792	0.636	510	1.8	13.062	B

D5 - 2034 | DS3AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	1 - Kings End - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - Car Park - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Oxford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	765.27	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	765.27	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	1011	100.000
2 - Car Park		✓	22	100.000
3 - Oxford Road		✓	1185	100.000
4 - Middelton Stoney Road		✓	963	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	0.00
2 - Car Park	0.00
3 - Oxford Road	0.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	786	225
	2 - Car Park	7	0	8	7
	3 - Oxford Road	878	0	0	307
	4 - Middelton Stoney Road	270	0	693	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	2	4
	2 - Car Park	0	0	0	0
	3 - Oxford Road	3	0	0	1
	4 - Middelton Stoney Road	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.87	2279.78	444.0	F
2 - Car Park	0.07	11.90	0.1	B
3 - Oxford Road	0.70	6.57	2.4	A
4 - Middelton Stoney Road	1.04	115.82	36.4	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	761	518	0.00	694	1.097	666	23.9	79.319	F
2 - Car Park	17	1183	0.00	390	0.042	16	0.0	9.628	A
3 - Oxford Road	892	159	0.00	1844	0.484	888	0.9	3.754	A
4 - Middelton Stoney Road	725	663		1220	0.594	719	1.4	7.109	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	909	618	0.00	645	1.410	644	90.1	338.250	F
2 - Car Park	20	1262	0.00	352	0.056	20	0.1	10.820	B
3 - Oxford Road	1065	156	0.00	1846	0.577	1064	1.3	4.591	A
4 - Middelton Stoney Road	866	794		1134	0.763	859	3.0	12.809	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1113	707	0.00	602	1.850	602	218.0	936.946	F
2 - Car Park	24	1309	0.00	330	0.073	24	0.1	11.749	B
3 - Oxford Road	1305	149	0.00	1851	0.705	1301	2.3	6.498	A
4 - Middelton Stoney Road	1060	971		1017	1.042	983	22.5	59.966	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1113	723	0.00	594	1.874	594	347.8	1721.932	F
2 - Car Park	24	1317	0.00	327	0.074	24	0.1	11.904	B
3 - Oxford Road	1305	148	0.00	1852	0.704	1305	2.4	6.574	A
4 - Middelton Stoney Road	1060	974		1015	1.044	1005	36.4	115.820	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	909	717	0.00	597	1.523	597	425.8	2148.569	F
2 - Car Park	20	1314	0.00	328	0.060	20	0.1	11.688	B
3 - Oxford Road	1065	145	0.00	1854	0.575	1069	1.4	4.612	A
4 - Middelton Stoney Road	866	799		1131	0.765	997	3.6	45.187	E

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	761	528	0.00	689	1.105	689	444.0	2279.783	F
2 - Car Park	17	1216	0.00	374	0.044	17	0.0	10.079	B
3 - Oxford Road	892	164	0.00	1840	0.485	894	0.9	3.813	A
4 - Middelton Stoney Road	725	668		1218	0.595	733	1.5	7.560	A

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	4 - Middelton Stoney Road - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queing to leave the junction in 6 timesegment(s).

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	774.92	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	774.92	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	1012	100.000
2 - Car Park		✓	95	100.000
3 - Oxford Road		✓	1636	100.000
4 - Middelton Stoney Road		✓	671	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	200.00
2 - Car Park	200.00
3 - Oxford Road	100.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	714	298
	2 - Car Park	24	0	37	34
	3 - Oxford Road	994	0	0	642
	4 - Middelton Stoney Road	135	0	536	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	1	1
	2 - Car Park	0	0	0	0
	3 - Oxford Road	0	0	0	1
	4 - Middelton Stoney Road	7	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.61	1713.13	341.8	F
2 - Car Park	0.27	13.01	0.4	B
3 - Oxford Road	1.23	432.82	186.8	F
4 - Middelton Stoney Road	1.15	297.71	55.0	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	762	399	150.57	752	1.014	703	14.6	52.389	F
2 - Car Park	72	1103	150.57	430	0.166	71	0.2	9.984	A
3 - Oxford Road	1232	250	75.29	1559	0.790	1217	3.6	10.146	B
4 - Middelton Stoney Road	505	758		896	0.564	500	1.3	8.974	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	910	471	179.80	715	1.273	712	64.0	213.809	F
2 - Car Park	85	1183	179.80	392	0.218	85	0.3	11.725	B
3 - Oxford Road	1471	262	89.90	1513	0.972	1427	14.5	31.921	D
4 - Middelton Stoney Road	603	888		708	0.852	589	4.7	27.637	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1114	508	220.20	693	1.609	693	169.5	616.521	F
2 - Car Park	105	1200	220.20	383	0.273	104	0.4	12.916	B
3 - Oxford Road	1801	268	110.10	1459	1.235	1455	101.1	151.328	F
4 - Middelton Stoney Road	739	910		647	1.141	635	30.6	117.004	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	1114	512	220.20	691	1.613	691	275.4	1156.453	F
2 - Car Park	105	1203	220.20	381	0.274	105	0.4	13.006	B
3 - Oxford Road	1801	267	110.10	1459	1.235	1459	186.8	356.959	F
4 - Middelton Stoney Road	739	913		643	1.148	641	55.0	253.689	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	910	502	179.80	700	1.300	700	327.9	1552.372	F
2 - Car Park	85	1202	179.80	383	0.223	86	0.3	12.135	B
3 - Oxford Road	1471	258	89.90	1515	0.971	1506	177.8	432.824	F
4 - Middelton Stoney Road	603	937		640	0.942	629	48.6	297.707	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	762	495	150.57	706	1.079	706	341.8	1713.125	F
2 - Car Park	72	1201	150.57	384	0.186	72	0.2	11.541	B
3 - Oxford Road	1232	252	75.29	1559	0.790	1550	98.3	321.901	F
4 - Middelton Stoney Road	505	960		632	0.799	620	20.0	204.259	F

D7 - 2034 | RC3A [-25%] | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	1 - Kings End - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - Car Park - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Oxford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	137.20	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	137.20	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2034	RC3A [-25%]	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	760	100.000
2 - Car Park		✓	22	100.000
3 - Oxford Road		✓	791	100.000
4 - Middelton Stoney Road		✓	691	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	0.00
2 - Car Park	0.00
3 - Oxford Road	0.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	625	135
	2 - Car Park	7	0	8	7
	3 - Oxford Road	641	0	0	150
	4 - Middelton Stoney Road	224	0	467	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	4	2
	2 - Car Park	0	0	0	0
	3 - Oxford Road	3	0	0	1
	4 - Middelton Stoney Road	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.22	392.41	84.3	F
2 - Car Park	0.06	10.19	0.1	B
3 - Oxford Road	0.47	3.64	0.9	A
4 - Middelton Stoney Road	0.64	8.46	1.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	572	350	0.00	766	0.747	561	2.7	16.799	C
2 - Car Park	17	911	0.00	519	0.032	16	0.0	7.158	A
3 - Oxford Road	596	110	0.00	1878	0.317	594	0.5	2.799	A
4 - Middelton Stoney Road	520	486		1335	0.390	518	0.6	4.390	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	683	419	0.00	733	0.932	662	8.2	41.380	E
2 - Car Park	20	1081	0.00	436	0.045	20	0.0	8.650	A
3 - Oxford Road	711	130	0.00	1864	0.382	710	0.6	3.119	A
4 - Middelton Stoney Road	621	582		1272	0.488	620	0.9	5.509	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	837	512	0.00	688	1.216	683	46.7	159.873	F
2 - Car Park	24	1195	0.00	381	0.064	24	0.1	10.099	B
3 - Oxford Road	871	137	0.00	1859	0.468	870	0.9	3.636	A
4 - Middelton Stoney Road	761	713		1186	0.641	758	1.7	8.333	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	837	514	0.00	687	1.218	686	84.3	348.867	F
2 - Car Park	24	1200	0.00	378	0.064	24	0.1	10.185	B
3 - Oxford Road	871	137	0.00	1859	0.469	871	0.9	3.643	A
4 - Middelton Stoney Road	761	713		1186	0.642	761	1.8	8.464	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	683	422	0.00	731	0.934	723	74.4	392.411	F
2 - Car Park	20	1145	0.00	404	0.049	20	0.1	9.377	A
3 - Oxford Road	711	141	0.00	1856	0.383	712	0.6	3.151	A
4 - Middelton Stoney Road	621	583		1271	0.489	624	1.0	5.592	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	572	352	0.00	765	0.748	755	28.8	250.267	F
2 - Car Park	17	1107	0.00	421	0.039	17	0.0	8.892	A
3 - Oxford Road	596	145	0.00	1853	0.321	596	0.5	2.863	A
4 - Middelton Stoney Road	520	488		1334	0.390	522	0.6	4.439	A

D8 - 2034 | RC3A [-25%] | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	1 - Kings End - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - Car Park - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Oxford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	57.30	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	57.30	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2034	RC3A [-25%]	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	760	100.000
2 - Car Park		✓	95	100.000
3 - Oxford Road		✓	1175	100.000
4 - Middelton Stoney Road		✓	443	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	0.00
2 - Car Park	0.00
3 - Oxford Road	0.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	539	221
	2 - Car Park	24	0	37	34
	3 - Oxford Road	754	0	0	421
	4 - Middelton Stoney Road	98	0	345	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	1	0
	2 - Car Park	0	0	0	0
	3 - Oxford Road	0	0	0	0
	4 - Middelton Stoney Road	8	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.08	170.35	42.4	F
2 - Car Park	0.25	11.70	0.3	B
3 - Oxford Road	0.72	7.08	2.5	A
4 - Middelton Stoney Road	0.44	5.89	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	572	259	0.00	833	0.687	564	2.1	12.993	B
2 - Car Park	72	822	0.00	570	0.126	71	0.1	7.209	A
3 - Oxford Road	885	207	0.00	1859	0.476	881	0.9	3.667	A
4 - Middelton Stoney Road	334	583		1273	0.262	332	0.4	3.823	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	683	310	0.00	808	0.846	673	4.7	24.874	C
2 - Car Park	85	983	0.00	492	0.173	85	0.2	8.836	A
3 - Oxford Road	1056	248	0.00	1830	0.577	1055	1.3	4.632	A
4 - Middelton Stoney Road	398	698		1200	0.332	398	0.5	4.486	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	837	379	0.00	774	1.081	754	25.3	87.031	F
2 - Car Park	105	1133	0.00	419	0.249	104	0.3	11.400	B
3 - Oxford Road	1294	283	0.00	1805	0.717	1289	2.5	6.923	A
4 - Middelton Stoney Road	488	854		1101	0.443	487	0.8	5.849	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	837	380	0.00	773	1.082	768	42.4	170.350	F
2 - Car Park	105	1148	0.00	412	0.254	105	0.3	11.696	B
3 - Oxford Road	1294	287	0.00	1802	0.718	1294	2.5	7.078	A
4 - Middelton Stoney Road	488	856		1099	0.444	488	0.8	5.887	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	683	311	0.00	807	0.846	789	16.0	138.616	F
2 - Car Park	85	1100	0.00	435	0.196	86	0.2	10.303	B
3 - Oxford Road	1056	282	0.00	1806	0.585	1061	1.4	4.861	A
4 - Middelton Stoney Road	398	702		1197	0.333	399	0.5	4.519	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	572	260	0.00	832	0.687	627	2.3	21.865	C
2 - Car Park	72	887	0.00	538	0.133	72	0.2	7.722	A
3 - Oxford Road	885	226	0.00	1845	0.479	887	0.9	3.761	A
4 - Middelton Stoney Road	334	587		1270	0.263	334	0.4	3.848	A

D9 - 2034 | DS3AwTP [-25%] | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	1 - Kings End - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - Car Park - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Oxford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	150.24	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	150.24	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2034	DS3AwTP [-25%]	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	759	100.000
2 - Car Park		✓	22	100.000
3 - Oxford Road		✓	889	100.000
4 - Middelton Stoney Road		✓	723	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	0.00
2 - Car Park	0.00
3 - Oxford Road	0.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	590	169
	2 - Car Park	7	0	8	7
	3 - Oxford Road	659	0	0	230
	4 - Middelton Stoney Road	203	0	520	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	2	4
	2 - Car Park	0	0	0	0
	3 - Oxford Road	3	0	0	1
	4 - Middelton Stoney Road	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.25	457.30	94.4	F
2 - Car Park	0.07	10.61	0.1	B
3 - Oxford Road	0.53	4.18	1.1	A
4 - Middelton Stoney Road	0.68	9.51	2.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	571	390	0.00	756	0.756	560	2.9	17.508	C
2 - Car Park	17	949	0.00	504	0.033	16	0.0	7.381	A
3 - Oxford Road	669	135	0.00	1861	0.360	667	0.6	3.010	A
4 - Middelton Stoney Road	544	500		1328	0.410	542	0.7	4.561	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	682	466	0.00	718	0.950	657	9.2	45.909	E
2 - Car Park	20	1123	0.00	419	0.047	20	0.0	9.012	A
3 - Oxford Road	799	159	0.00	1844	0.433	798	0.8	3.444	A
4 - Middelton Stoney Road	650	598		1263	0.514	649	1.0	5.837	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	836	570	0.00	668	1.250	664	52.1	181.207	F
2 - Car Park	24	1234	0.00	366	0.066	24	0.1	10.533	B
3 - Oxford Road	979	163	0.00	1841	0.532	977	1.1	4.163	A
4 - Middelton Stoney Road	796	732		1175	0.678	792	2.0	9.307	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	836	572	0.00	667	1.253	666	94.4	398.213	F
2 - Car Park	24	1239	0.00	363	0.067	24	0.1	10.613	B
3 - Oxford Road	979	164	0.00	1840	0.532	979	1.1	4.178	A
4 - Middelton Stoney Road	796	733		1174	0.678	796	2.1	9.507	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	682	470	0.00	716	0.952	709	87.8	457.297	F
2 - Car Park	20	1179	0.00	392	0.051	20	0.1	9.686	A
3 - Oxford Road	799	170	0.00	1835	0.435	801	0.8	3.483	A
4 - Middelton Stoney Road	650	600		1262	0.515	654	1.1	5.957	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	571	393	0.00	754	0.758	746	44.2	321.432	F
2 - Car Park	17	1138	0.00	411	0.040	17	0.0	9.132	A
3 - Oxford Road	669	177	0.00	1831	0.366	670	0.6	3.103	A
4 - Middelton Stoney Road	544	502		1327	0.410	546	0.7	4.620	A

D10 - 2034 | DS3AwTP [-25%] | PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	4 - Middelton Stoney Road - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queing to leave the junction in 6 timesegment(s).

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	98.97	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	98.97	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2034	DS3AwTP [-25%]	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Kings End		✓	760	100.000
2 - Car Park		✓	95	100.000
3 - Oxford Road		✓	1228	100.000
4 - Middelton Stoney Road		✓	503	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Kings End	200.00
2 - Car Park	200.00
3 - Oxford Road	100.00
4 - Middelton Stoney Road	

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	536	224
	2 - Car Park	24	0	37	34
	3 - Oxford Road	746	0	0	482
	4 - Middelton Stoney Road	101	0	402	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Kings End	2 - Car Park	3 - Oxford Road	4 - Middelton Stoney Road
From	1 - Kings End	0	0	1	1
	2 - Car Park	0	0	0	0
	3 - Oxford Road	0	0	0	1
	4 - Middelton Stoney Road	7	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Kings End	1.16	273.01	65.5	F
2 - Car Park	0.26	12.20	0.4	B
3 - Oxford Road	0.93	30.66	10.8	D
4 - Middelton Stoney Road	0.74	18.31	2.7	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	572	301	150.57	798	0.717	563	2.4	14.752	B
2 - Car Park	72	864	150.57	544	0.132	71	0.2	7.607	A
3 - Oxford Road	924	209	75.29	1567	0.590	919	1.4	5.505	A
4 - Middelton Stoney Road	379	576		1121	0.338	377	0.5	4.822	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	683	360	179.80	766	0.892	668	6.2	32.417	D
2 - Car Park	85	1028	179.80	465	0.184	85	0.2	9.481	A
3 - Oxford Road	1104	249	89.90	1520	0.726	1099	2.6	8.463	A
4 - Middelton Stoney Road	452	689		973	0.465	451	0.9	6.871	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	837	437	220.20	725	1.154	715	36.6	123.406	F
2 - Car Park	105	1153	220.20	405	0.259	104	0.3	11.963	B
3 - Oxford Road	1352	274	110.10	1455	0.929	1325	9.4	23.789	C
4 - Middelton Stoney Road	554	831		766	0.723	547	2.5	16.042	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	837	442	220.20	723	1.157	721	65.5	263.683	F
2 - Car Park	105	1163	220.20	400	0.262	105	0.4	12.196	B
3 - Oxford Road	1352	276	110.10	1454	0.930	1347	10.8	30.662	D
4 - Middelton Stoney Road	554	844		748	0.741	553	2.7	18.314	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	683	367	179.80	763	0.895	752	48.4	273.006	F
2 - Car Park	85	1119	179.80	422	0.202	86	0.3	10.725	B
3 - Oxford Road	1104	274	89.90	1506	0.733	1136	2.9	10.509	B
4 - Middelton Stoney Road	452	712		946	0.478	459	0.9	7.508	A

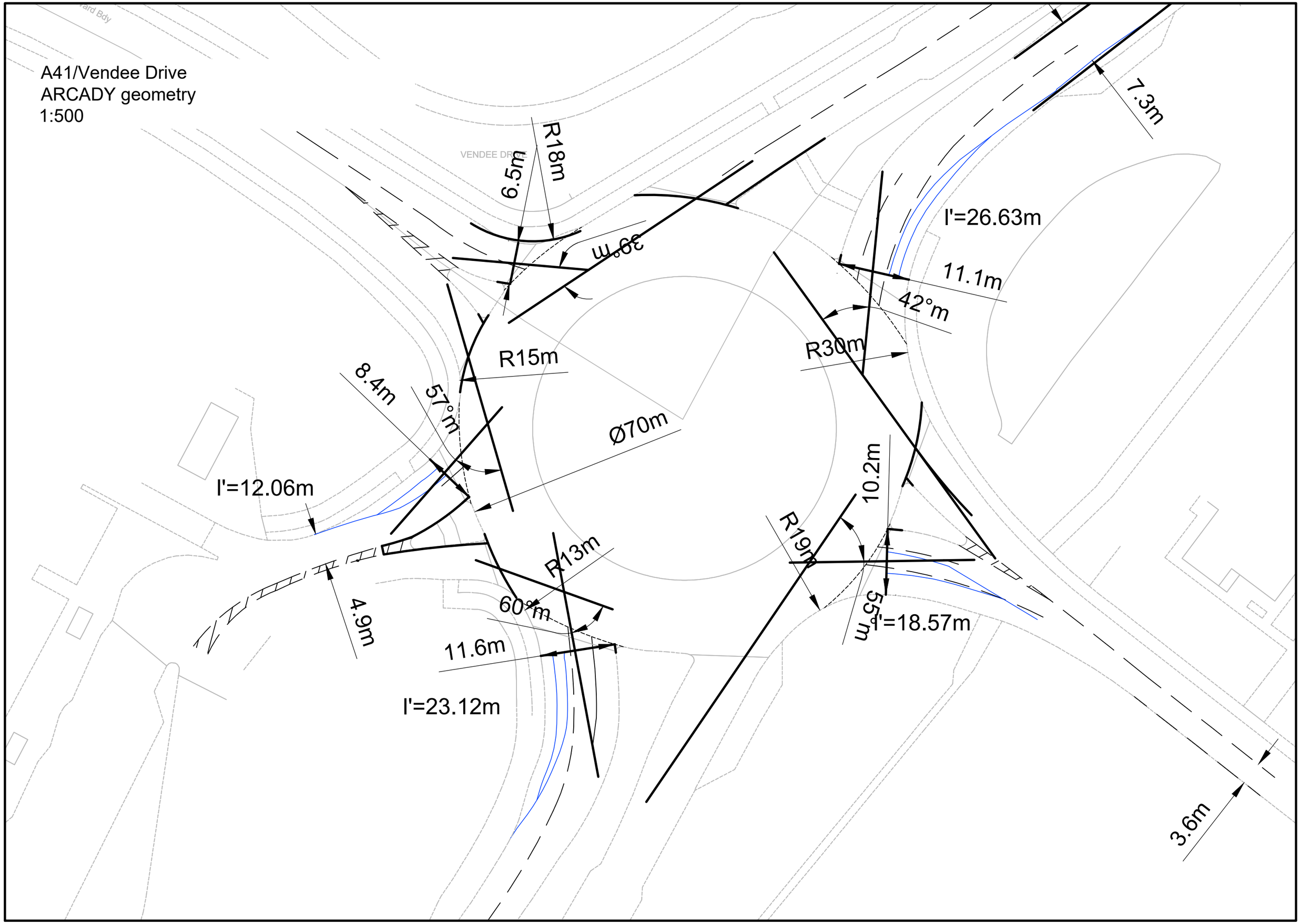
18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kings End	572	304	150.57	797	0.718	753	3.2	114.276	F
2 - Car Park	72	1057	150.57	452	0.158	72	0.2	9.480	A
3 - Oxford Road	924	266	75.29	1550	0.596	930	1.5	5.853	A
4 - Middelton Stoney Road	379	583		1113	0.340	380	0.5	4.922	A

APPENDIX F

A41 OXFORD ROAD/VENDEE DRIVE JUNCTIONS 11 ARCADY REPORT

A41/Vendee Drive
ARCADY geometry
1:500



Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260106 A41_Vendee Drive Roundabout.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\14. A41_Vendee Dr roundabout
Report generation date: 25/03/2026 21:51:07

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3AwTP | AM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | RC4A | PM
»D9 - 2042 | DS4A | AM
»D10 - 2042 | DS4A | PM
»D11 - 2042 | DS4AwTP | AM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
1 - A41 Northeast	D1	2.0	4.23	0.67	A	D2	2.2	4.31	0.68	A
2 - Charles Shouler Way		0.9	8.85	0.49	A		1.9	12.91	0.66	B
3 - A41 Southwest		3.5	6.43	0.78	A		6.4	11.51	0.87	B
4 - Park and Ride		0.0	5.70	0.02	A		0.0	8.80	0.02	A
5 - Vendee Drive		3.5	20.80	0.79	C		2.6	14.04	0.73	B
	2034 - DS3A									
1 - A41 Northeast	D3	1.4	3.28	0.58	A	D4	2.2	4.36	0.69	A
2 - Charles Shouler Way		1.0	7.81	0.50	A		1.8	12.64	0.65	B
3 - A41 Southwest		3.5	6.74	0.78	A		4.0	8.29	0.80	A
4 - Park and Ride		0.0	6.09	0.02	A		0.0	7.94	0.02	A
5 - Vendee Drive		5.5	31.09	0.86	D		2.3	12.82	0.70	B
	2034 - DS3AwTP									
1 - A41 Northeast	D5	1.5	3.58	0.60	A	D6	2.2	4.42	0.69	A
2 - Charles Shouler Way		1.1	8.37	0.52	A		1.9	12.97	0.66	B
3 - A41 Southwest		3.5	6.73	0.78	A		2.9	6.34	0.74	A
4 - Park and Ride		0.0	6.10	0.02	A		0.0	6.77	0.01	A
5 - Vendee Drive		5.7	31.58	0.87	D		2.4	13.22	0.71	B
	2042 - RC4A									
1 - A41 Northeast	D7	2.9	5.35	0.75	A	D8	5.5	8.76	0.85	A
2 - Charles Shouler Way		0.8	9.37	0.45	A		2.4	22.83	0.72	C
3 - A41 Southwest		4.5	7.50	0.82	A		5.9	11.60	0.86	B
4 - Park and Ride		0.0	6.09	0.03	A		0.0	9.94	0.02	A
5 - Vendee Drive		2.2	16.57	0.70	C		1.6	10.33	0.62	B
	2042 - DS4A									
1 - A41 Northeast	D9	2.7	5.10	0.73	A	D10	6.0	9.68	0.86	A
2 - Charles Shouler Way		0.9	9.89	0.47	A		3.3	31.10	0.79	D
3 - A41 Southwest		3.3	6.13	0.77	A		4.6	9.41	0.83	A
4 - Park and Ride		0.0	5.72	0.03	A		0.0	9.06	0.02	A
5 - Vendee Drive		4.8	27.19	0.84	D		2.7	13.98	0.73	B
	2042 - DS4AwTP									
1 - A41 Northeast	D11	2.5	4.96	0.72	A	D12	5.7	9.30	0.85	A
2 - Charles Shouler Way		0.9	9.55	0.46	A		3.2	29.54	0.78	D
3 - A41 Southwest		3.3	6.09	0.77	A		4.7	9.56	0.83	A
4 - Park and Ride		0.0	5.69	0.03	A		0.0	9.17	0.02	A
5 - Vendee Drive		5.3	29.87	0.86	D		2.7	14.35	0.74	B

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

File summary

File Description

Title	OxSRFI
Location	A41/Vendee Drive Roundabout
Site number	
Date	06/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		1.00	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2034 | RC3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.68	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A41 Northeast		
2	Charles Shouler Way		
3	A41 Southwest		
4	Park and Ride		
5	Vendee Drive		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A41 Northeast	7.30	11.10	26.6	30.2	70.0	21.0		
2 - Charles Shouler Way	3.60	10.20	18.6	19.0	70.0	27.0		
3 - A41 Southwest	7.30	11.60	23.1	20.0	70.0	30.0		
4 - Park and Ride	4.90	8.40	12.1	15.0	70.0	28.0		
5 - Vendee Drive	6.50	6.50	0.0	18.0	70.0	19.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A41 Northeast	0.744	3145
2 - Charles Shouler Way	0.561	2043
3 - A41 Southwest	0.714	3028
4 - Park and Ride	0.553	2016
5 - Vendee Drive	0.566	2034

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	1569	100.000
2 - Charles Shouler Way		✓	350	100.000
3 - A41 Southwest		✓	1825	100.000
4 - Park and Ride		✓	12	100.000
5 - Vendee Drive		✓	569	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	7	40	1453	0	69
	2 - Charles Shouler Way	250	0	48	8	44
	3 - A41 Southwest	1429	132	3	60	201
	4 - Park and Ride	0	1	9	0	2
	5 - Vendee Drive	249	8	312	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	0	0	7	0	1
	2 - Charles Shouler Way	1	0	22	0	0
	3 - A41 Southwest	7	0	0	0	7
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	0	17	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.67	4.23	2.0	A
2 - Charles Shouler Way	0.49	8.85	0.9	A
3 - A41 Southwest	0.78	6.43	3.5	A
4 - Park and Ride	0.02	5.70	0.0	A
5 - Vendee Drive	0.79	20.80	3.5	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1181	348	2697	0.438	1178	0.8	2.365	A
2 - Charles Shouler Way	263	1391	1167	0.226	262	0.3	3.976	A
3 - A41 Southwest	1374	283	2658	0.517	1370	1.1	2.785	A
4 - Park and Ride	9	1602	1082	0.008	9	0.0	3.355	A
5 - Vendee Drive	428	1374	1165	0.368	426	0.6	4.855	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1411	417	2647	0.533	1409	1.1	2.906	A
2 - Charles Shouler Way	315	1663	1009	0.312	314	0.4	5.175	A
3 - A41 Southwest	1641	339	2620	0.626	1638	1.7	3.656	A
4 - Park and Ride	11	1916	898	0.012	11	0.0	4.056	A
5 - Vendee Drive	512	1644	1011	0.506	510	1.0	7.163	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1728	506	2581	0.669	1724	2.0	4.182	A
2 - Charles Shouler Way	385	2032	796	0.484	383	0.9	8.681	A
3 - A41 Southwest	2009	414	2569	0.782	2002	3.5	6.268	A
4 - Park and Ride	13	2342	650	0.020	13	0.0	5.653	A
5 - Vendee Drive	626	2008	801	0.782	617	3.3	18.750	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1728	512	2578	0.670	1727	2.0	4.234	A
2 - Charles Shouler Way	385	2040	792	0.487	385	0.9	8.854	A
3 - A41 Southwest	2009	416	2568	0.782	2009	3.5	6.432	A
4 - Park and Ride	13	2350	645	0.020	13	0.0	5.697	A
5 - Vendee Drive	626	2016	797	0.786	626	3.5	20.796	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1411	424	2642	0.534	1414	1.2	2.942	A
2 - Charles Shouler Way	315	1675	1003	0.314	317	0.5	5.261	A
3 - A41 Southwest	1641	342	2619	0.627	1648	1.7	3.738	A
4 - Park and Ride	11	1928	891	0.012	11	0.0	4.088	A
5 - Vendee Drive	512	1654	1005	0.509	521	1.1	7.590	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1181	351	2695	0.438	1183	0.8	2.382	A
2 - Charles Shouler Way	263	1398	1163	0.227	264	0.3	4.009	A
3 - A41 Southwest	1374	285	2657	0.517	1376	1.1	2.818	A
4 - Park and Ride	9	1610	1077	0.008	9	0.0	3.373	A
5 - Vendee Drive	428	1381	1161	0.369	430	0.6	4.936	A

D2 - 2034 | RC3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	1649	100.000
2 - Charles Shouler Way		✓	488	100.000
3 - A41 Southwest		✓	1896	100.000
4 - Park and Ride		✓	9	100.000
5 - Vendee Drive		✓	615	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	99	91	1211	1	247
	2 - Charles Shouler Way	232	0	114	7	135
	3 - A41 Southwest	1300	56	3	25	512
	4 - Park and Ride	1	1	4	0	3
	5 - Vendee Drive	188	106	295	24	2

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	2	0	4	0	0
	2 - Charles Shouler Way	1	0	8	0	2
	3 - A41 Southwest	2	0	0	0	1
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	2	2	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.68	4.31	2.2	A
2 - Charles Shouler Way	0.66	12.91	1.9	B
3 - A41 Southwest	0.87	11.51	6.4	B
4 - Park and Ride	0.02	8.80	0.0	A
5 - Vendee Drive	0.73	14.04	2.6	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1241	368	2779	0.447	1238	0.8	2.332	A
2 - Charles Shouler Way	367	1416	1188	0.309	366	0.4	4.370	A
3 - A41 Southwest	1427	560	2582	0.553	1423	1.2	3.092	A
4 - Park and Ride	7	1940	928	0.007	7	0.0	3.909	A
5 - Vendee Drive	463	1272	1265	0.366	461	0.6	4.465	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1482	440	2725	0.544	1481	1.2	2.889	A
2 - Charles Shouler Way	439	1693	1031	0.425	438	0.7	6.052	A
3 - A41 Southwest	1704	670	2504	0.681	1701	2.1	4.463	A
4 - Park and Ride	8	2320	714	0.011	8	0.0	5.097	A
5 - Vendee Drive	553	1522	1125	0.491	551	1.0	6.257	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1816	536	2654	0.684	1812	2.1	4.254	A
2 - Charles Shouler Way	537	2070	819	0.656	533	1.8	12.391	B
3 - A41 Southwest	2088	818	2399	0.870	2071	6.1	10.504	B
4 - Park and Ride	10	2827	430	0.023	10	0.0	8.574	A
5 - Vendee Drive	677	1853	939	0.721	671	2.5	13.134	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1816	540	2651	0.685	1815	2.2	4.309	A
2 - Charles Shouler Way	537	2076	815	0.659	537	1.9	12.907	B
3 - A41 Southwest	2088	822	2396	0.871	2086	6.4	11.513	B
4 - Park and Ride	10	2846	419	0.024	10	0.0	8.796	A
5 - Vendee Drive	677	1866	932	0.726	677	2.6	14.038	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1482	446	2721	0.545	1486	1.2	2.924	A
2 - Charles Shouler Way	439	1702	1026	0.428	443	0.8	6.221	A
3 - A41 Southwest	1704	676	2500	0.682	1722	2.2	4.725	A
4 - Park and Ride	8	2346	700	0.012	8	0.0	5.204	A
5 - Vendee Drive	553	1539	1115	0.496	559	1.0	6.543	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1241	371	2777	0.447	1243	0.8	2.349	A
2 - Charles Shouler Way	367	1422	1184	0.310	369	0.5	4.420	A
3 - A41 Southwest	1427	564	2580	0.553	1431	1.2	3.146	A
4 - Park and Ride	7	1952	921	0.007	7	0.0	3.939	A
5 - Vendee Drive	463	1280	1260	0.367	465	0.6	4.533	A

D3 - 2034 | DS3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	1363	100.000
2 - Charles Shouler Way		✓	421	100.000
3 - A41 Southwest		✓	1720	100.000
4 - Park and Ride		✓	12	100.000
5 - Vendee Drive		✓	616	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	5	1	1226	0	131
	2 - Charles Shouler Way	281	0	48	8	84
	3 - A41 Southwest	1312	150	5	51	202
	4 - Park and Ride	0	1	9	0	2
	5 - Vendee Drive	301	43	272	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	0	0	4	0	7
	2 - Charles Shouler Way	2	0	23	0	0
	3 - A41 Southwest	9	0	1	0	8
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	0	22	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.58	3.28	1.4	A
2 - Charles Shouler Way	0.50	7.81	1.0	A
3 - A41 Southwest	0.78	6.74	3.5	A
4 - Park and Ride	0.02	6.09	0.0	A
5 - Vendee Drive	0.86	31.09	5.5	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1026	360	2730	0.376	1024	0.6	2.107	A
2 - Charles Shouler Way	317	1237	1255	0.253	316	0.3	3.827	A
3 - A41 Southwest	1295	382	2549	0.508	1291	1.0	2.852	A
4 - Park and Ride	9	1628	1054	0.009	9	0.0	3.444	A
5 - Vendee Drive	464	1323	1131	0.410	461	0.7	5.355	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1225	430	2674	0.458	1224	0.8	2.482	A
2 - Charles Shouler Way	378	1480	1116	0.339	378	0.5	4.874	A
3 - A41 Southwest	1546	457	2498	0.619	1544	1.6	3.765	A
4 - Park and Ride	11	1948	865	0.012	11	0.0	4.213	A
5 - Vendee Drive	554	1582	986	0.561	552	1.3	8.234	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1501	520	2602	0.577	1499	1.4	3.256	A
2 - Charles Shouler Way	464	1806	929	0.499	462	1.0	7.677	A
3 - A41 Southwest	1894	559	2428	0.780	1886	3.4	6.559	A
4 - Park and Ride	13	2380	609	0.022	13	0.0	6.037	A
5 - Vendee Drive	678	1934	791	0.857	663	5.0	25.662	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1501	527	2597	0.578	1501	1.4	3.284	A
2 - Charles Shouler Way	464	1813	924	0.502	463	1.0	7.814	A
3 - A41 Southwest	1894	560	2427	0.780	1894	3.5	6.740	A
4 - Park and Ride	13	2389	604	0.022	13	0.0	6.089	A
5 - Vendee Drive	678	1941	787	0.861	676	5.5	31.086	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1225	441	2665	0.460	1227	0.9	2.506	A
2 - Charles Shouler Way	378	1491	1109	0.341	380	0.5	4.956	A
3 - A41 Southwest	1546	459	2496	0.620	1554	1.6	3.851	A
4 - Park and Ride	11	1960	858	0.013	11	0.0	4.249	A
5 - Vendee Drive	554	1593	981	0.565	571	1.3	9.116	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1026	363	2727	0.376	1027	0.6	2.119	A
2 - Charles Shouler Way	317	1243	1252	0.253	318	0.3	3.858	A
3 - A41 Southwest	1295	384	2547	0.508	1297	1.0	2.887	A
4 - Park and Ride	9	1637	1049	0.009	9	0.0	3.461	A
5 - Vendee Drive	464	1330	1127	0.412	466	0.7	5.469	A

D4 - 2034 | DS3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	1644	100.000
2 - Charles Shouler Way		✓	479	100.000
3 - A41 Southwest		✓	1619	100.000
4 - Park and Ride		✓	8	100.000
5 - Vendee Drive		✓	598	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	120	82	1072	1	369
	2 - Charles Shouler Way	216	0	107	6	150
	3 - A41 Southwest	1203	41	3	21	351
	4 - Park and Ride	0	1	4	0	3
	5 - Vendee Drive	199	115	260	22	2

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	1	0	4	0	7
	2 - Charles Shouler Way	1	0	8	0	1
	3 - A41 Southwest	5	0	2	0	2
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	2	2	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.69	4.36	2.2	A
2 - Charles Shouler Way	0.65	12.64	1.8	B
3 - A41 Southwest	0.80	8.29	4.0	A
4 - Park and Ride	0.02	7.94	0.0	A
5 - Vendee Drive	0.70	12.82	2.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1238	336	2757	0.449	1234	0.8	2.360	A
2 - Charles Shouler Way	361	1391	1187	0.304	359	0.4	4.337	A
3 - A41 Southwest	1219	665	2436	0.500	1215	1.0	2.938	A
4 - Park and Ride	6	1842	957	0.006	6	0.0	3.784	A
5 - Vendee Drive	450	1191	1244	0.362	448	0.6	4.510	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1478	402	2706	0.546	1476	1.2	2.925	A
2 - Charles Shouler Way	431	1664	1029	0.418	429	0.7	5.991	A
3 - A41 Southwest	1455	795	2343	0.621	1453	1.6	4.032	A
4 - Park and Ride	7	2203	749	0.010	7	0.0	4.851	A
5 - Vendee Drive	538	1425	1116	0.482	536	0.9	6.197	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1810	490	2637	0.686	1806	2.2	4.311	A
2 - Charles Shouler Way	527	2034	815	0.647	523	1.8	12.165	B
3 - A41 Southwest	1783	971	2219	0.803	1773	3.9	7.927	A
4 - Park and Ride	9	2690	469	0.019	9	0.0	7.815	A
5 - Vendee Drive	658	1739	943	0.698	653	2.2	12.207	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1810	493	2635	0.687	1810	2.2	4.365	A
2 - Charles Shouler Way	527	2040	811	0.650	527	1.8	12.644	B
3 - A41 Southwest	1783	975	2215	0.805	1782	4.0	8.288	A
4 - Park and Ride	9	2702	462	0.019	9	0.0	7.941	A
5 - Vendee Drive	658	1748	938	0.702	658	2.3	12.819	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1478	407	2702	0.547	1482	1.2	2.961	A
2 - Charles Shouler Way	431	1672	1024	0.420	435	0.7	6.150	A
3 - A41 Southwest	1455	801	2339	0.622	1465	1.7	4.162	A
4 - Park and Ride	7	2221	739	0.010	7	0.0	4.920	A
5 - Vendee Drive	538	1437	1109	0.485	543	1.0	6.419	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1238	338	2755	0.449	1239	0.8	2.379	A
2 - Charles Shouler Way	361	1397	1183	0.305	362	0.4	4.387	A
3 - A41 Southwest	1219	668	2433	0.501	1221	1.0	2.976	A
4 - Park and Ride	6	1852	951	0.006	6	0.0	3.808	A
5 - Vendee Drive	450	1198	1240	0.363	452	0.6	4.573	A

D5 - 2034 | DS3AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	1361	100.000
2 - Charles Shouler Way		✓	421	100.000
3 - A41 Southwest		✓	1712	100.000
4 - Park and Ride		✓	12	100.000
5 - Vendee Drive		✓	625	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	5	1	1228	0	127
	2 - Charles Shouler Way	281	0	48	8	84
	3 - A41 Southwest	1305	150	5	51	201
	4 - Park and Ride	0	1	9	0	2
	5 - Vendee Drive	306	43	276	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	0	0	7	0	19
	2 - Charles Shouler Way	2	0	23	0	0
	3 - A41 Southwest	9	0	1	0	8
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	0	22	16	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.60	3.58	1.5	A
2 - Charles Shouler Way	0.52	8.37	1.1	A
3 - A41 Southwest	0.78	6.73	3.5	A
4 - Park and Ride	0.02	6.10	0.0	A
5 - Vendee Drive	0.87	31.58	5.7	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1025	363	2633	0.389	1022	0.6	2.228	A
2 - Charles Shouler Way	317	1238	1234	0.257	316	0.3	3.914	A
3 - A41 Southwest	1289	379	2543	0.507	1285	1.0	2.851	A
4 - Park and Ride	9	1619	1053	0.009	9	0.0	3.447	A
5 - Vendee Drive	471	1318	1138	0.413	468	0.7	5.345	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1224	434	2578	0.475	1222	0.9	2.651	A
2 - Charles Shouler Way	378	1481	1091	0.347	378	0.5	5.044	A
3 - A41 Southwest	1539	453	2491	0.618	1537	1.6	3.762	A
4 - Park and Ride	11	1937	864	0.012	11	0.0	4.219	A
5 - Vendee Drive	562	1576	994	0.565	560	1.3	8.238	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1498	524	2509	0.597	1496	1.5	3.547	A
2 - Charles Shouler Way	464	1808	898	0.516	461	1.0	8.204	A
3 - A41 Southwest	1885	554	2420	0.779	1878	3.4	6.546	A
4 - Park and Ride	13	2367	608	0.022	13	0.0	6.050	A
5 - Vendee Drive	688	1926	799	0.861	673	5.1	25.915	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1498	532	2503	0.599	1498	1.5	3.581	A
2 - Charles Shouler Way	464	1816	893	0.519	463	1.1	8.374	A
3 - A41 Southwest	1885	556	2419	0.779	1885	3.5	6.728	A
4 - Park and Ride	13	2376	603	0.022	13	0.0	6.103	A
5 - Vendee Drive	688	1933	795	0.865	686	5.7	31.582	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1224	445	2570	0.476	1226	0.9	2.682	A
2 - Charles Shouler Way	378	1493	1083	0.349	381	0.5	5.137	A
3 - A41 Southwest	1539	456	2489	0.618	1546	1.6	3.848	A
4 - Park and Ride	11	1949	857	0.013	11	0.0	4.257	A
5 - Vendee Drive	562	1586	989	0.568	579	1.3	9.152	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1025	366	2630	0.390	1026	0.6	2.246	A
2 - Charles Shouler Way	317	1244	1230	0.258	318	0.3	3.948	A
3 - A41 Southwest	1289	381	2542	0.507	1291	1.0	2.883	A
4 - Park and Ride	9	1628	1048	0.009	9	0.0	3.467	A
5 - Vendee Drive	471	1325	1135	0.415	473	0.7	5.464	A

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	1647	100.000
2 - Charles Shouler Way		✓	480	100.000
3 - A41 Southwest		✓	1491	100.000
4 - Park and Ride		✓	7	100.000
5 - Vendee Drive		✓	597	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	121	83	1072	1	370
	2 - Charles Shouler Way	216	0	107	6	151
	3 - A41 Southwest	1210	41	3	21	216
	4 - Park and Ride	0	1	4	0	2
	5 - Vendee Drive	193	115	265	22	2

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	1	0	4	0	7
	2 - Charles Shouler Way	1	0	8	0	1
	3 - A41 Southwest	5	0	2	0	2
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	2	2	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.69	4.42	2.2	A
2 - Charles Shouler Way	0.66	12.97	1.9	B
3 - A41 Southwest	0.74	6.34	2.9	A
4 - Park and Ride	0.01	6.77	0.0	A
5 - Vendee Drive	0.71	13.22	2.4	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1240	339	2752	0.451	1237	0.8	2.370	A
2 - Charles Shouler Way	361	1396	1183	0.305	360	0.4	4.364	A
3 - A41 Southwest	1123	667	2430	0.462	1119	0.9	2.740	A
4 - Park and Ride	5	1748	1010	0.005	5	0.0	3.583	A
5 - Vendee Drive	449	1198	1234	0.364	447	0.6	4.562	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1481	406	2700	0.548	1479	1.2	2.944	A
2 - Charles Shouler Way	432	1670	1024	0.421	430	0.7	6.051	A
3 - A41 Southwest	1340	798	2337	0.574	1338	1.3	3.600	A
4 - Park and Ride	6	2091	812	0.008	6	0.0	4.466	A
5 - Vendee Drive	537	1433	1106	0.485	535	0.9	6.292	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1813	495	2631	0.689	1809	2.2	4.361	A
2 - Charles Shouler Way	528	2042	809	0.653	524	1.8	12.458	B
3 - A41 Southwest	1642	974	2212	0.742	1636	2.8	6.183	A
4 - Park and Ride	8	2555	545	0.014	8	0.0	6.697	A
5 - Vendee Drive	657	1750	932	0.705	652	2.3	12.602	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1813	499	2628	0.690	1813	2.2	4.416	A
2 - Charles Shouler Way	528	2048	805	0.656	528	1.9	12.975	B
3 - A41 Southwest	1642	979	2209	0.743	1641	2.9	6.337	A
4 - Park and Ride	8	2565	539	0.014	8	0.0	6.769	A
5 - Vendee Drive	657	1757	928	0.708	657	2.4	13.224	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1481	411	2696	0.549	1485	1.2	2.982	A
2 - Charles Shouler Way	432	1679	1019	0.423	436	0.7	6.219	A
3 - A41 Southwest	1340	804	2333	0.575	1346	1.4	3.670	A
4 - Park and Ride	6	2105	804	0.008	6	0.0	4.512	A
5 - Vendee Drive	537	1442	1101	0.488	542	1.0	6.512	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1240	342	2750	0.451	1242	0.8	2.388	A
2 - Charles Shouler Way	361	1403	1179	0.306	363	0.4	4.416	A
3 - A41 Southwest	1123	671	2427	0.463	1125	0.9	2.769	A
4 - Park and Ride	5	1758	1004	0.005	5	0.0	3.605	A
5 - Vendee Drive	449	1204	1231	0.365	451	0.6	4.627	A

D7 - 2042 | RC4A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	1800	100.000
2 - Charles Shouler Way		✓	288	100.000
3 - A41 Southwest		✓	1978	100.000
4 - Park and Ride		✓	14	100.000
5 - Vendee Drive		✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	37	39	1702	1	21
	2 - Charles Shouler Way	198	0	54	6	30
	3 - A41 Southwest	1595	125	1	56	201
	4 - Park and Ride	0	1	10	1	2
	5 - Vendee Drive	228	10	213	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	4	0	7	1	1
	2 - Charles Shouler Way	2	0	14	0	0
	3 - A41 Southwest	6	0	0	0	3
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	0	14	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.75	5.35	2.9	A
2 - Charles Shouler Way	0.45	9.37	0.8	A
3 - A41 Southwest	0.82	7.50	4.5	A
4 - Park and Ride	0.03	6.09	0.0	A
5 - Vendee Drive	0.70	16.57	2.2	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1355	271	2748	0.493	1351	1.0	2.569	A
2 - Charles Shouler Way	217	1491	1103	0.197	216	0.2	4.052	A
3 - A41 Southwest	1489	220	2728	0.546	1484	1.2	2.885	A
4 - Park and Ride	11	1657	1055	0.010	10	0.0	3.444	A
5 - Vendee Drive	340	1477	1105	0.307	338	0.4	4.682	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1618	324	2709	0.597	1616	1.5	3.289	A
2 - Charles Shouler Way	259	1783	934	0.277	258	0.4	5.320	A
3 - A41 Southwest	1778	264	2698	0.659	1775	1.9	3.892	A
4 - Park and Ride	13	1982	867	0.015	13	0.0	4.212	A
5 - Vendee Drive	405	1766	940	0.431	404	0.7	6.702	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1982	394	2657	0.746	1976	2.9	5.245	A
2 - Charles Shouler Way	317	2179	706	0.449	315	0.8	9.185	A
3 - A41 Southwest	2178	322	2657	0.820	2168	4.4	7.218	A
4 - Park and Ride	15	2420	613	0.025	15	0.0	6.025	A
5 - Vendee Drive	497	2157	718	0.692	491	2.1	15.513	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1982	397	2655	0.747	1982	2.9	5.345	A
2 - Charles Shouler Way	317	2186	701	0.452	317	0.8	9.368	A
3 - A41 Southwest	2178	324	2656	0.820	2177	4.5	7.504	A
4 - Park and Ride	15	2431	607	0.025	15	0.0	6.088	A
5 - Vendee Drive	497	2166	713	0.697	496	2.2	16.575	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1618	328	2706	0.598	1624	1.5	3.346	A
2 - Charles Shouler Way	259	1794	928	0.279	261	0.4	5.406	A
3 - A41 Southwest	1778	266	2696	0.660	1788	2.0	4.008	A
4 - Park and Ride	13	1996	859	0.015	13	0.0	4.255	A
5 - Vendee Drive	405	1779	933	0.435	411	0.8	6.977	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1355	273	2747	0.493	1357	1.0	2.596	A
2 - Charles Shouler Way	217	1498	1099	0.197	217	0.2	4.085	A
3 - A41 Southwest	1489	222	2727	0.546	1492	1.2	2.922	A
4 - Park and Ride	11	1666	1050	0.010	11	0.0	3.461	A
5 - Vendee Drive	340	1485	1100	0.309	341	0.4	4.748	A

D8 - 2042 | RC4A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.07	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.07	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	2113	100.000
2 - Charles Shouler Way		✓	361	100.000
3 - A41 Southwest		✓	1727	100.000
4 - Park and Ride		✓	8	100.000
5 - Vendee Drive		✓	506	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	337	87	1275	8	406
	2 - Charles Shouler Way	147	0	142	0	72
	3 - A41 Southwest	1199	44	3	20	461
	4 - Park and Ride	1	1	4	0	2
	5 - Vendee Drive	110	90	284	21	1

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	0	0	2	0	0
	2 - Charles Shouler Way	2	0	6	0	3
	3 - A41 Southwest	2	0	0	0	1
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	4	2	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.85	8.76	5.5	A
2 - Charles Shouler Way	0.72	22.83	2.4	C
3 - A41 Southwest	0.86	11.60	5.9	B
4 - Park and Ride	0.02	9.94	0.0	A
5 - Vendee Drive	0.62	10.33	1.6	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1591	336	2854	0.557	1586	1.3	2.830	A
2 - Charles Shouler Way	272	1755	1004	0.271	270	0.4	4.893	A
3 - A41 Southwest	1300	744	2453	0.530	1296	1.1	3.098	A
4 - Park and Ride	6	2003	895	0.007	6	0.0	4.051	A
5 - Vendee Drive	381	1302	1242	0.307	379	0.4	4.161	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1900	402	2804	0.678	1896	2.1	3.953	A
2 - Charles Shouler Way	325	2099	815	0.398	323	0.7	7.300	A
3 - A41 Southwest	1553	890	2350	0.661	1549	1.9	4.476	A
4 - Park and Ride	7	2395	675	0.011	7	0.0	5.391	A
5 - Vendee Drive	455	1557	1101	0.413	454	0.7	5.555	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	2326	490	2737	0.850	2313	5.3	8.256	A
2 - Charles Shouler Way	397	2561	562	0.708	391	2.2	20.395	C
3 - A41 Southwest	1901	1084	2214	0.859	1887	5.6	10.564	B
4 - Park and Ride	9	2917	383	0.023	9	0.0	9.620	A
5 - Vendee Drive	557	1896	913	0.610	554	1.5	9.938	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	2326	493	2735	0.851	2326	5.5	8.765	A
2 - Charles Shouler Way	397	2575	554	0.717	397	2.4	22.835	C
3 - A41 Southwest	1901	1092	2208	0.861	1900	5.9	11.597	B
4 - Park and Ride	9	2938	371	0.024	9	0.0	9.940	A
5 - Vendee Drive	557	1910	905	0.616	557	1.6	10.335	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1900	406	2801	0.678	1913	2.1	4.115	A
2 - Charles Shouler Way	325	2118	805	0.403	331	0.7	7.706	A
3 - A41 Southwest	1553	901	2343	0.663	1568	2.0	4.739	A
4 - Park and Ride	7	2425	658	0.011	7	0.0	5.531	A
5 - Vendee Drive	455	1577	1090	0.417	458	0.7	5.731	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1591	338	2852	0.558	1594	1.3	2.872	A
2 - Charles Shouler Way	272	1765	999	0.272	273	0.4	4.968	A
3 - A41 Southwest	1300	749	2450	0.531	1304	1.1	3.148	A
4 - Park and Ride	6	2015	888	0.007	6	0.0	4.085	A
5 - Vendee Drive	381	1310	1238	0.308	382	0.4	4.211	A

D9 - 2042 | DS4A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	1721	100.000
2 - Charles Shouler Way		✓	298	100.000
3 - A41 Southwest		✓	1794	100.000
4 - Park and Ride		✓	15	100.000
5 - Vendee Drive		✓	614	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	36	0	1584	1	100
	2 - Charles Shouler Way	201	0	47	6	44
	3 - A41 Southwest	1406	126	4	45	213
	4 - Park and Ride	0	1	10	0	4
	5 - Vendee Drive	315	18	281	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	4	0	6	0	10
	2 - Charles Shouler Way	2	0	17	0	0
	3 - A41 Southwest	7	0	1	0	3
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	4	52	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.73	5.10	2.7	A
2 - Charles Shouler Way	0.47	9.89	0.9	A
3 - A41 Southwest	0.77	6.13	3.3	A
4 - Park and Ride	0.03	5.72	0.0	A
5 - Vendee Drive	0.84	27.19	4.8	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1296	330	2716	0.477	1292	0.9	2.522	A
2 - Charles Shouler Way	224	1513	1096	0.205	223	0.3	4.120	A
3 - A41 Southwest	1351	291	2657	0.508	1347	1.0	2.740	A
4 - Park and Ride	11	1598	1082	0.010	11	0.0	3.360	A
5 - Vendee Drive	462	1339	1154	0.401	460	0.7	5.165	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1547	394	2668	0.580	1545	1.4	3.202	A
2 - Charles Shouler Way	268	1810	926	0.289	267	0.4	5.458	A
3 - A41 Southwest	1613	348	2617	0.616	1611	1.6	3.570	A
4 - Park and Ride	13	1912	899	0.015	13	0.0	4.064	A
5 - Vendee Drive	552	1601	1007	0.548	550	1.2	7.843	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1895	478	2605	0.727	1890	2.6	4.996	A
2 - Charles Shouler Way	328	2209	697	0.470	326	0.9	9.648	A
3 - A41 Southwest	1975	425	2563	0.771	1969	3.3	5.990	A
4 - Park and Ride	17	2337	651	0.025	16	0.0	5.673	A
5 - Vendee Drive	676	1957	807	0.837	663	4.4	23.187	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1895	484	2601	0.729	1895	2.7	5.097	A
2 - Charles Shouler Way	328	2219	692	0.474	328	0.9	9.895	A
3 - A41 Southwest	1975	427	2561	0.771	1975	3.3	6.133	A
4 - Park and Ride	17	2345	646	0.026	17	0.0	5.716	A
5 - Vendee Drive	676	1964	803	0.842	674	4.8	27.188	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1547	403	2661	0.581	1552	1.4	3.260	A
2 - Charles Shouler Way	268	1824	918	0.292	270	0.4	5.570	A
3 - A41 Southwest	1613	351	2615	0.617	1620	1.6	3.639	A
4 - Park and Ride	13	1923	893	0.015	14	0.0	4.097	A
5 - Vendee Drive	552	1611	1001	0.551	566	1.3	8.536	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1296	333	2714	0.477	1298	0.9	2.547	A
2 - Charles Shouler Way	224	1521	1092	0.205	225	0.3	4.156	A
3 - A41 Southwest	1351	293	2656	0.509	1353	1.0	2.767	A
4 - Park and Ride	11	1607	1078	0.010	11	0.0	3.377	A
5 - Vendee Drive	462	1346	1150	0.402	465	0.7	5.269	A

D10 - 2042 | DS4A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.89	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.89	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	2071	100.000
2 - Charles Shouler Way		✓	372	100.000
3 - A41 Southwest		✓	1631	100.000
4 - Park and Ride		✓	7	100.000
5 - Vendee Drive		✓	638	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	319	80	1251	8	413
	2 - Charles Shouler Way	154	0	131	0	87
	3 - A41 Southwest	1117	36	1	19	458
	4 - Park and Ride	0	1	4	0	2
	5 - Vendee Drive	164	101	353	19	1

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	0	0	2	0	6
	2 - Charles Shouler Way	2	0	7	0	3
	3 - A41 Southwest	2	0	5	0	2
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	10	2	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.86	9.68	6.0	A
2 - Charles Shouler Way	0.79	31.10	3.3	D
3 - A41 Southwest	0.83	9.41	4.6	A
4 - Park and Ride	0.02	9.06	0.0	A
5 - Vendee Drive	0.73	13.98	2.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1559	387	2784	0.560	1554	1.3	2.916	A
2 - Charles Shouler Way	280	1777	981	0.286	278	0.4	5.114	A
3 - A41 Southwest	1228	751	2429	0.506	1224	1.0	2.978	A
4 - Park and Ride	5	1940	918	0.006	5	0.0	3.945	A
5 - Vendee Drive	480	1224	1272	0.377	478	0.6	4.517	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1862	463	2727	0.683	1858	2.1	4.127	A
2 - Charles Shouler Way	334	2125	788	0.424	333	0.7	7.891	A
3 - A41 Southwest	1466	898	2323	0.631	1464	1.7	4.177	A
4 - Park and Ride	6	2320	702	0.009	6	0.0	5.170	A
5 - Vendee Drive	574	1464	1141	0.503	572	1.0	6.312	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	2280	563	2652	0.860	2266	5.7	9.000	A
2 - Charles Shouler Way	410	2591	530	0.772	400	3.0	26.131	D
3 - A41 Southwest	1796	1091	2183	0.823	1785	4.4	8.815	A
4 - Park and Ride	8	2826	416	0.019	8	0.0	8.814	A
5 - Vendee Drive	702	1783	965	0.728	696	2.5	13.095	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	2280	568	2649	0.861	2279	6.0	9.682	A
2 - Charles Shouler Way	410	2607	521	0.786	408	3.3	31.098	D
3 - A41 Southwest	1796	1101	2176	0.825	1795	4.6	9.414	A
4 - Park and Ride	8	2845	405	0.019	8	0.0	9.062	A
5 - Vendee Drive	702	1796	958	0.733	702	2.7	13.984	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1862	469	2722	0.684	1877	2.2	4.332	A
2 - Charles Shouler Way	334	2148	776	0.431	345	0.8	8.549	A
3 - A41 Southwest	1466	912	2312	0.634	1478	1.8	4.371	A
4 - Park and Ride	6	2348	687	0.009	6	0.0	5.291	A
5 - Vendee Drive	574	1482	1131	0.507	580	1.0	6.607	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1559	390	2781	0.561	1563	1.3	2.964	A
2 - Charles Shouler Way	280	1788	975	0.287	282	0.4	5.202	A
3 - A41 Southwest	1228	756	2425	0.506	1231	1.0	3.021	A
4 - Park and Ride	5	1952	911	0.006	5	0.0	3.976	A
5 - Vendee Drive	480	1232	1268	0.379	482	0.6	4.589	A

D11 - 2042 | DS4AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	1700	100.000
2 - Charles Shouler Way		✓	297	100.000
3 - A41 Southwest		✓	1793	100.000
4 - Park and Ride		✓	15	100.000
5 - Vendee Drive		✓	619	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	36	0	1566	1	97
	2 - Charles Shouler Way	201	0	47	6	43
	3 - A41 Southwest	1406	126	4	45	212
	4 - Park and Ride	0	1	10	0	4
	5 - Vendee Drive	316	20	283	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	4	0	6	0	10
	2 - Charles Shouler Way	2	0	17	0	0
	3 - A41 Southwest	7	0	1	0	3
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	6	47	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.72	4.96	2.5	A
2 - Charles Shouler Way	0.46	9.55	0.9	A
3 - A41 Southwest	0.77	6.09	3.3	A
4 - Park and Ride	0.03	5.69	0.0	A
5 - Vendee Drive	0.86	29.87	5.3	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1280	333	2714	0.472	1276	0.9	2.498	A
2 - Charles Shouler Way	224	1499	1105	0.202	223	0.3	4.078	A
3 - A41 Southwest	1350	288	2659	0.508	1346	1.0	2.734	A
4 - Park and Ride	11	1595	1085	0.010	11	0.0	3.353	A
5 - Vendee Drive	466	1339	1143	0.408	463	0.7	5.273	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1528	398	2665	0.573	1526	1.3	3.156	A
2 - Charles Shouler Way	267	1792	936	0.285	266	0.4	5.371	A
3 - A41 Southwest	1612	345	2619	0.615	1610	1.6	3.558	A
4 - Park and Ride	13	1908	902	0.015	13	0.0	4.052	A
5 - Vendee Drive	556	1601	997	0.558	554	1.2	8.083	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1872	481	2603	0.719	1867	2.5	4.862	A
2 - Charles Shouler Way	327	2187	710	0.461	325	0.8	9.323	A
3 - A41 Southwest	1974	421	2566	0.769	1967	3.2	5.950	A
4 - Park and Ride	17	2331	654	0.025	16	0.0	5.645	A
5 - Vendee Drive	682	1957	800	0.852	667	4.8	24.914	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1872	488	2598	0.721	1872	2.5	4.955	A
2 - Charles Shouler Way	327	2198	704	0.465	327	0.9	9.550	A
3 - A41 Southwest	1974	423	2565	0.770	1974	3.3	6.089	A
4 - Park and Ride	17	2339	649	0.025	17	0.0	5.687	A
5 - Vendee Drive	682	1964	796	0.856	680	5.3	29.871	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1528	408	2658	0.575	1533	1.4	3.216	A
2 - Charles Shouler Way	267	1807	927	0.288	269	0.4	5.481	A
3 - A41 Southwest	1612	347	2618	0.616	1619	1.6	3.629	A
4 - Park and Ride	13	1919	895	0.015	14	0.0	4.084	A
5 - Vendee Drive	556	1611	992	0.561	573	1.3	8.897	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1280	336	2712	0.472	1282	0.9	2.520	A
2 - Charles Shouler Way	224	1506	1100	0.203	224	0.3	4.112	A
3 - A41 Southwest	1350	290	2658	0.508	1352	1.0	2.761	A
4 - Park and Ride	11	1603	1080	0.010	11	0.0	3.368	A
5 - Vendee Drive	466	1346	1140	0.409	468	0.7	5.383	A

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.72	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.72	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A41 Northeast		✓	2053	100.000
2 - Charles Shouler Way		✓	377	100.000
3 - A41 Southwest		✓	1646	100.000
4 - Park and Ride		✓	7	100.000
5 - Vendee Drive		✓	637	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	318	80	1248	8	399
	2 - Charles Shouler Way	153	0	131	0	93
	3 - A41 Southwest	1122	46	2	19	457
	4 - Park and Ride	0	1	4	0	2
	5 - Vendee Drive	155	101	367	13	1

Vehicle Mix

Heavy Vehicle %

		To				
		1 - A41 Northeast	2 - Charles Shouler Way	3 - A41 Southwest	4 - Park and Ride	5 - Vendee Drive
From	1 - A41 Northeast	0	0	1	0	7
	2 - Charles Shouler Way	2	0	7	0	2
	3 - A41 Southwest	2	0	3	0	2
	4 - Park and Ride	0	0	0	0	0
	5 - Vendee Drive	10	2	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A41 Northeast	0.85	9.30	5.7	A
2 - Charles Shouler Way	0.78	29.54	3.2	D
3 - A41 Southwest	0.83	9.56	4.7	A
4 - Park and Ride	0.02	9.17	0.0	A
5 - Vendee Drive	0.74	14.35	2.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1546	401	2785	0.555	1541	1.2	2.881	A
2 - Charles Shouler Way	284	1771	990	0.287	282	0.4	5.072	A
3 - A41 Southwest	1239	739	2436	0.509	1235	1.0	2.988	A
4 - Park and Ride	5	1944	915	0.006	5	0.0	3.959	A
5 - Vendee Drive	480	1235	1268	0.378	477	0.6	4.541	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1846	480	2726	0.677	1842	2.1	4.058	A
2 - Charles Shouler Way	339	2117	799	0.424	338	0.7	7.786	A
3 - A41 Southwest	1480	883	2331	0.635	1477	1.7	4.200	A
4 - Park and Ride	6	2325	699	0.009	6	0.0	5.198	A
5 - Vendee Drive	573	1477	1135	0.505	571	1.0	6.371	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	2260	584	2648	0.854	2247	5.5	8.689	A
2 - Charles Shouler Way	415	2581	542	0.766	406	2.9	25.107	D
3 - A41 Southwest	1812	1074	2193	0.826	1801	4.5	8.934	A
4 - Park and Ride	8	2831	411	0.019	8	0.0	8.916	A
5 - Vendee Drive	701	1799	957	0.733	695	2.6	13.405	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	2260	589	2645	0.855	2260	5.7	9.301	A
2 - Charles Shouler Way	415	2597	533	0.778	414	3.2	29.539	D
3 - A41 Southwest	1812	1083	2187	0.829	1812	4.7	9.556	A
4 - Park and Ride	8	2851	400	0.019	8	0.0	9.168	A
5 - Vendee Drive	701	1811	951	0.738	701	2.7	14.355	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1846	486	2721	0.678	1860	2.1	4.246	A
2 - Charles Shouler Way	339	2139	787	0.431	349	0.8	8.400	A
3 - A41 Southwest	1480	897	2322	0.637	1491	1.8	4.396	A
4 - Park and Ride	6	2352	683	0.009	6	0.0	5.321	A
5 - Vendee Drive	573	1494	1125	0.509	579	1.1	6.675	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A41 Northeast	1546	404	2782	0.555	1549	1.3	2.926	A
2 - Charles Shouler Way	284	1781	985	0.288	285	0.4	5.159	A
3 - A41 Southwest	1239	744	2433	0.509	1242	1.0	3.033	A
4 - Park and Ride	5	1956	908	0.006	5	0.0	3.990	A
5 - Vendee Drive	480	1242	1263	0.380	481	0.6	4.612	A

APPENDIX G

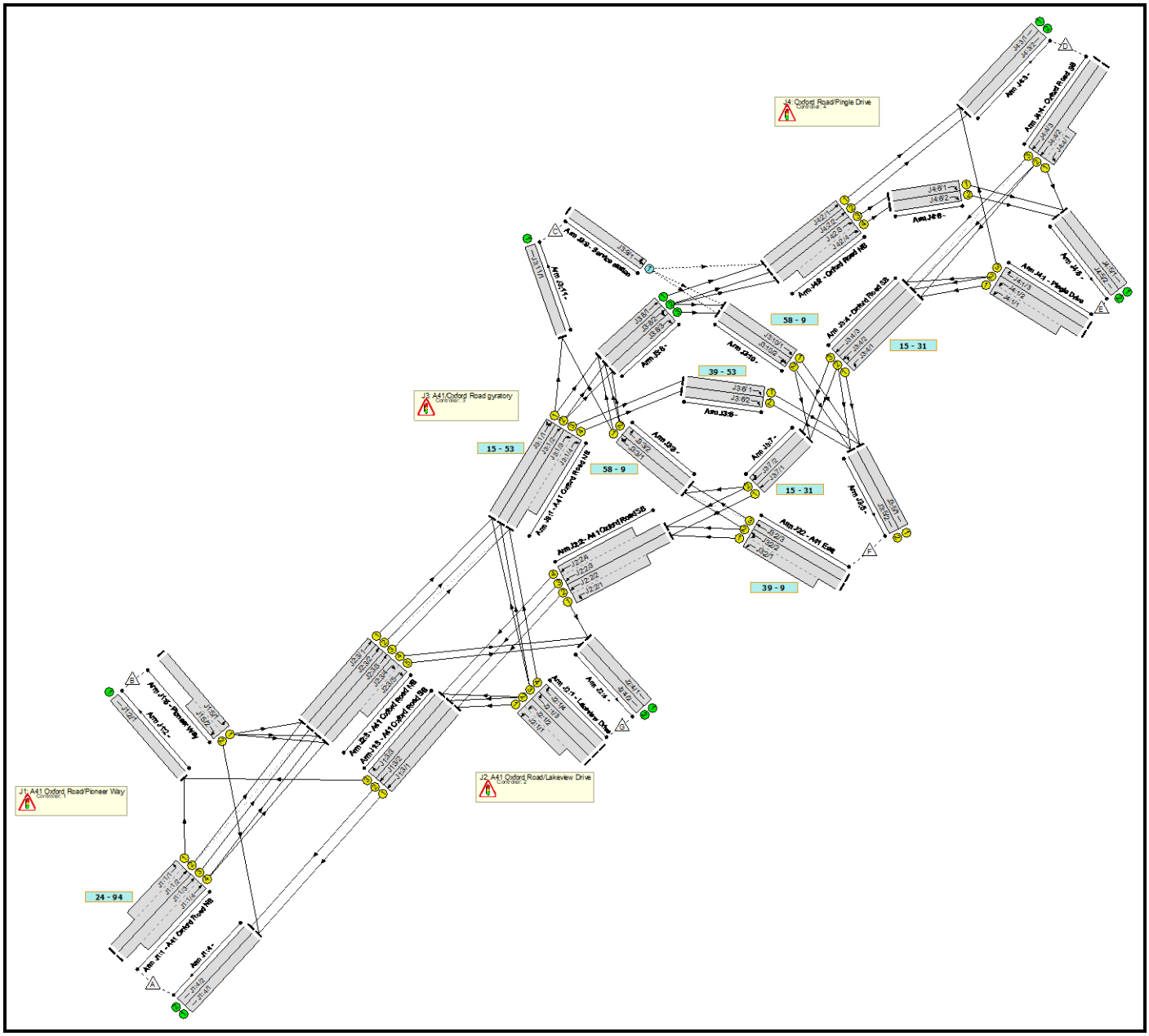
A41 OXFORD ROAD NETWORK LINSIG REPORT – 2034 COMPLETION YEAR

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**A41 Network Model**
Location:	
Additional detail:	2034 completion year scenario
File name:	260108 A41 Network Model - 2034.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



Scenarios

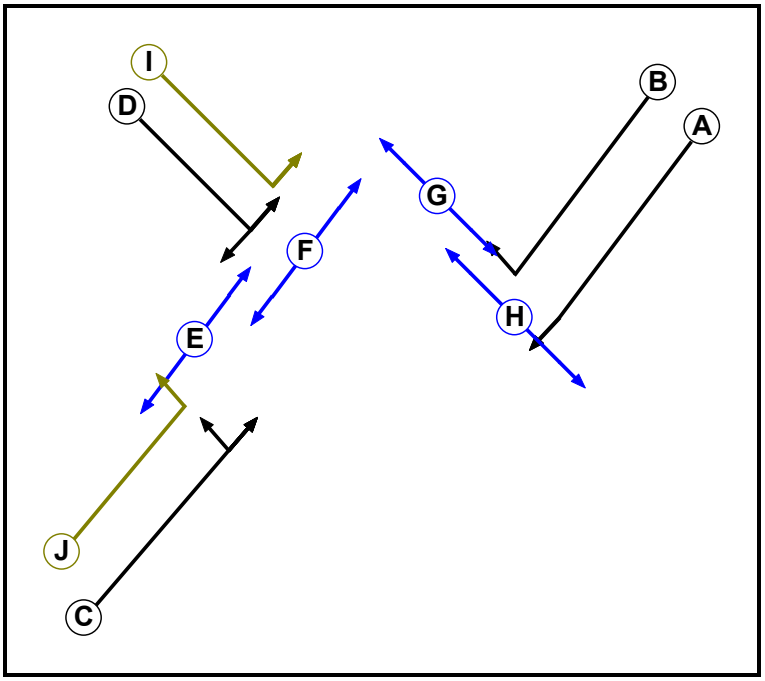
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2034 RC3A - AM	2034 RC3A - AM	Network Control Plan 1	08:00 - 09:00	120/60	-7.1	92.54
2	2034 DS3A - AM	2034 DS3A - AM	Network Control Plan 1	08:00 - 09:00	120/60	-1.8	82.32
3	2034 DS3AwTP - AM	2034 DS3AwTP - AM	Network Control Plan 1	08:00 - 09:00	120/60	-1.8	81.11
4	2034 RC3A - PM	2034 RC3A - PM	Network Control Plan 1	17:00 - 18:00	120/60	-8.7	88.50
5	2034 DS3A - PM	2034 DS3A - PM	Network Control Plan 1	17:00 - 18:00	120/60	-5.0	86.37
6	2034 DS3AwTP - PM	2034 DS3AwTP - PM	Network Control Plan 1	17:00 - 18:00	120/60	-5.0	84.57

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	10	4	A41 Oxford Road/Pioneer Way	
C2	Gen		Stage Stream 1	11	5	A41 Oxford Road/Lakeview Drive	
C3	Gen		Stage Stream 1	9	3	A41/Oxford Road gyratory	
			Stage Stream 2	2	2	A41/Oxford Road gyratory	
C4	Gen		Stage Stream 1	10	3	Oxford Road/Pingle Drive	

Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		4	4
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		7	7
I	Filter	D	2	2
J	Filter	C	2	2

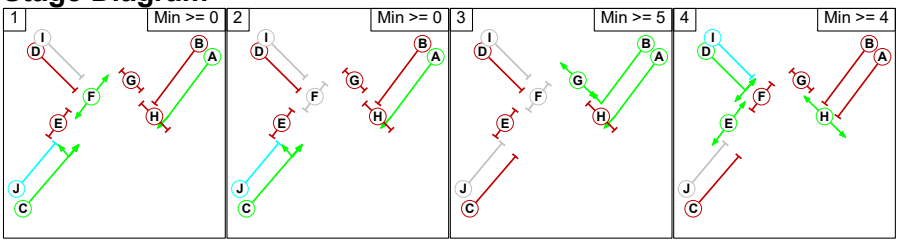
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	-	-	-	6	-	-
	B	-		8	6	11	-	-	6	-	-
	C	-	6		6	8	-	10	-	-	-
	D	7	6	6		-	6	8	-	-	-
	E	-	5	5	-		-	-	-	-	-
	F	-	-	-	6	-		-	-	-	-
	G	-	-	6	6	-	-		-	-	-
	H	12	12	-	-	-	-	-		-	-
	I	-	-	-	-	-	-	-	-		-
	J	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C F
2	A C
3	A B G
4	D E H

Stage Diagram



Phase Delays

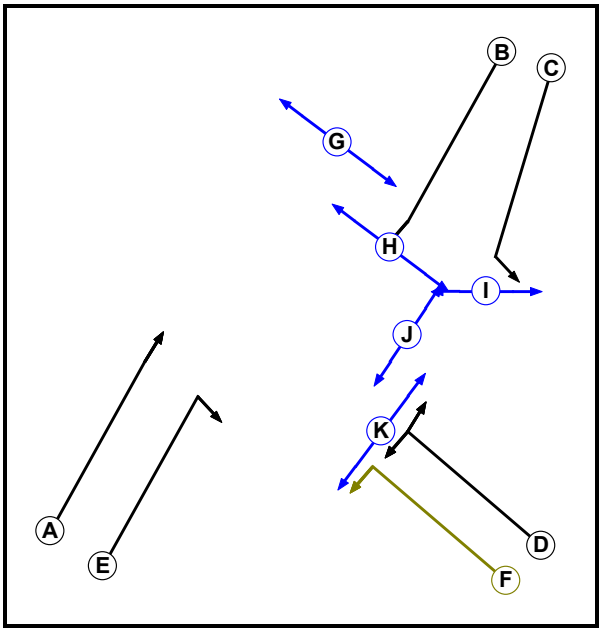
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	A	Losing	1	1
1	4	C	Losing	1	1
3	4	A	Losing	5	5
3	4	B	Losing	5	5
4	1	D	Losing	1	1
4	2	D	Losing	1	1

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		0	10	9
	2	0		10	8
	3	8	8		16
	4	12	12	12	

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	D	4	0
G	Pedestrian		6	6
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5

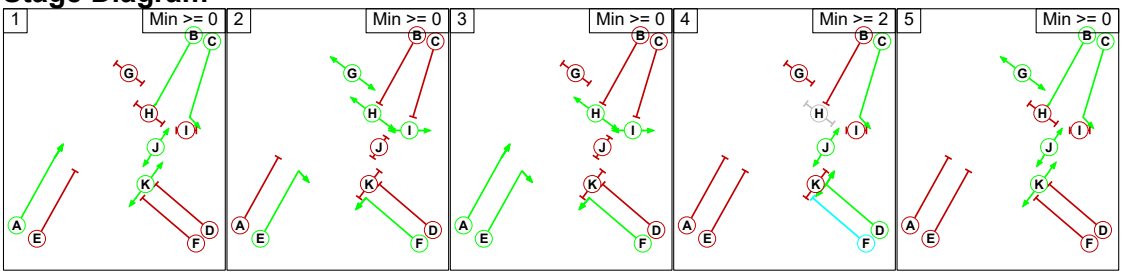
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	5	-	-	9	-	-	-	-
B	-		-	6	5	6	-	6	-	-	-
C	-	-		-	5	-	-	-	6	-	-
D	8	5	-		7	-	12	-	-	-	6
E	-	7	8	5		-	-	-	-	10	-
F	-	5	-	-	-		-	-	-	-	6
G	12	-	-	12	-	-		-	-	-	-
H	-	10	-	-	-	-	-		-	-	-
I	-	-	7	-	-	-	-	-		-	-
J	-	-	-	-	6	-	-	-	-		-
K	-	-	-	12	-	12	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C J K
2	E F G H I
3	A E F H I
4	C D J
5	B C G J K

Stage Diagram



Phase Delays

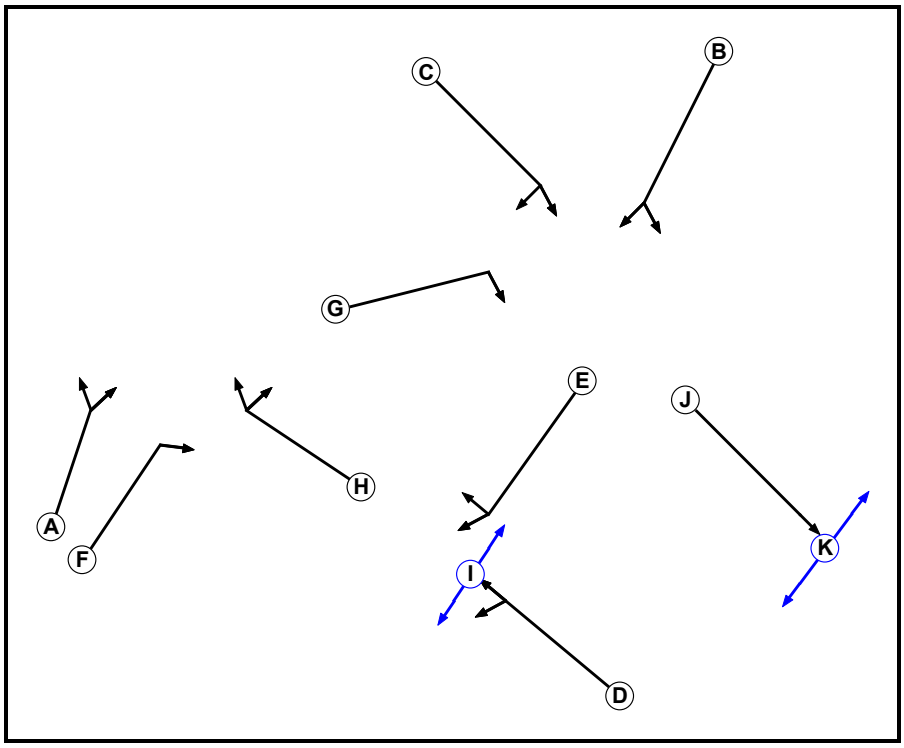
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3
1	2	B	Losing	3	3
1	2	C	Losing	3	3
1	3	B	Losing	1	1
1	3	C	Losing	1	1
2	4	E	Losing	1	1
4	2	C	Losing	2	2
4	3	C	Losing	2	2

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		12	12	12	9
	2	X		12	12	X
	3	X	9		10	X
	4	8	12	8		12
	5	12	12	12	12	

Controller :C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Pedestrian	1		6	6
J	Traffic	2		7	7
K	Pedestrian	2		4	4

Phase Intergreens Matrix

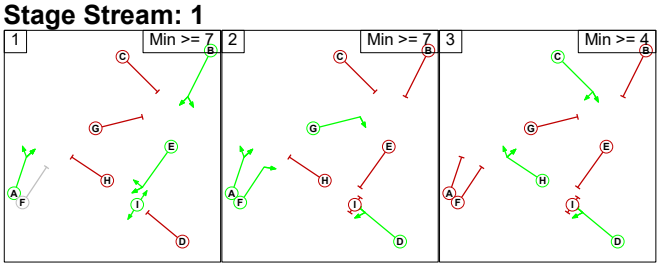
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	-	-	-	-	5	-	-	-
B	-		5	-	-	-	8	-	-	-	-
C	-	6		-	-	-	7	-	-	-	-
D	-	-	-		6	-	-	-	6	-	-
E	-	-	-	5		-	-	-	-	-	-
F	-	-	-	-	-		-	5	-	-	-
G	-	5	5	-	-	-		-	-	-	-
H	6	-	-	-	-	5	-		-	-	-
I	-	-	-	8	-	-	-	-		-	-
J	-	-	-	-	-	-	-	-	-		6
K	-	-	-	-	-	-	-	-	-	8	

Phases in Stage

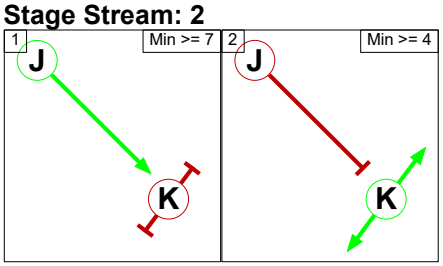
Stream	Stage No.	Phases in Stage
1	1	A B E I
1	2	A D F G
1	3	C D H
2	1	J
2	2	K

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

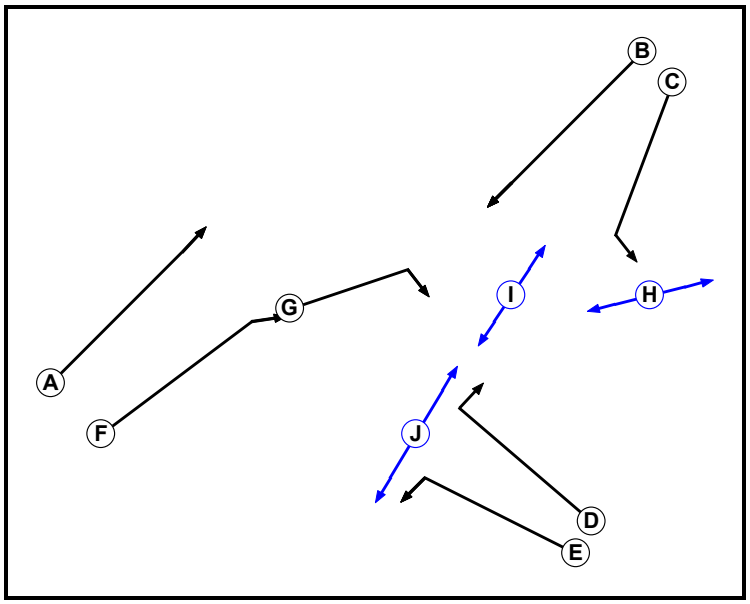
From Stage \ To Stage	1	2	3
1		8	8
2	6		5
3	6	7	

Stage Stream: 2

From Stage \ To Stage	1	2
1		6
2	8	

Controller :C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		4	4
I	Pedestrian		5	5
J	Pedestrian		7	7

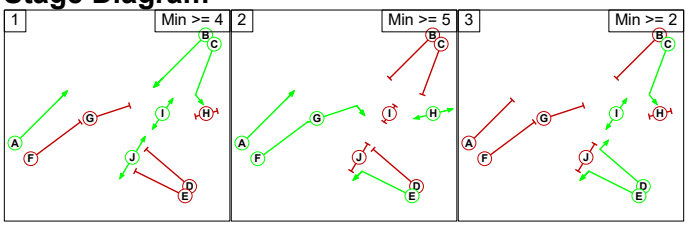
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	5	-	-	-	-	-	-
	B	-		-	6	7	-	5	-	-	-
	C	-	-		-	-	-	5	6	-	-
	D	9	5	-		-	8	-	-	-	6
	E	-	5	-	-		-	-	-	-	6
	F	-	-	-	5	-		-	-	8	-
	G	-	5	6	-	-	-		-	-	-
	H	-	-	5	-	-	-	-		-	-
	I	-	-	-	-	-	10	-	-		-
	J	-	-	-	11	11	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C I J
2	A E F G H
3	C D E I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	5	5
1	2	C	Losing	5	5
2	3	G	Losing	4	4

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		12	11
	2	8		10
	3	9	10	

Lane Input Data

Junction: J1: A41 Oxford Road/Pioneer Way												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (A41 Oxford Road NB)	U	C J	2	3	10.4	Geom	-	3.70	0.00	Y	Arm J1:2 Left	10.00
J1:1/2 (A41 Oxford Road NB)	U	C	2	3	60.0	Geom	-	3.70	0.00	Y	Arm J2:3 Ahead	Inf
J1:1/3 (A41 Oxford Road NB)	U	C	2	3	60.0	Geom	-	3.70	0.00	Y	Arm J2:3 Ahead	Inf
J1:1/4 (A41 Oxford Road NB)	U	C	2	3	24.3	Geom	-	3.70	0.00	Y	Arm J2:3 Ahead	Inf
J1:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (A41 Oxford Road SB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (A41 Oxford Road SB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/3 (A41 Oxford Road SB)	U	B	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J1:2 Right	10.00
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Pioneer Way)	U	D I	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:3 Left	15.00
J1:5/2 (Pioneer Way)	U	D	2	3	6.3	Geom	-	3.50	0.00	Y	Arm J1:4 Right	12.00

Junction: J2: A41 Oxford Road/Lakeview Drive												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Lakeview Drive)	U	D F	2	3	8.7	Geom	-	3.25	0.00	Y	Arm J1:3 Left	15.00
J2:1/2 (Lakeview Drive)	U	D F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:3 Left	15.00
J2:1/3 (Lakeview Drive)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:1 Right	20.00
J2:1/4 (Lakeview Drive)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:1 Right	20.00
J2:2/1 (A41 Oxford Road SB)	U	C	2	3	12.2	Geom	-	4.50	0.00	Y	Arm J2:4 Left	15.00
J2:2/2 (A41 Oxford Road SB)	U	B	2	3	29.6	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
J2:2/3 (A41 Oxford Road SB)	U	B	2	3	29.6	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
J2:2/4 (A41 Oxford Road SB)	U	B	2	3	12.2	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
J2:3/1 (A41 Oxford Road NB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J3:1 Ahead	Inf
J2:3/2 (A41 Oxford Road NB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J3:1 Ahead	Inf
J2:3/3 (A41 Oxford Road NB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J3:1 Ahead	Inf
J2:3/4 (A41 Oxford Road NB)	U	E	2	3	22.6	Geom	-	3.25	0.00	Y	Arm J2:4 Right	15.00
J2:3/5 (A41 Oxford Road NB)	U	E	2	3	8.7	Geom	-	3.25	0.00	Y	Arm J2:4 Right	15.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J3: A41/Oxford Road gyratory												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (A41 Oxford Road NB)	U	A	2	3	27.8	Geom	-	4.00	0.00	Y	Arm J3:8 Ahead	Inf
											Arm J3:11 Left	40.00
J3:1/2 (A41 Oxford Road NB)	U	A	2	3	27.8	Geom	-	4.00	0.00	Y	Arm J3:8 Ahead	Inf
J3:1/3 (A41 Oxford Road NB)	U	F	2	3	27.8	Geom	-	3.50	0.00	Y	Arm J3:6 Right	Inf
J3:1/4 (A41 Oxford Road NB)	U	F	2	3	13.0	Geom	-	3.50	0.00	Y	Arm J3:6 Right	Inf
J3:2/1 (A41 East)	U	D	2	3	17.4	Geom	-	3.50	0.00	Y	Arm J2:2 Left	Inf
J3:2/2 (A41 East)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:2 Left	Inf
											Arm J3:3 Ahead	Inf
J3:2/3 (A41 East)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:3 Ahead	Inf
J3:3/1	U	H	1	3	8.5	Geom	-	4.20	0.00	Y	Arm J3:8 Right	Inf
											Arm J3:11 Ahead	Inf
J3:3/2	U	H	1	3	8.5	Geom	-	4.20	0.00	Y	Arm J3:8 Right	Inf
J3:4/1 (Oxford Road SB)	U	B	2	3	27.0	Geom	-	4.00	0.00	Y	Arm J3:5 Left	40.00
J3:4/2 (Oxford Road SB)	U	B	2	3	27.0	Geom	-	4.00	0.00	Y	Arm J3:5 Left	40.00
											Arm J3:7 Ahead	40.00
J3:4/3 (Oxford Road SB)	U	B	2	3	27.0	Geom	-	4.00	0.00	Y	Arm J3:7 Ahead	40.00
J3:5/1	U	J	2	3	6.1	Geom	-	3.50	0.00	Y		
J3:5/2	U	J	2	3	6.1	Geom	-	3.50	0.00	Y		
J3:6/1	U	G	1	3	8.2	Geom	-	4.50	0.00	Y	Arm J3:5 Right	35.00
J3:6/2	U	G	1	3	8.2	Geom	-	4.50	0.00	Y	Arm J3:5 Right	35.00
J3:7/1	U	E	1	3	7.3	Geom	-	4.00	0.00	Y	Arm J2:2 Ahead	Inf
J3:7/2	U	E	1	3	7.3	Geom	-	4.00	0.00	Y	Arm J2:2 Ahead	Inf
											Arm J3:3 Right	Inf
J3:8/1	U		2	3	7.3	Inf	-	-	-	-	-	-

J3:8/2	U		2	3	7.3	Inf	-	-	-	-	-	-
J3:8/3	U		2	3	7.3	Inf	-	-	-	-	-	-
J3:9/1 (Service station)	O		2	3	60.0	Inf	-	-	-	-	-	-
J3:10/1	U	C	2	3	6.1	Geom	-	4.20	0.00	Y	Arm J3:5 Ahead	35.00
J3:10/2	U	C	2	3	6.1	Geom	-	4.20	0.00	Y	Arm J3:5 Ahead	35.00
											Arm J3:7 Right	35.00
J3:11/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: Oxford Road/Pingle Drive

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Pingle Drive)	U	E	2	3	12.2	Geom	-	3.80	0.00	Y	Arm J3:4 Left	30.00
J4:1/2 (Pingle Drive)	U	E	2	3	60.0	Geom	-	3.70	0.00	Y	Arm J3:4 Left	30.00
J4:1/3 (Pingle Drive)	U	D	2	3	60.0	Geom	-	3.70	0.00	Y	Arm J4:3 Right	15.00
J4:2/1 (Oxford Road NB)	U	A	2	3	24.3	Geom	-	3.00	0.00	Y	Arm J4:3 Ahead	Inf
J4:2/2 (Oxford Road NB)	U	A	2	3	24.3	Geom	-	3.20	0.00	Y	Arm J4:3 Ahead	Inf
J4:2/3 (Oxford Road NB)	U	F	2	3	24.3	Geom	-	3.75	0.00	Y	Arm J4:6 Ahead	30.00
J4:2/4 (Oxford Road NB)	U	F	2	3	18.3	Geom	-	3.75	0.00	Y	Arm J4:6 Ahead	30.00
J4:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:3/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1 (Oxford Road SB)	U	C	2	3	5.6	Geom	-	3.60	0.00	Y	Arm J4:5 Left	40.00
J4:4/2 (Oxford Road SB)	U	B	2	3	60.0	Geom	-	3.80	0.00	Y	Arm J3:4 Ahead	50.00
J4:4/3 (Oxford Road SB)	U	B	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J3:4 Ahead	50.00
J4:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1	U	G	2	3	3.8	Geom	-	3.50	0.00	Y	Arm J4:5 Right	30.00
J4:6/2	U	G	2	3	3.8	Geom	-	3.50	0.00	Y	Arm J4:5 Right	30.00

Lane Connector Input Data

Junction: J1: A41 Oxford Road/Pioneer Way				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
J1:1/1	J1:2/1	Internal	5	35
J1:1/2	J2:3/1	Leaving	10	35
J1:1/2	J2:3/2	Leaving	10	35
J1:1/3	J2:3/2	Leaving	10	35
J1:1/4	J2:3/3	Leaving	10	35
J1:1/4	J2:3/4	Leaving	10	35
J1:3/1	J1:4/1	Internal	5	35
J1:3/2	J1:4/2	Internal	5	35
J1:3/3	J1:2/1	Internal	5	35
J1:5/1	J2:3/1	Leaving	10	35
J1:5/1	J2:3/3	Leaving	10	35
J1:5/1	J2:3/4	Leaving	10	35
J1:5/2	J1:4/1	Internal	5	35
J2:1/1	J1:3/1	Entering	10	35
J2:1/2	J1:3/2	Entering	10	35
J2:1/2	J1:3/3	Entering	10	35
J2:2/2	J1:3/1	Entering	10	35
J2:2/3	J1:3/2	Entering	10	35
J2:2/4	J1:3/3	Entering	10	35

Junction: J2: A41 Oxford Road/Lakeview Drive				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
J1:1/2	J2:3/1	Entering	10	35
J1:1/2	J2:3/2	Entering	10	35
J1:1/3	J2:3/2	Entering	10	35
J1:1/4	J2:3/3	Entering	10	35
J1:1/4	J2:3/4	Entering	10	35
J1:5/1	J2:3/1	Entering	10	35
J1:5/1	J2:3/3	Entering	10	35
J1:5/1	J2:3/4	Entering	10	35
J2:1/1	J1:3/1	Leaving	10	35
J2:1/2	J1:3/2	Leaving	10	35
J2:1/2	J1:3/3	Leaving	10	35
J2:1/3	J3:1/1	Leaving	13	35
J2:1/3	J3:1/2	Leaving	13	35
J2:1/4	J3:1/3	Leaving	13	35
J2:2/1	J2:4/1	Internal	5	35
J2:2/2	J1:3/1	Leaving	10	35
J2:2/3	J1:3/2	Leaving	10	35
J2:2/4	J1:3/3	Leaving	10	35
J2:3/1	J3:1/1	Leaving	13	35
J2:3/2	J3:1/2	Leaving	13	35
J2:3/2	J3:1/3	Leaving	13	35
J2:3/3	J3:1/3	Leaving	13	35
J2:3/4	J2:4/1	Internal	5	35
J2:3/5	J2:4/2	Internal	5	35
J3:2/1	J2:2/2	Entering	14	35
J3:2/2	J2:2/3	Entering	14	35
J3:7/1	J2:2/2	Entering	14	35
J3:7/2	J2:2/3	Entering	14	35

Junction: J3: A41/Oxford Road gyratory				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J2:1/3	J3:1/1	Entering	13	35
J2:1/3	J3:1/2	Entering	13	35
J2:1/4	J3:1/3	Entering	13	35
J2:3/1	J3:1/1	Entering	13	35
J2:3/2	J3:1/2	Entering	13	35
J2:3/2	J3:1/3	Entering	13	35
J2:3/3	J3:1/3	Entering	13	35
J3:1/1	J3:8/1	Internal	3	35
J3:1/1	J3:11/1	Internal	5	35
J3:1/2	J3:8/2	Internal	3	35
J3:1/2	J3:8/3	Internal	3	35
J3:1/3	J3:6/1	Internal	3	35
J3:1/4	J3:6/2	Internal	3	35
J3:2/1	J2:2/2	Leaving	14	35
J3:2/2	J2:2/3	Leaving	14	35
J3:2/2	J3:3/1	Internal	4	35
J3:2/3	J3:3/1	Internal	5	35
J3:2/3	J3:3/2	Internal	4	35
J3:3/1	J3:8/1	Internal	3	35
J3:3/1	J3:11/1	Internal	5	35
J3:3/2	J3:8/2	Internal	3	35
J3:3/2	J3:8/3	Internal	3	35
J3:4/1	J3:5/1	Internal	3	35
J3:4/2	J3:5/2	Internal	3	35
J3:4/2	J3:7/1	Internal	3	35
J3:4/3	J3:7/2	Internal	3	35
J3:6/1	J3:5/1	Internal	3	35
J3:6/2	J3:5/2	Internal	3	35
J3:7/1	J2:2/2	Leaving	14	35
J3:7/2	J2:2/3	Leaving	14	35
J3:7/2	J3:3/1	Internal	4	35
J3:8/1	J4:2/1	Leaving	11	35
J3:8/2	J3:10/1	Internal	3	35
J3:8/2	J4:2/2	Leaving	11	35
J3:8/2	J4:2/3	Leaving	11	35
J3:8/3	J3:10/2	Internal	3	35
J3:9/1	J3:10/1	Internal	3	35
J3:9/1	J3:10/2	Internal	3	35
J3:9/1	J4:2/1	Leaving	11	35
J3:10/1	J3:5/1	Internal	3	35

J3:10/2	J3:5/2	Internal	3	35
J3:10/2	J3:7/1	Internal	3	35
J4:1/1	J3:4/1	Entering	12	35
J4:1/2	J3:4/2	Entering	12	35
J4:1/2	J3:4/3	Entering	12	35
J4:4/2	J3:4/1	Entering	12	35
J4:4/2	J3:4/2	Entering	12	35
J4:4/3	J3:4/2	Entering	12	35
J4:4/3	J3:4/3	Entering	12	35

Junction: J4: Oxford Road/Pingle Drive				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
J3:8/1	J4:2/1	Entering	11	35
J3:8/2	J4:2/2	Entering	11	35
J3:8/2	J4:2/3	Entering	11	35
J3:9/1	J4:2/1	Entering	11	35
J4:1/1	J3:4/1	Leaving	12	35
J4:1/2	J3:4/2	Leaving	12	35
J4:1/2	J3:4/3	Leaving	12	35
J4:1/3	J4:3/1	Internal	5	35
J4:2/1	J4:3/1	Internal	5	35
J4:2/2	J4:3/2	Internal	5	35
J4:2/3	J4:6/1	Internal	2	35
J4:2/4	J4:6/2	Internal	2	35
J4:4/1	J4:5/1	Internal	5	35
J4:4/2	J3:4/1	Leaving	12	35
J4:4/2	J3:4/2	Leaving	12	35
J4:4/3	J3:4/2	Leaving	12	35
J4:4/3	J3:4/3	Leaving	12	35
J4:6/1	J4:5/1	Internal	5	35
J4:6/2	J4:5/2	Internal	5	35

Lane Saturation Flows

Scenario 1: '2034 RC3A - AM' (FG1: '2034 RC3A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	90.1 %	2008	2008
				Arm J3:11 Left	40.00	9.9 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
				Arm J3:3 Ahead	Inf	0.0 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	60.6 %	2035	2035
				Arm J3:11 Ahead	Inf	39.4 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	3.3 %	1942	1942
				Arm J3:7 Ahead	40.00	96.7 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	94.5 %	2015	2015
				Arm J3:3 Right	Inf	5.5 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	51.6 %	1951	1951
				Arm J3:7 Right	35.00	48.4 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 2: '2034 DS3A - AM' (FG3: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	89.8 %	2007	2007
				Arm J3:11 Left	40.00	10.2 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	85.5 %	1965	1965
				Arm J3:3 Ahead	Inf	14.5 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	76.4 %	2035	2035
				Arm J3:11 Ahead	Inf	23.6 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	9.5 %	1942	1942
				Arm J3:7 Ahead	40.00	90.5 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	94.5 %	2015	2015
				Arm J3:3 Right	Inf	5.5 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	47.6 %	1951	1951
				Arm J3:7 Right	35.00	52.4 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 3: '2034 DS3AwTP - AM' (FG5: '2034 DS3AwTP - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	89.6 %	2007	2007
				Arm J3:11 Left	40.00	10.4 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	92.3 %	1965	1965
				Arm J3:3 Ahead	Inf	7.7 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	75.5 %	2035	2035
				Arm J3:11 Ahead	Inf	24.5 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	7.4 %	1942	1942
				Arm J3:7 Ahead	40.00	92.6 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	95.0 %	2015	2015
				Arm J3:3 Right	Inf	5.0 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	50.9 %	1951	1951
				Arm J3:7 Right	35.00	49.1 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 4: '2034 RC3A - PM' (FG2: '2034 RC3A - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	91.7 %	2009	2009
				Arm J3:11 Left	40.00	8.3 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	65.7 %	1965	1965
				Arm J3:3 Ahead	Inf	34.3 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	88.9 %	2035	2035
				Arm J3:11 Ahead	Inf	11.1 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	29.8 %	1942	1942
				Arm J3:7 Ahead	40.00	70.2 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	87.0 %	2015	2015
				Arm J3:3 Right	Inf	13.0 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	41.7 %	1951	1951
				Arm J3:7 Right	35.00	58.3 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 5: '2034 DS3A - PM' (FG4: '2034 DS3A - PM ', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	91.0 %	2008	2008
				Arm J3:11 Left	40.00	9.0 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	54.3 %	1965	1965
				Arm J3:3 Ahead	Inf	45.7 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	91.3 %	2035	2035
				Arm J3:11 Ahead	Inf	8.7 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	24.8 %	1942	1942
				Arm J3:7 Ahead	40.00	75.2 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	86.0 %	2015	2015
				Arm J3:3 Right	Inf	14.0 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	31.2 %	1951	1951
				Arm J3:7 Right	35.00	68.8 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 6: '2034 DS3AwTP - PM' (FG6: '2034 DS3AwTP - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	91.3 %	2008	2008
				Arm J3:11 Left	40.00	8.7 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	55.2 %	1965	1965
				Arm J3:3 Ahead	Inf	44.8 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	90.4 %	2035	2035
				Arm J3:11 Ahead	Inf	9.6 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	24.3 %	1942	1942
				Arm J3:7 Ahead	40.00	75.7 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	85.8 %	2015	2015
				Arm J3:3 Right	Inf	14.2 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	38.9 %	1951	1951
				Arm J3:7 Right	35.00	61.1 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 RC3A - AM'	08:00	09:00	01:00	
2: '2034 RC3A - PM'	17:00	18:00	01:00	
3: '2034 DS3A - AM'	08:00	09:00	01:00	
4: '2034 DS3A - PM '	17:00	18:00	01:00	
5: '2034 DS3AwTP - AM'	08:00	09:00	01:00	
6: '2034 DS3AwTP - PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2034 RC3A - AM'

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	46	20	52	602	111	562	639	2032
	B	233	0	3	46	0	98	40	420
	C	25	0	0	14	0	65	10	114
	D	537	57	6	17	139	447	294	1497
	E	40	4	0	61	0	24	18	147
	F	757	79	33	199	35	126	408	1637
	G	295	15	5	147	26	165	7	660
	Tot.	1933	175	99	1086	311	1487	1416	6507

FG2: '2034 RC3A - PM'

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	12	52	33	588	78	518	460	1741
	B	29	0	0	12	0	134	6	181
	C	25	0	0	35	0	23	8	91
	D	376	40	5	57	98	442	176	1194
	E	156	16	2	94	0	165	65	498
	F	618	64	22	429	52	48	275	1508
	G	653	50	13	363	45	339	4	1467
	Tot.	1869	222	75	1578	273	1669	994	6680

FG3: '2034 DS3A - AM'

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	34	18	53	607	100	541	674	2027
	B	171	0	2	29	0	132	26	360
	C	33	0	0	16	0	52	14	115
	D	489	55	4	20	152	493	279	1492
	E	35	4	0	65	0	27	17	148
	F	682	76	35	333	49	99	380	1654
	G	301	17	5	153	22	157	5	660
	Tot.	1745	170	99	1223	323	1501	1395	6456

FG4: '2034 DS3A - PM '
Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	8	47	33	578	71	514	479	1730
	B	28	0	0	6	0	141	3	178
	C	26	0	0	40	0	17	8	91
	D	376	39	5	65	111	476	180	1252
	E	150	15	1	96	0	172	63	497
	F	591	59	24	523	60	36	262	1555
	G	669	49	13	349	40	327	2	1449
	Tot.	1848	209	76	1657	282	1683	997	6752

FG5: '2034 DS3AwTP - AM'
Desired Flow :

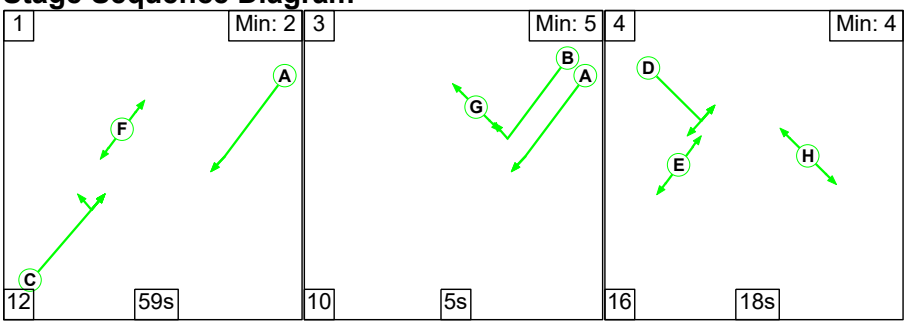
		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	37	18	53	613	102	530	671	2024
	B	170	0	2	34	0	120	31	357
	C	30	0	0	17	0	56	13	116
	D	487	56	4	17	151	496	279	1490
	E	35	4	0	65	0	27	17	148
	F	681	77	35	302	45	114	382	1636
	G	303	18	5	156	23	156	6	667
	Tot.	1743	173	99	1204	321	1499	1399	6438

FG6: '2034 DS3AwTP - PM'
Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	8	47	33	572	71	516	476	1723
	B	28	0	0	6	0	141	3	178
	C	26	0	0	40	0	17	8	91
	D	367	49	5	66	112	474	180	1253
	E	147	18	1	96	0	171	63	496
	F	578	74	24	519	59	35	263	1552
	G	700	21	12	343	39	325	2	1442
	Tot.	1854	209	75	1642	281	1679	995	6735

Scenario 1: '2034 RC3A - AM' (FG1: '2034 RC3A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

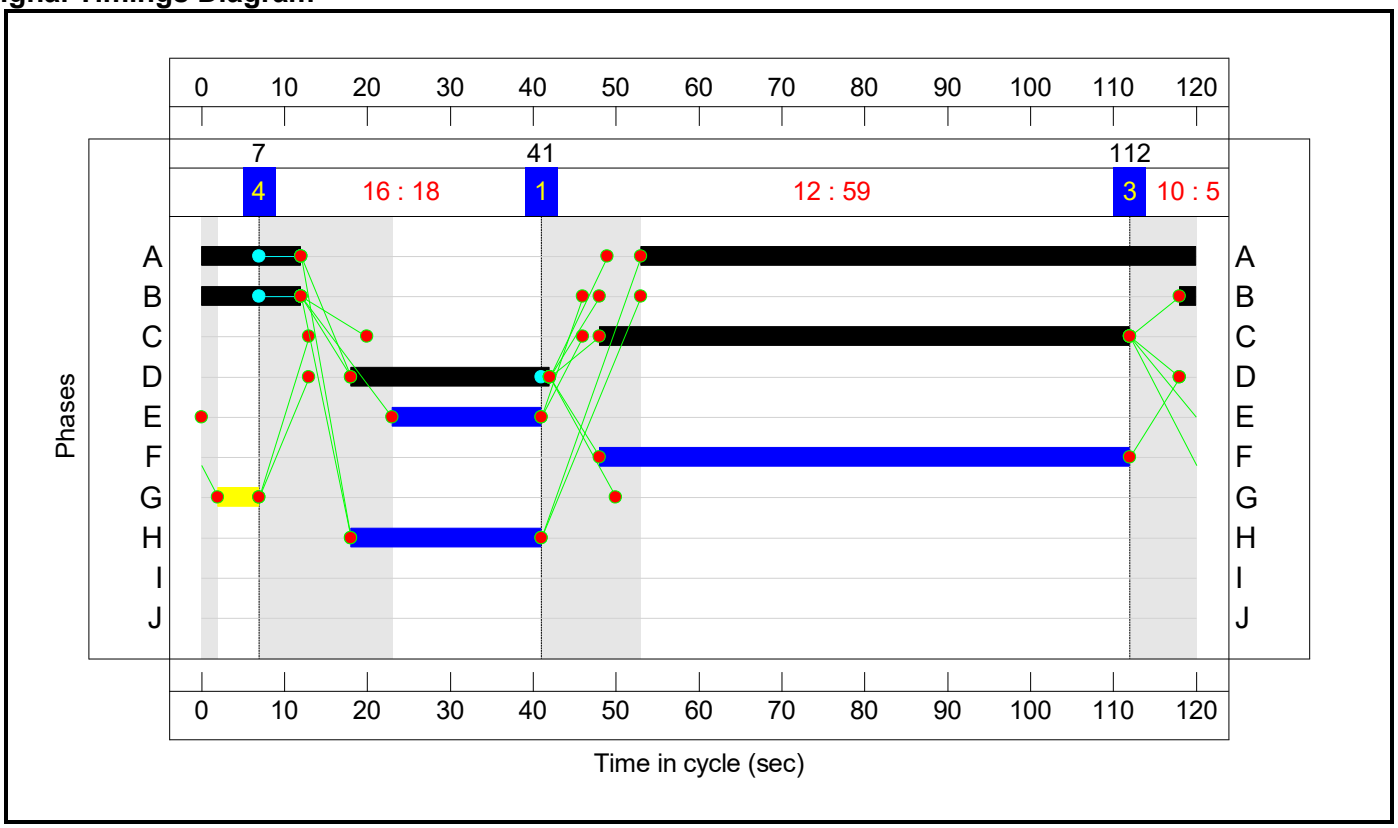
Stage Sequence Diagram



Stage Timings

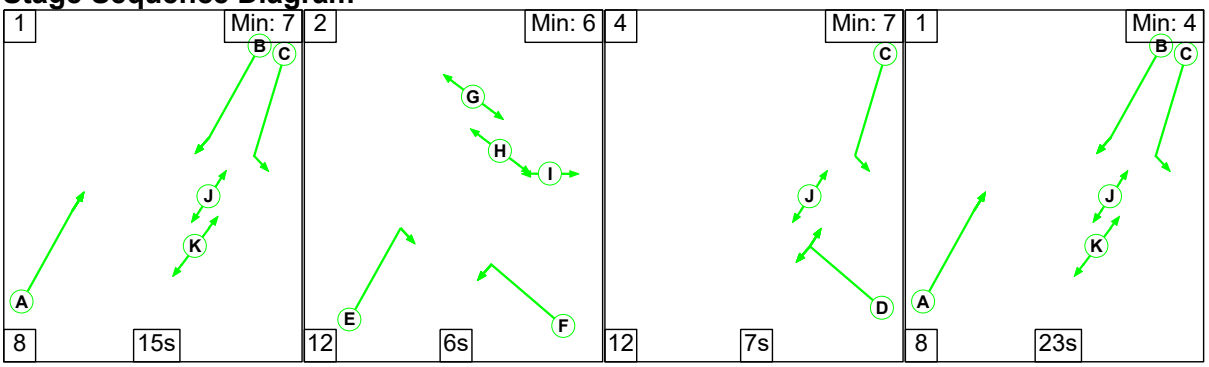
Stage	1	3	4
Duration	59	5	18
Change Point	41	112	7

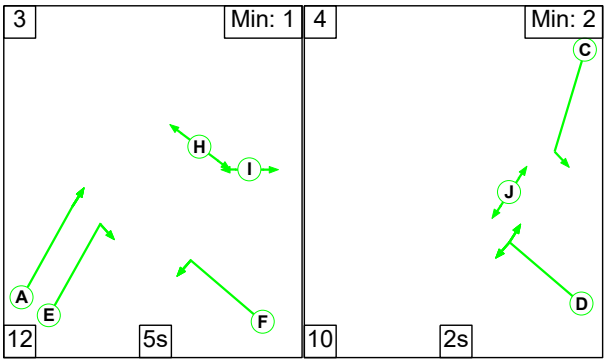
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

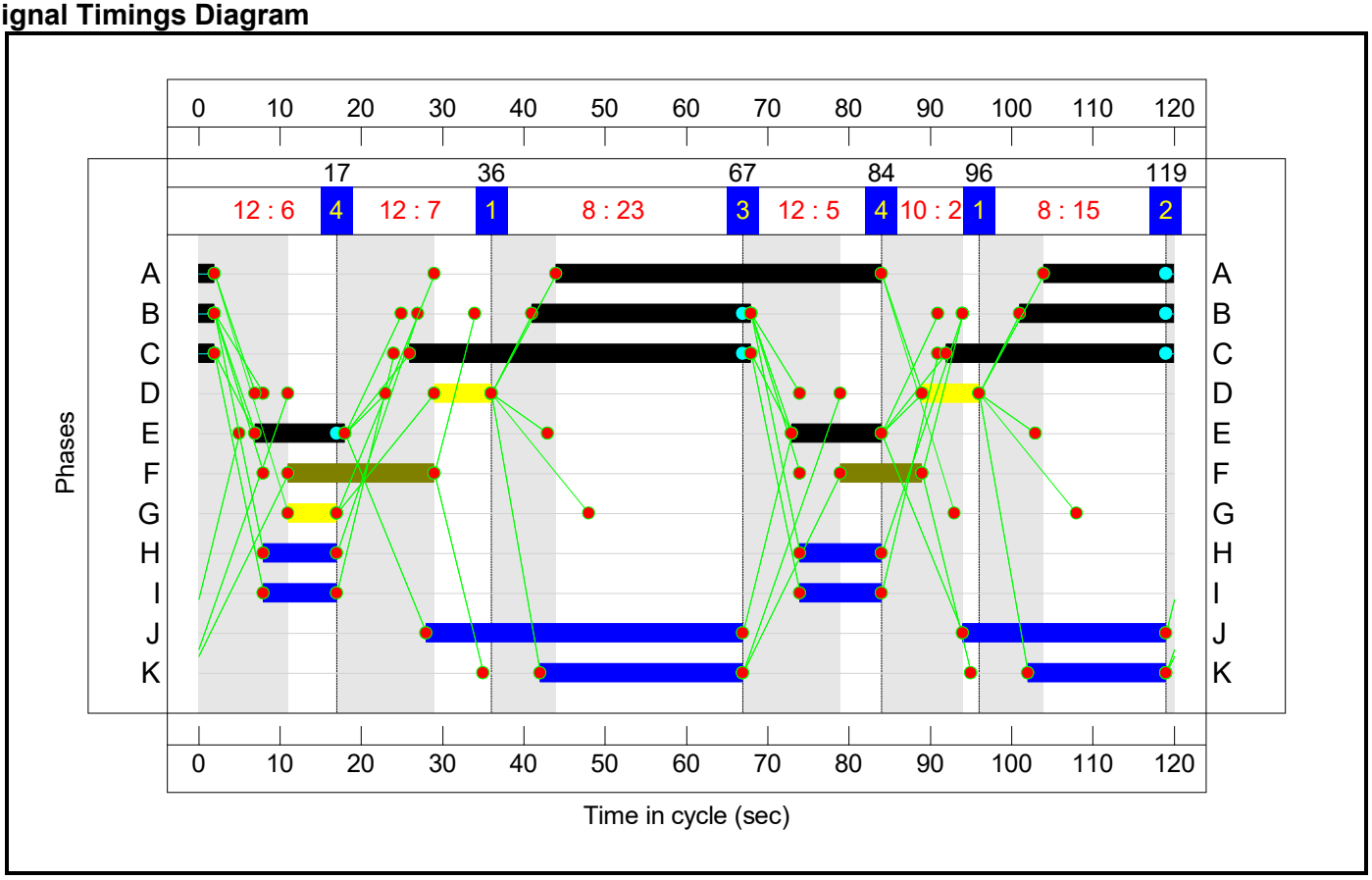




Stage Timings

Stage	1	2	4	1	3	4
Duration	15	6	7	23	5	2
Change Point	96	119	17	36	67	84

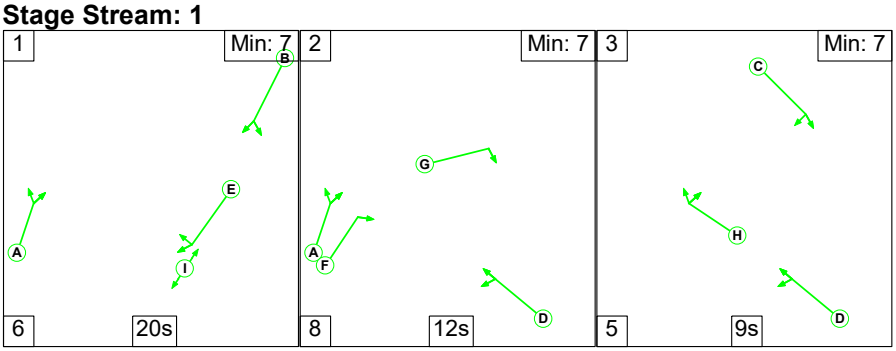
Signal Timings Diagram



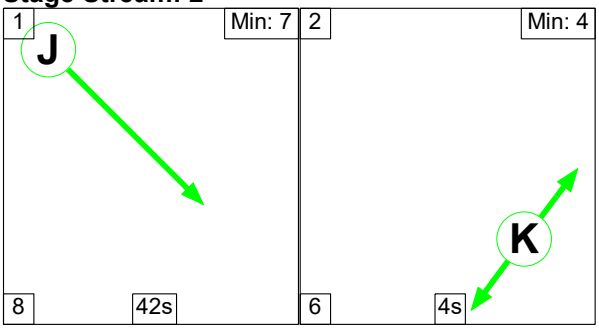
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

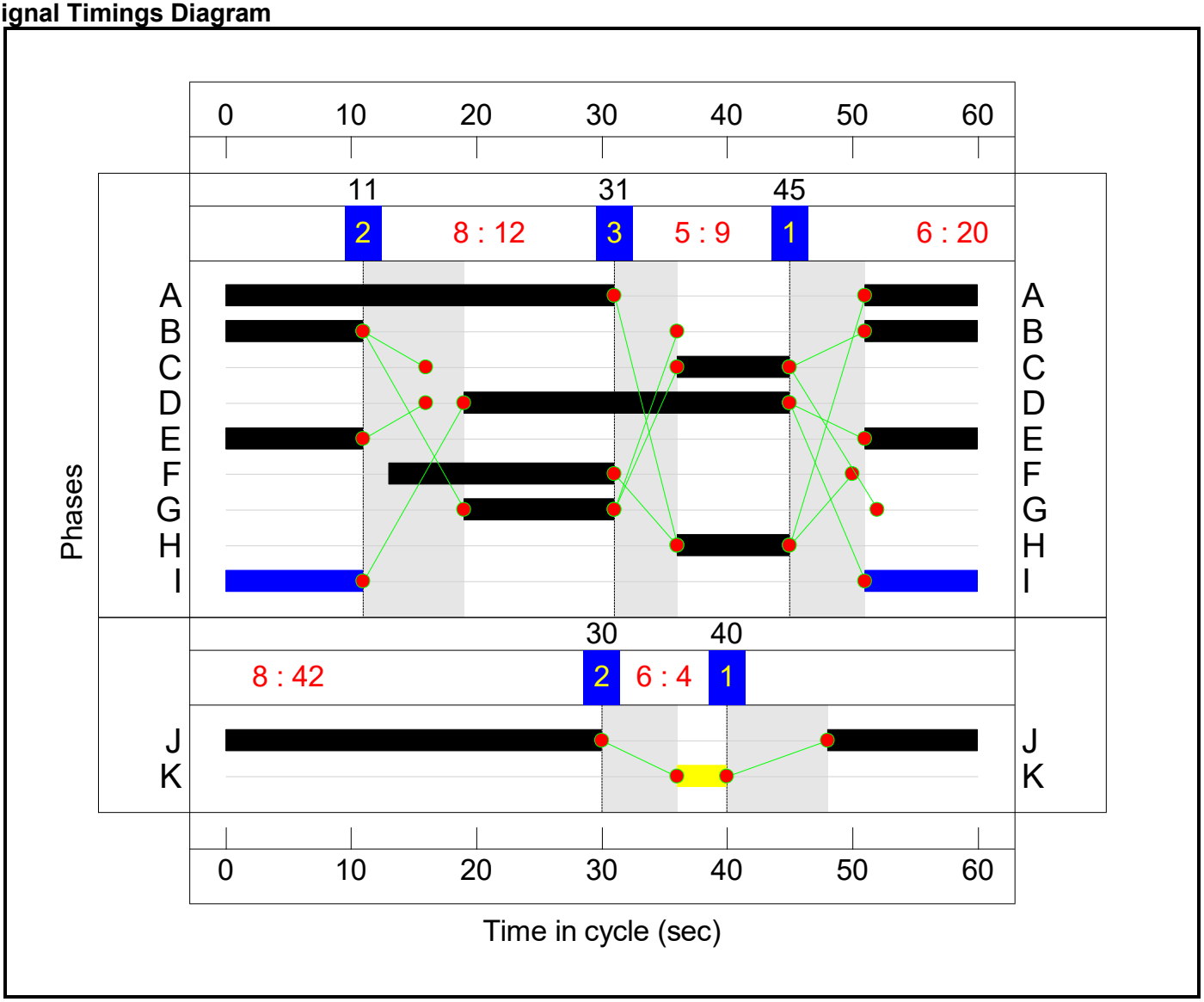
Stage Stream: 1

Stage	1	2	3
Duration	20	12	9
Change Point	45	11	31

Stage Stream: 2

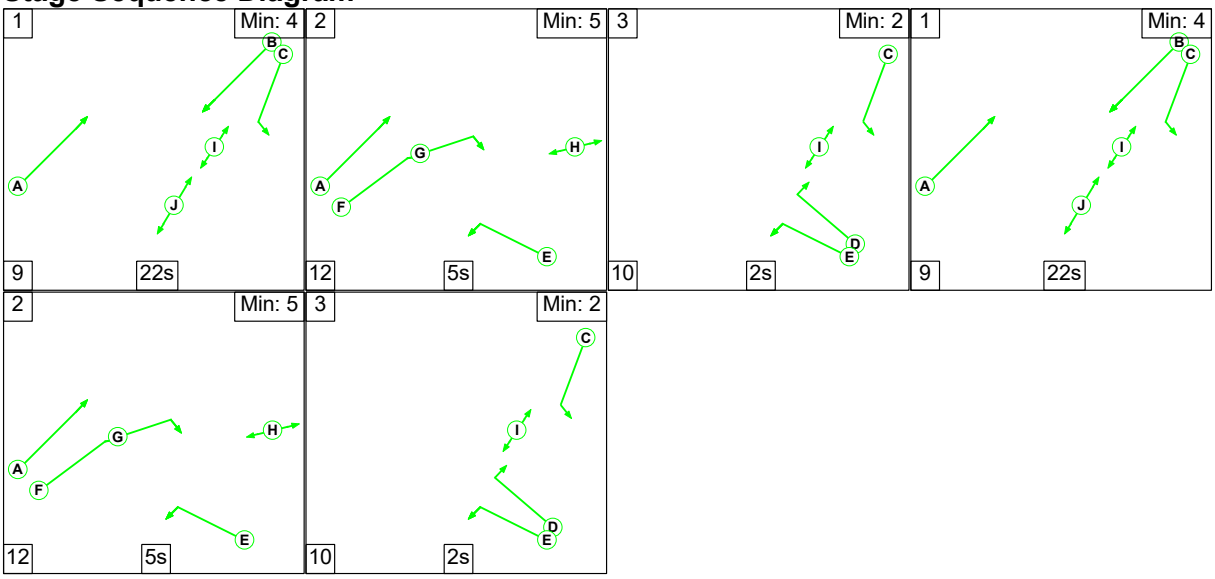
Stage	1	2
Duration	42	4
Change Point	40	30

Signal Timings Diagram



Controller :C4

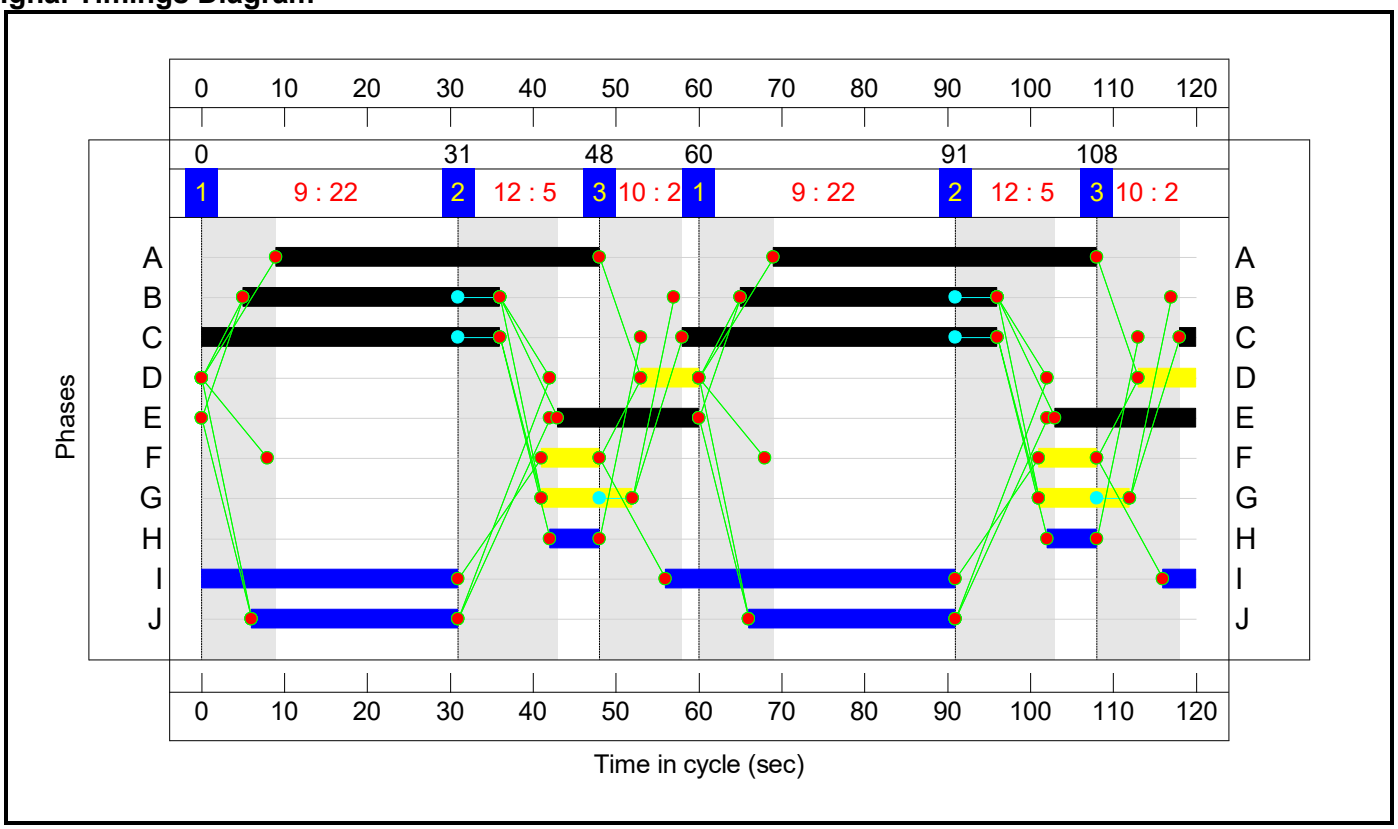
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	22	5	2	22	5	2
Change Point	0	31	48	60	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.4%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**81.0%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	64	0	-	689	1985:1726	1057+32	63.3 : 63.3%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	64	-	-	1343	1985:1985	738+920	81.0 : 81.0%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	79	-	-	791	1965	1310	60.4%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	79	-	-	909	1965	1310	69.4%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	14	-	-	155	1709	214	72.6%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	24	0	-	420	1786:1747	236+293	79.4 : 79.4%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.4%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	42	28:28	-	310	1764:1764	581+596	26.3 : 26.3%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	185	1805	241	76.9%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	165	1805	241	68.6%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	48:72	-	-	1371	1940:1877	765+889	82.9 : 82.9%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	48	-	-	911	1940:1940	801+146	96.2 : 96.2%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	585	1965	982	59.5%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	731	1965	982	74.4%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	204	1965	982	20.8%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	22	-	-	679	1764:1764	353+353	96.1 : 96.4%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.6%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	40	-	-	606	2008	1372	44.2%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	40	-	-	439	2015	1377	31.9%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	18	-	-	825	1965:1965	622+622	66.1 : 66.5%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	26	-	-	1244	1965:1965	625+884	82.4 : 82.4%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	26	-	-	393	1965	884	44.4%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	9	-	-	99	2035	373	26.5%
3/2	Right	U	3:1	N/A	C3:H		1	9	-	-	317	2035	373	85.0%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	20	-	-	452	1942	680	66.5%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	20	-	-	573	1942	680	84.3%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	20	-	-	419	1942	680	61.6%
5/1		U	3:2	N/A	C3:J		1	42	-	-	960	1965	1408	68.2%
5/2		U	3:2	N/A	C3:J		1	42	-	-	527	1965	1408	37.4%
6/1	Right	U	3:1	N/A	C3:G		1	12	-	-	411	1980	462	89.0%
6/2	Right	U	3:1	N/A	C3:G		1	12	-	-	414	1980	462	89.6%
7/1	Ahead	U	3:1	N/A	C3:E		1	20	-	-	642	2015	739	86.9%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	20	-	-	419	2015	739	56.7%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	114	Inf	576	19.8%
10/1	Ahead	U	3:1	N/A	C3:C		1	9	-	-	97	1951	325	29.8%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	9	-	-	182	1951	325	56.0%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.7%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	86	1890:1900	567+219	10.9 : 10.9%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	61	1805	241	25.3%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	620	1915	1277	48.6%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	405	1935	1290	31.4%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	172	1895:1895	253+253	33.6 : 34.4%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	809	1937:1904	934+194	71.7 : 71.7%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	688	1917	1022	67.3%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	85	1871	374	22.7%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	87	1871	374	23.2%

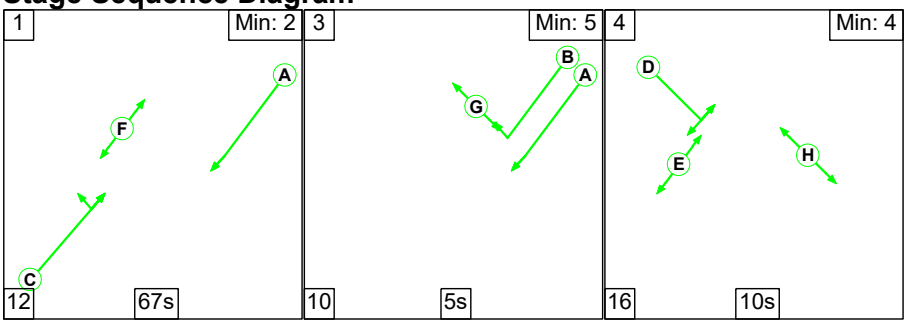
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**114**	**0**	**0**	**70.3**	**22.2**	**0.0**	**92.5**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**20.4**	**4.8**	**0.0**	**25.3**	**-**	**-**	**-**	**-**	
1/2+1/1	689	689	-	-	-	3.6	0.9	-	4.5	23.4	15.4	0.9	16.2	
1/3+1/4	1343	1343	-	-	-	7.2	2.1	-	9.3	24.9	18.2	2.1	20.3	
3/1	791	791	-	-	-	1.3	0.0	-	1.3	5.9	14.3	0.0	14.3	
3/2	909	909	-	-	-	1.5	0.0	-	1.5	6.0	17.0	0.0	17.0	
3/3	155	155	-	-	-	1.8	0.0	-	1.8	42.2	5.0	0.0	5.0	
5/1+5/2	420	420	-	-	-	5.0	1.9	-	6.9	58.9	7.8	1.9	9.6	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**18.5**	**10.8**	**0.0**	**29.3**	**-**	**-**	**-**	**-**	
1/2+1/1	310	310	-	-	-	1.1	0.2	-	1.3	15.4	2.0	0.2	2.2	
1/3	185	185	-	-	-	1.3	1.6	-	2.9	55.7	2.9	1.6	4.5	
1/4	165	165	-	-	-	1.1	1.1	-	2.2	48.0	2.6	1.1	3.7	
2/2+2/1	1371	1371	-	-	-	4.2	0.0	-	4.2	11.0	9.9	0.0	9.9	
2/3+2/4	911	911	-	-	-	4.1	0.0	-	4.1	16.2	14.0	0.0	14.0	
3/1	585	585	-	-	-	0.6	0.0	-	0.6	3.9	4.6	0.0	4.6	
3/2	731	731	-	-	-	1.2	0.0	-	1.2	5.8	14.3	0.0	14.3	
3/3	204	204	-	-	-	0.4	0.0	-	0.4	7.2	3.2	0.0	3.2	
3/4+3/5	679	679	-	-	-	4.5	8.0	-	12.4	66.0	6.9	8.0	14.9	
J3: A41/Oxford Road gyratory	**-**	**-**	**114**	**0**	**0**	**24.2**	**2.8**	**0.0**	**27.0**	**-**	**-**	**-**	**-**	
1/1	606	606	-	-	-	0.7	0.0	-	0.7	4.3	4.5	0.0	4.5	
1/2	439	439	-	-	-	0.5	0.0	-	0.5	3.9	2.9	0.0	2.9	
1/3+1/4	825	825	-	-	-	4.1	0.0	-	4.1	17.7	5.9	0.0	5.9	
2/2+2/1	1244	1244	-	-	-	4.7	2.3	-	7.0	20.2	10.5	2.3	12.8	
2/3	393	393	-	-	-	1.2	0.4	-	1.6	15.0	4.5	0.4	4.9	
3/1	99	99	-	-	-	0.4	0.0	-	0.4	15.0	1.5	0.0	1.5	

3/2	317	317	-	-	-	1.1	0.0	-	1.1	12.4	5.1	0.0	5.1	
4/1	452	452	-	-	-	2.1	0.0	-	2.1	16.5	6.3	0.0	6.3	
4/2	573	573	-	-	-	2.9	0.0	-	2.9	18.0	8.8	0.0	8.8	
4/3	419	419	-	-	-	1.9	0.0	-	1.9	16.2	5.7	0.0	5.7	
5/1	960	960	-	-	-	0.6	0.0	-	0.6	2.2	3.3	0.0	3.3	
5/2	527	527	-	-	-	0.6	0.0	-	0.6	4.0	3.3	0.0	3.3	
6/1	411	411	-	-	-	0.5	0.0	-	0.5	4.5	6.6	0.0	6.6	
6/2	414	414	-	-	-	0.5	0.0	-	0.5	4.6	6.7	0.0	6.7	
7/1	642	642	-	-	-	0.5	0.0	-	0.5	3.0	1.9	0.0	1.9	
7/2	419	419	-	-	-	0.2	0.0	-	0.2	1.7	0.3	0.0	0.3	
9/1	114	114	114	0	0	0.0	0.1	-	0.1	4.3	0.3	0.1	0.4	
10/1	97	97	-	-	-	0.5	0.0	-	0.5	20.0	0.9	0.0	0.9	
10/2	182	182	-	-	-	1.2	0.0	-	1.2	22.9	2.4	0.0	2.4	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**7.2**	**3.8**	**0.0**	**11.0**	**-**	**-**	**-**	**-**	
1/2+1/1	86	86	-	-	-	0.4	0.1	-	0.4	17.8	0.7	0.1	0.8	
1/3	61	61	-	-	-	0.4	0.2	-	0.6	33.4	0.9	0.2	1.1	
2/1	620	620	-	-	-	0.8	0.5	-	1.3	7.7	5.0	0.5	5.5	
2/2	405	405	-	-	-	0.5	0.2	-	0.7	6.3	2.8	0.2	3.0	
2/3+2/4	172	172	-	-	-	1.1	0.3	-	1.4	29.0	1.3	0.3	1.6	
4/2+4/1	809	809	-	-	-	2.0	1.3	-	3.3	14.7	8.3	1.3	9.6	
4/3	688	688	-	-	-	1.9	1.0	-	3.0	15.5	8.2	1.0	9.2	
6/1	85	85	-	-	-	0.0	0.1	-	0.1	6.3	0.0	0.1	0.2	
6/2	87	87	-	-	-	0.0	0.2	-	0.2	6.4	0.0	0.2	0.2	

C1		PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	25.26	Cycle Time (s): 120
C2		PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	29.32	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	25.68	Cycle Time (s): 60
C3	Stream: 2	PRC for Signalled Lanes (%):	32.0	Total Delay for Signalled Lanes (pcuHr):	1.18	Cycle Time (s): 60
C4		PRC for Signalled Lanes (%):	25.5	Total Delay for Signalled Lanes (pcuHr):	10.98	Cycle Time (s): 120
		PRC Over All Lanes (%):	-7.1	Total Delay Over All Lanes(pcuHr):	92.54	

Scenario 2: '2034 DS3A - AM' (FG3: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

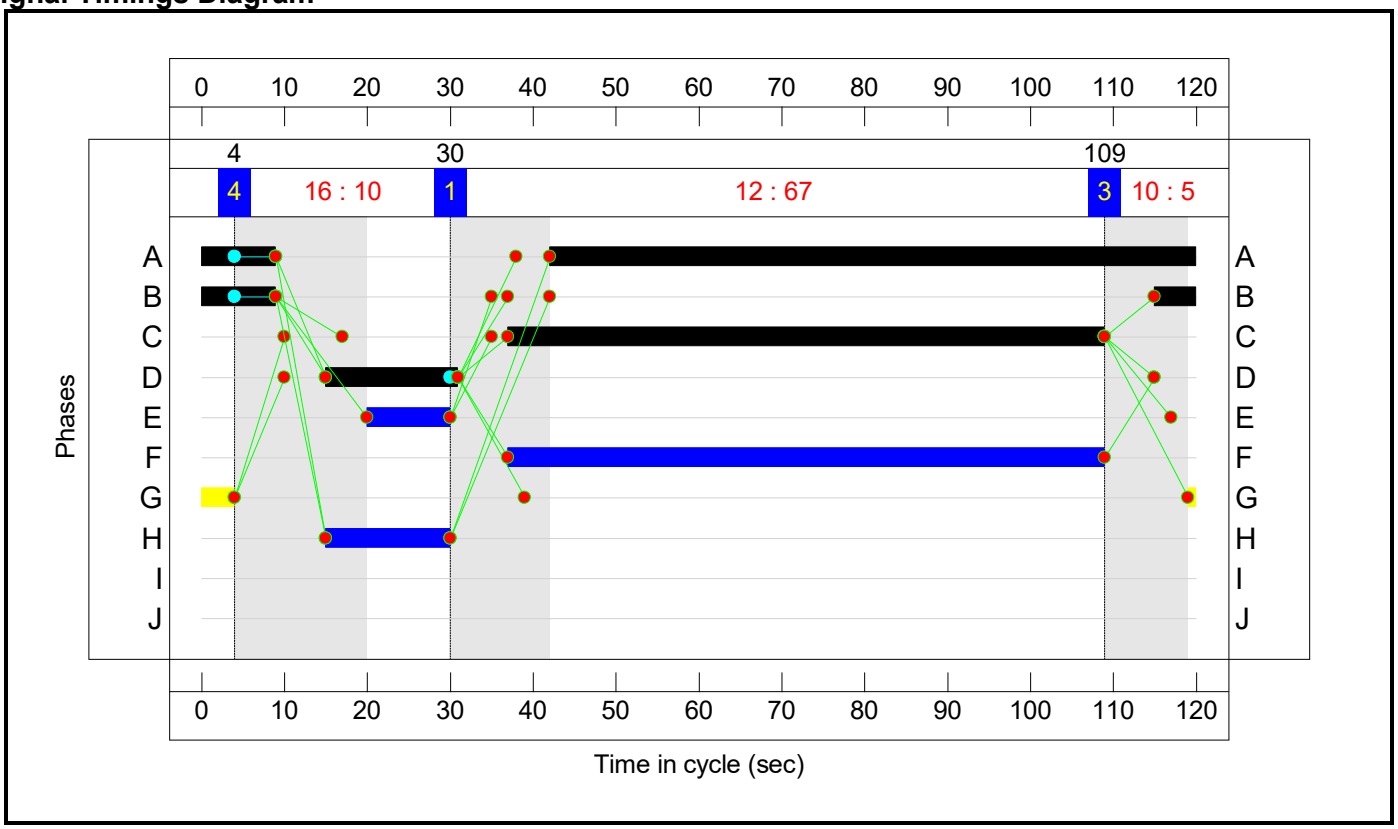
Stage Sequence Diagram



Stage Timings

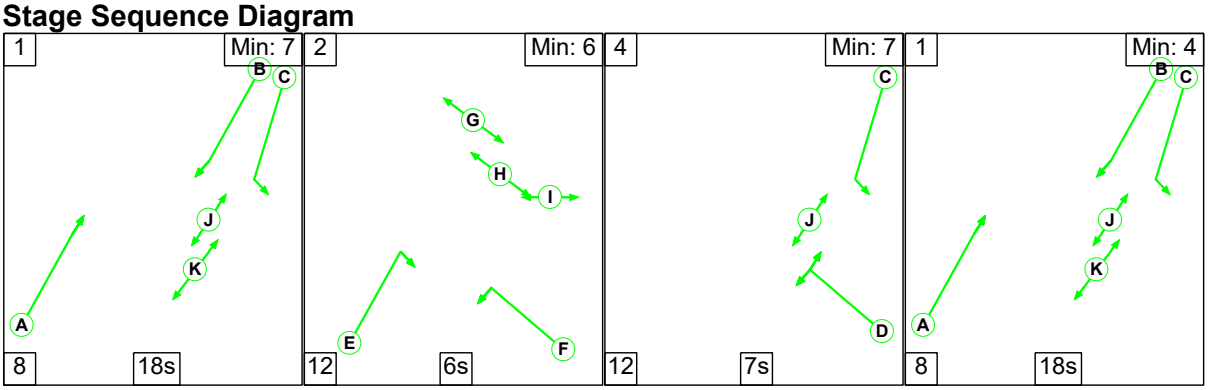
Stage	1	3	4
Duration	67	5	10
Change Point	30	109	4

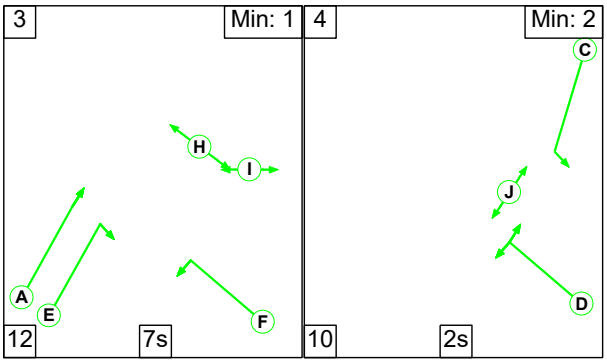
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

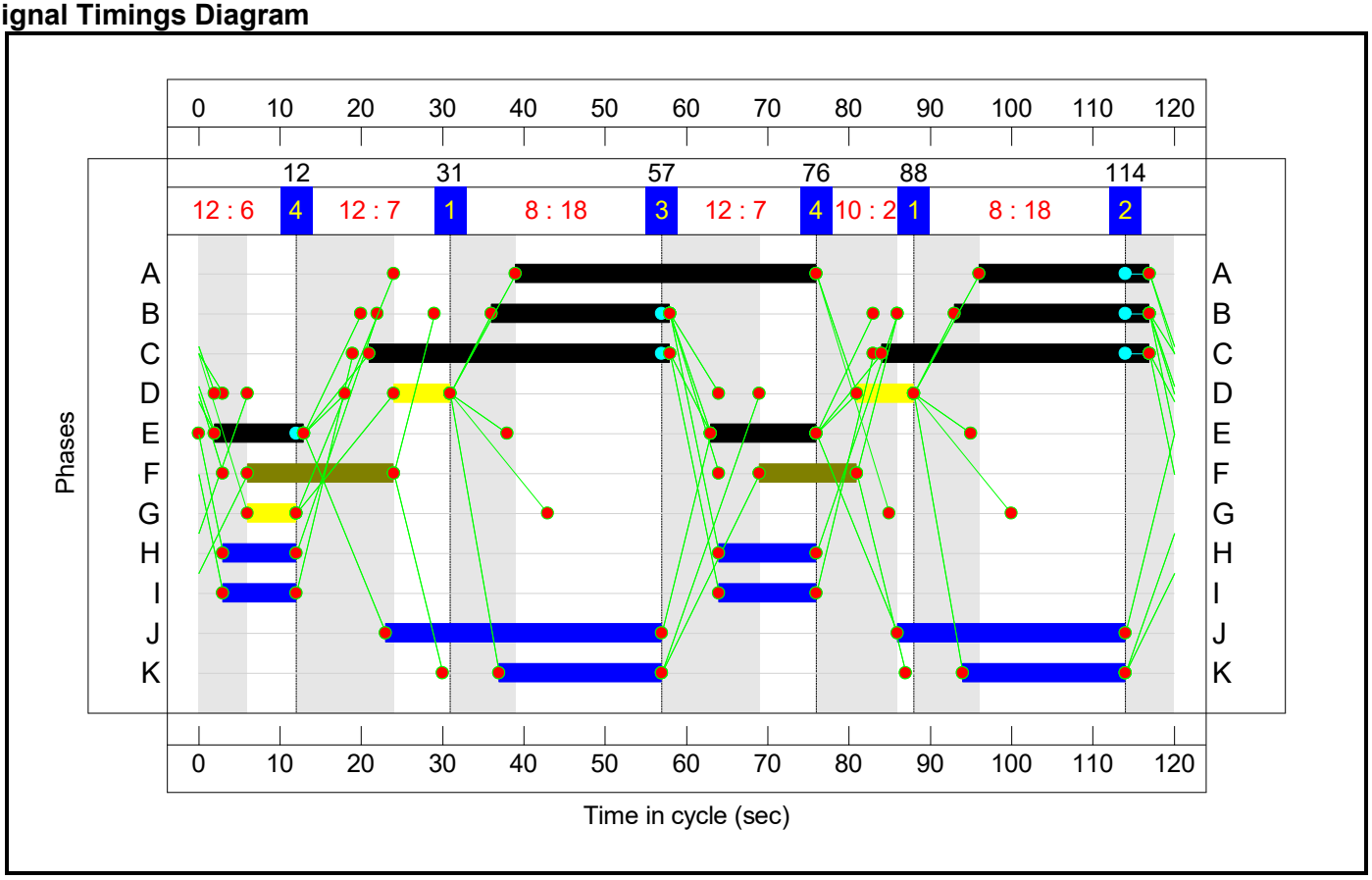




Stage Timings

Stage	1	2	4	1	3	4
Duration	18	6	7	18	7	2
Change Point	88	114	12	31	57	76

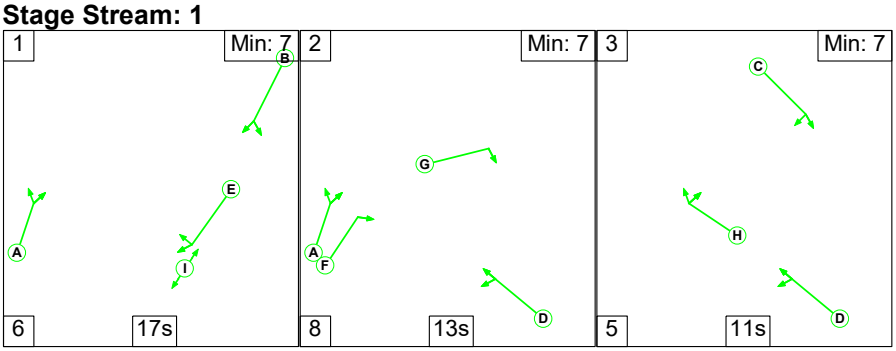
Signal Timings Diagram



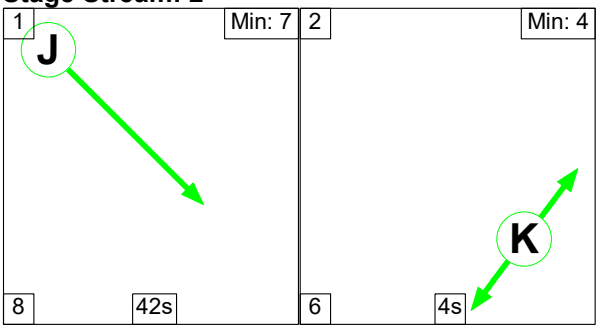
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

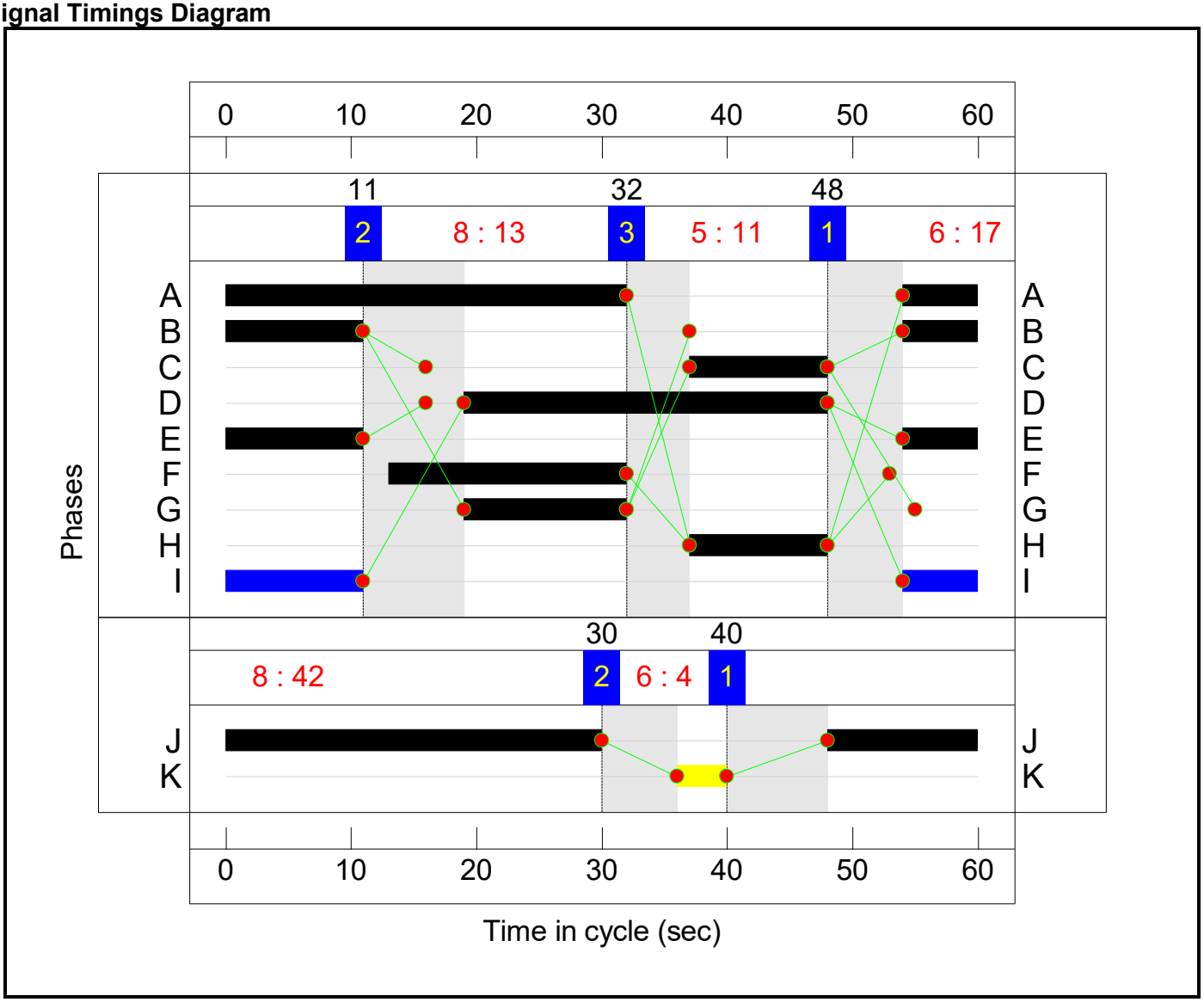
Stage Stream: 1

Stage	1	2	3
Duration	17	13	11
Change Point	48	11	32

Stage Stream: 2

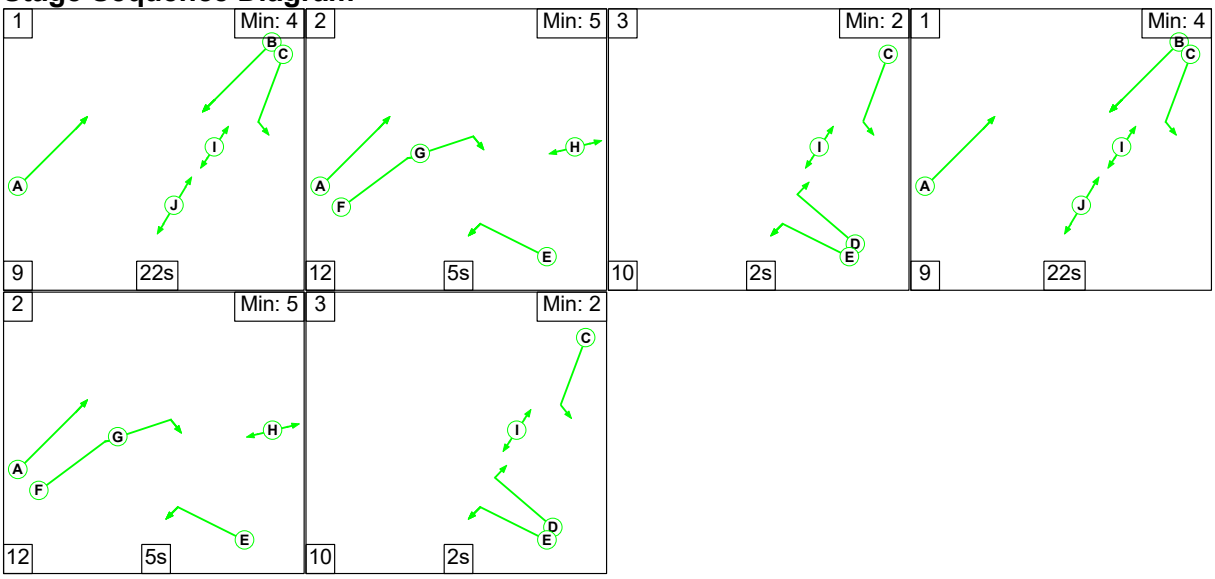
Stage	1	2
Duration	42	4
Change Point	40	30

Signal Timings Diagram



Controller :C4

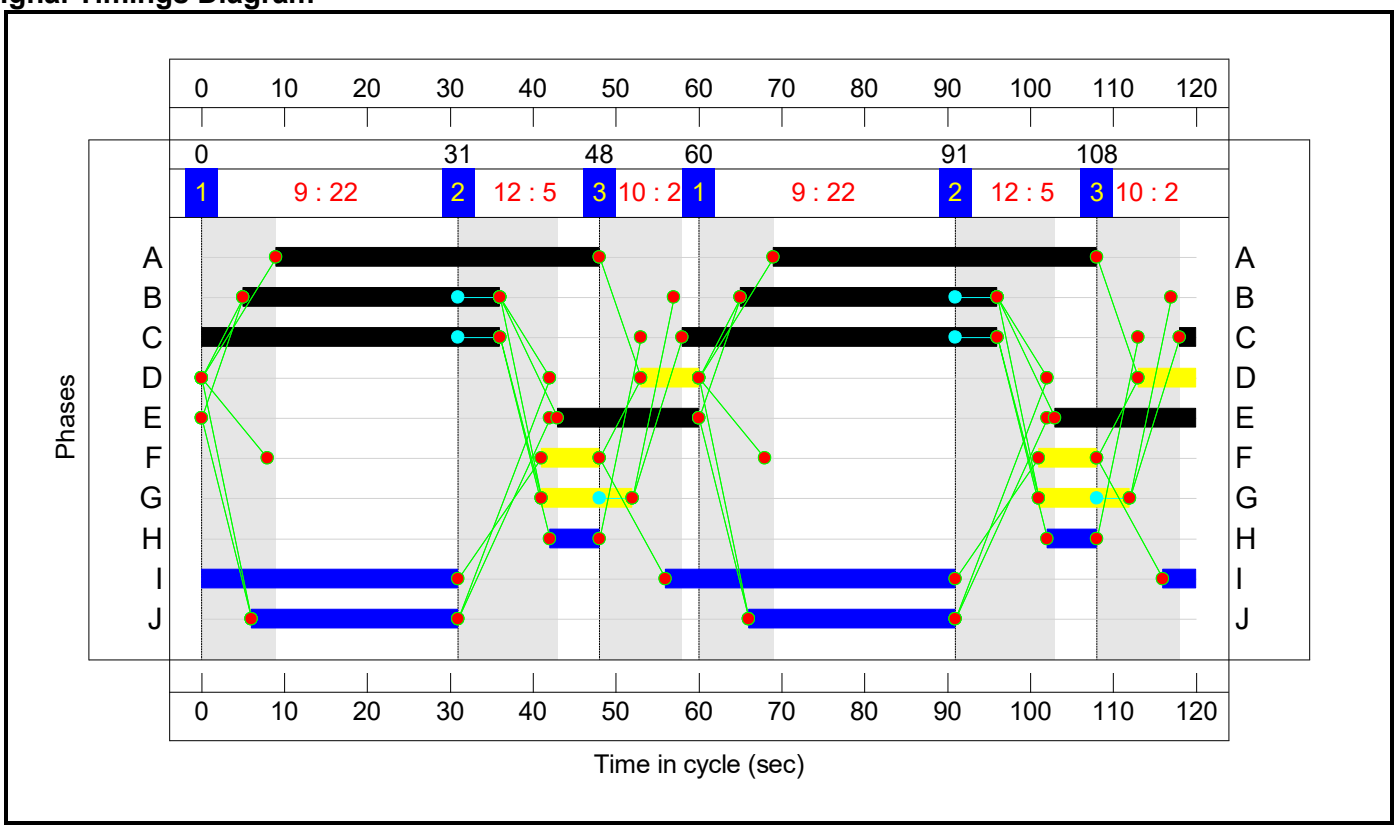
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	22	5	2	22	5	2
Change Point	0	31	48	60	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.6%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.5%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	72	0	-	662	1985:1726	1187+33	54.2 : 54.2%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	72	-	-	1365	1985:1985	625+1025	82.7 : 82.7%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	87	-	-	741	1965	1441	51.4%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	87	-	-	833	1965	1441	57.8%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	14	-	-	152	1709	214	71.2%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	16	0	-	360	1786:1747	226+205	83.5 : 83.5%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.6%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	44	30:30	-	318	1764:1764	562+622	26.9 : 26.9%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	185	1805	241	76.9%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	157	1805	241	65.2%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	46:70	-	-	1269	1940:1877	754+912	76.2 : 76.2%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	46	-	-	834	1940:1940	776+150	90.1 : 90.1%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	546	1965	982	55.6%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	646	1965	982	65.8%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	306	1965	982	31.1%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	24	-	-	700	1764:1764	382+382	91.6 : 91.6%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	38	-	-	590	2007	1305	45.2%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	38	-	-	422	2015	1310	32.2%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	19	-	-	828	1965:1965	655+655	62.9 : 63.5%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	29	-	-	1210	1965:1965	680+982	72.8 : 72.8%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	29	-	-	444	1965	982	45.2%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	11	-	-	165	2035	441	37.4%
3/2	Right	U	3:1	N/A	C3:H		1	11	-	-	375	2035	441	85.1%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	17	-	-	471	1942	583	80.8%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	17	-	-	517	1942	583	88.7%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	17	-	-	435	1942	583	74.7%
5/1		U	3:2	N/A	C3:J		1	42	-	-	958	1965	1408	68.0%
5/2		U	3:2	N/A	C3:J		1	42	-	-	543	1965	1408	38.6%
6/1	Right	U	3:1	N/A	C3:G		1	13	-	-	412	1980	495	83.2%
6/2	Right	U	3:1	N/A	C3:G		1	13	-	-	416	1980	495	84.0%
7/1	Ahead	U	3:1	N/A	C3:E		1	17	-	-	554	2015	638	86.8%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	17	-	-	435	2015	638	68.2%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	115	Inf	552	20.8%
10/1	Ahead	U	3:1	N/A	C3:C		1	11	-	-	75	1951	390	19.2%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	11	-	-	164	1951	390	42.0%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	83	1890:1900	567+259	10.1 : 10.1%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	65	1805	241	27.0%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	672	1915	1277	52.6%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	486	1935	1290	37.7%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	171	1895:1895	253+253	33.6 : 34.0%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	810	1937:1904	923+213	71.3 : 71.3%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	682	1917	1022	66.7%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	85	1871	374	22.7%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	86	1871	374	23.0%

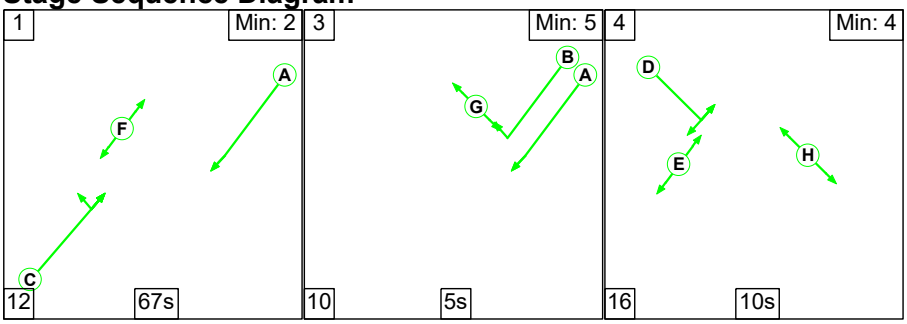
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**115**	**0**	**0**	**63.8**	**18.5**	**0.0**	**82.3**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**15.9**	**5.3**	**0.0**	**21.3**	**-**	**-**	**-**	**-**	
1/2+1/1	662	662	-	-	-	2.5	0.6	-	3.1	16.7	12.4	0.6	13.0	
1/3+1/4	1365	1365	-	-	-	5.6	2.4	-	7.9	20.9	19.3	2.4	21.7	
3/1	741	741	-	-	-	0.6	0.0	-	0.6	3.1	11.0	0.0	11.0	
3/2	833	833	-	-	-	0.5	0.0	-	0.5	2.1	5.5	0.0	5.5	
3/3	152	152	-	-	-	1.8	0.0	-	1.8	43.8	5.0	0.0	5.0	
5/1+5/2	360	360	-	-	-	4.9	2.4	-	7.3	73.0	6.0	2.4	8.4	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**16.4**	**7.4**	**0.0**	**23.8**	**-**	**-**	**-**	**-**	
1/2+1/1	318	318	-	-	-	1.1	0.2	-	1.3	14.6	1.9	0.2	2.0	
1/3	185	185	-	-	-	1.3	1.6	-	2.9	55.8	3.1	1.6	4.7	
1/4	157	157	-	-	-	1.1	0.9	-	2.0	45.8	2.6	0.9	3.5	
2/2+2/1	1269	1269	-	-	-	3.9	0.0	-	3.9	11.1	8.5	0.0	8.5	
2/3+2/4	834	834	-	-	-	3.7	0.0	-	3.7	16.1	11.5	0.0	11.5	
3/1	546	546	-	-	-	0.5	0.0	-	0.5	3.3	3.6	0.0	3.6	
3/2	646	646	-	-	-	0.6	0.0	-	0.6	3.6	9.9	0.0	9.9	
3/3	306	306	-	-	-	0.6	0.0	-	0.6	6.9	4.6	0.0	4.6	
3/4+3/5	700	700	-	-	-	3.6	4.7	-	8.3	42.7	6.6	4.7	11.4	
J3: A41/Oxford Road gyratory	**-**	**-**	**115**	**0**	**0**	**24.1**	**1.9**	**0.0**	**25.9**	**-**	**-**	**-**	**-**	
1/1	590	590	-	-	-	0.9	0.0	-	0.9	5.2	4.8	0.0	4.8	
1/2	422	422	-	-	-	0.5	0.0	-	0.5	4.7	3.0	0.0	3.0	
1/3+1/4	828	828	-	-	-	3.9	0.0	-	3.9	16.9	5.8	0.0	5.8	
2/2+2/1	1210	1210	-	-	-	3.7	1.3	-	5.0	15.0	9.3	1.3	10.7	
2/3	444	444	-	-	-	1.2	0.4	-	1.6	13.0	4.7	0.4	5.1	
3/1	165	165	-	-	-	0.6	0.0	-	0.6	13.3	2.4	0.0	2.4	

3/2	375	375	-	-	-	1.3	0.0	-	1.3	12.9	5.9	0.0	5.9	
4/1	471	471	-	-	-	2.5	0.0	-	2.5	19.4	7.2	0.0	7.2	
4/2	517	517	-	-	-	2.9	0.0	-	2.9	20.0	8.2	0.0	8.2	
4/3	435	435	-	-	-	2.3	0.0	-	2.3	18.9	6.5	0.0	6.5	
5/1	958	958	-	-	-	0.5	0.0	-	0.5	1.8	3.3	0.0	3.3	
5/2	543	543	-	-	-	0.5	0.0	-	0.5	3.4	3.3	0.0	3.3	
6/1	412	412	-	-	-	0.5	0.0	-	0.5	4.4	6.4	0.0	6.4	
6/2	416	416	-	-	-	0.5	0.0	-	0.5	4.5	6.5	0.0	6.5	
7/1	554	554	-	-	-	0.6	0.0	-	0.6	4.1	1.9	0.0	1.9	
7/2	435	435	-	-	-	0.2	0.0	-	0.2	1.9	0.3	0.0	0.3	
9/1	115	115	115	0	0	0.0	0.1	-	0.2	4.8	0.3	0.1	0.4	
10/1	75	75	-	-	-	0.3	0.0	-	0.3	16.8	0.6	0.0	0.6	
10/2	164	164	-	-	-	0.9	0.0	-	0.9	20.6	2.0	0.0	2.0	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**7.4**	**3.9**	**0.0**	**11.3**	**-**	**-**	**-**	**-**	
1/2+1/1	83	83	-	-	-	0.3	0.1	-	0.4	17.6	0.7	0.1	0.7	
1/3	65	65	-	-	-	0.4	0.2	-	0.6	33.6	1.0	0.2	1.1	
2/1	672	672	-	-	-	1.0	0.6	-	1.5	8.1	5.6	0.6	6.2	
2/2	486	486	-	-	-	0.6	0.3	-	0.9	6.7	3.5	0.3	3.8	
2/3+2/4	171	171	-	-	-	1.1	0.3	-	1.4	29.0	1.3	0.3	1.5	
4/2+4/1	810	810	-	-	-	2.0	1.2	-	3.2	14.4	8.3	1.2	9.5	
4/3	682	682	-	-	-	1.9	1.0	-	2.9	15.4	8.1	1.0	9.1	
6/1	85	85	-	-	-	0.0	0.1	-	0.1	6.3	0.0	0.1	0.2	
6/2	86	86	-	-	-	0.0	0.1	-	0.2	6.3	0.0	0.1	0.2	

C1		PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	21.27	Cycle Time (s):	120
C2		PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	23.85	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	24.77	Cycle Time (s):	60
C3	Stream: 2	PRC for Signalled Lanes (%):	32.3	Total Delay for Signalled Lanes (pcuHr):	1.00	Cycle Time (s):	60
C4		PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	11.27	Cycle Time (s):	120
		PRC Over All Lanes (%):	-1.8	Total Delay Over All Lanes(pcuHr):	82.32		

Scenario 3: '2034 DS3AwTP - AM' (FG5: '2034 DS3AwTP - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

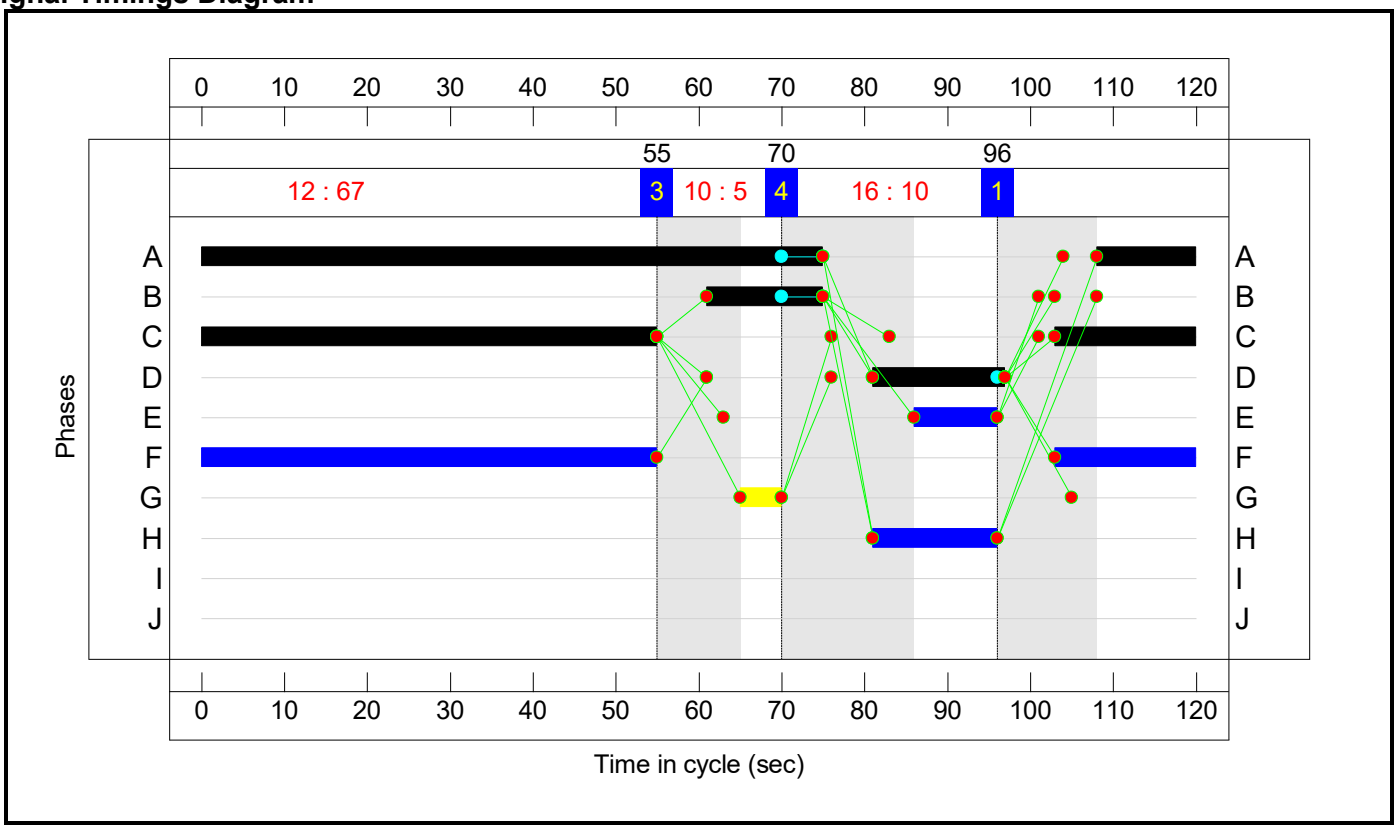
Stage Sequence Diagram



Stage Timings

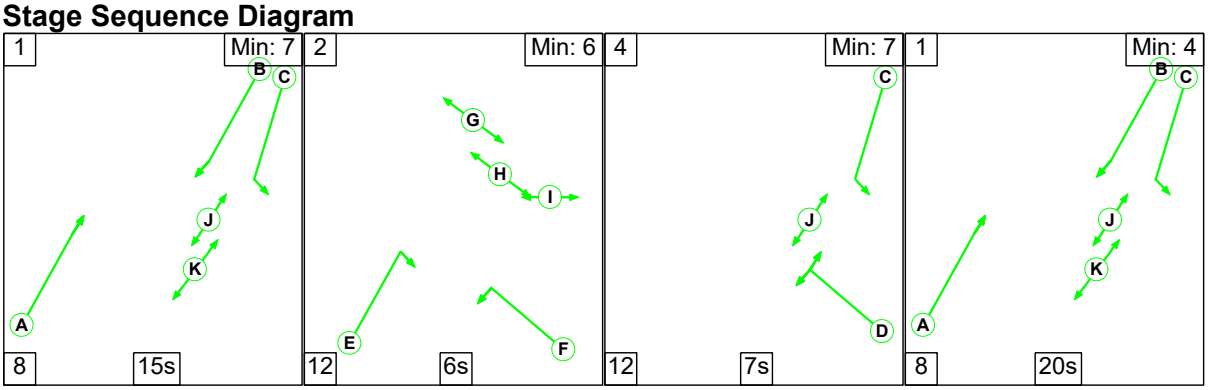
Stage	1	3	4
Duration	67	5	10
Change Point	96	55	70

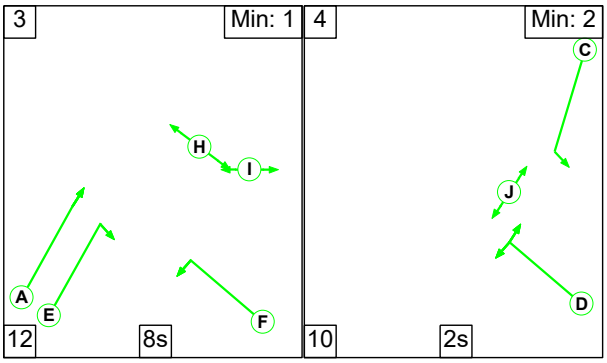
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

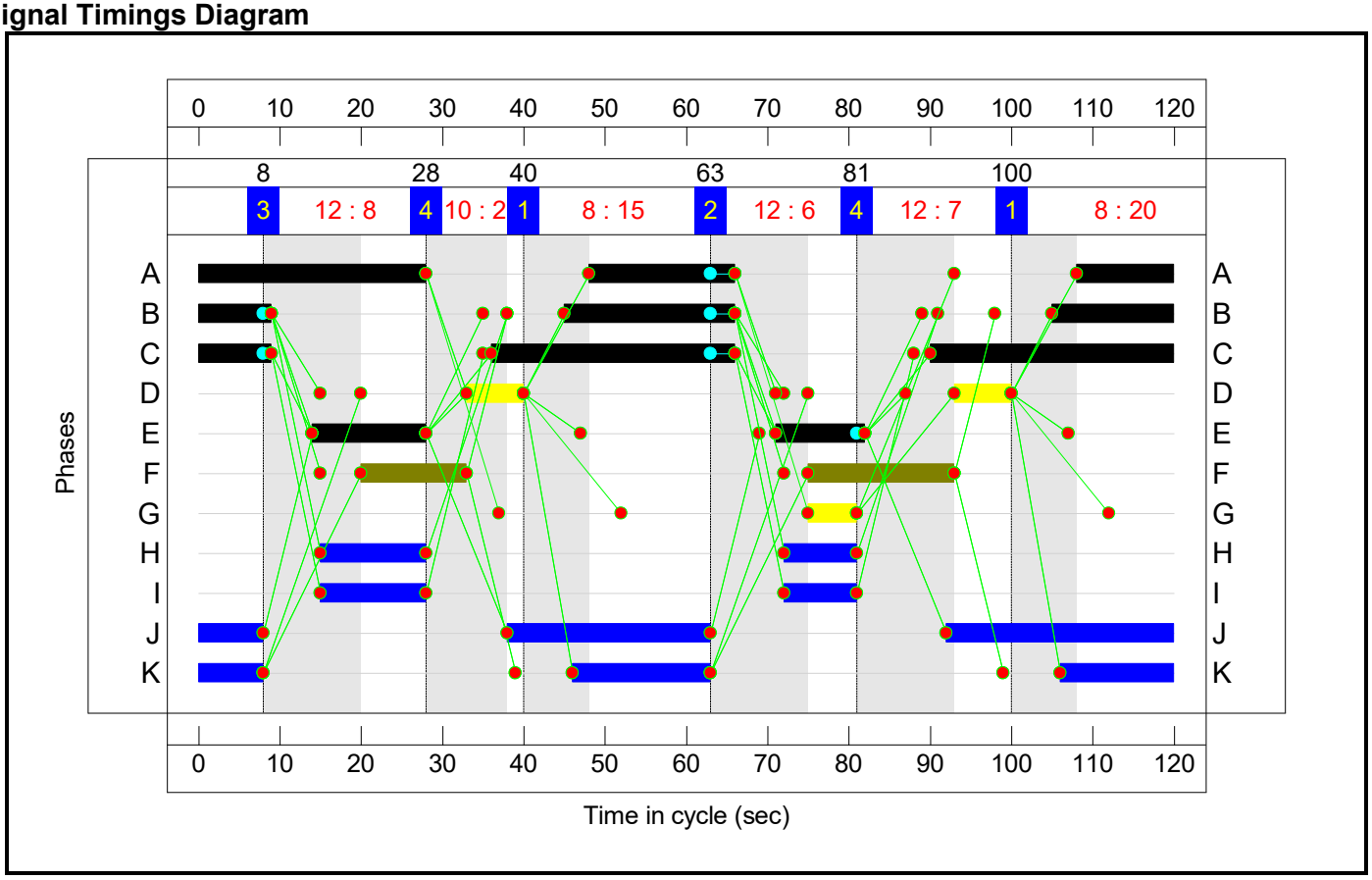




Stage Timings

Stage	1	2	4	1	3	4
Duration	15	6	7	20	8	2
Change Point	40	63	81	100	8	28

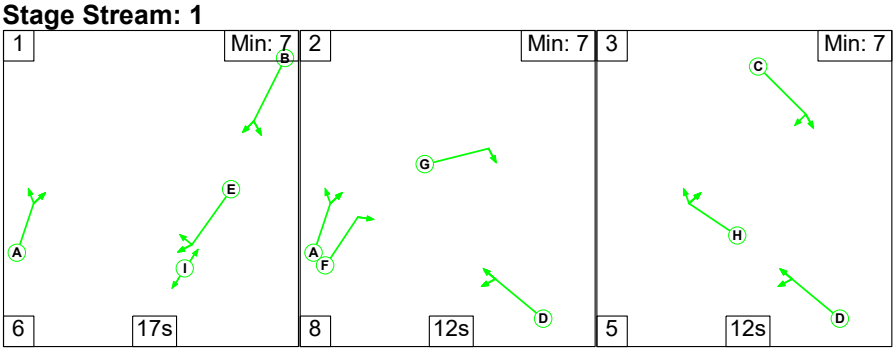
Signal Timings Diagram



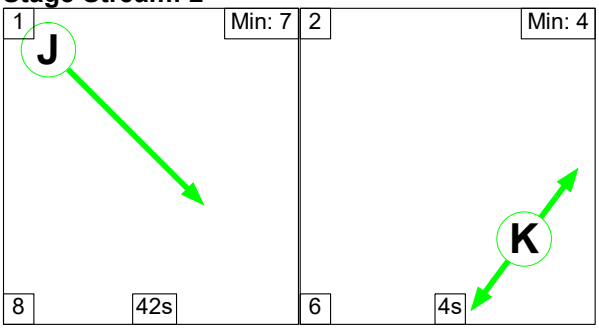
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

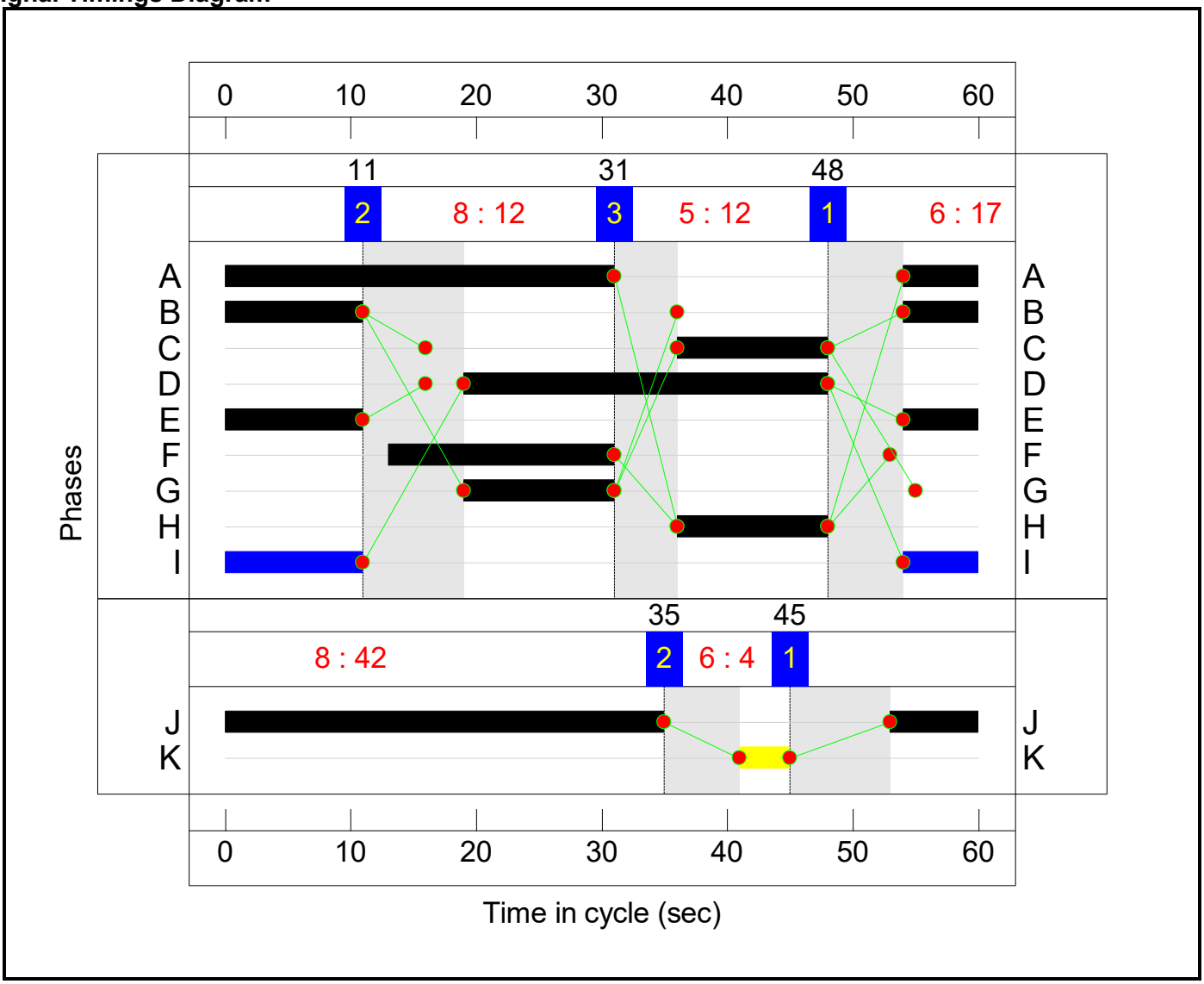
Stage Stream: 1

Stage	1	2	3
Duration	17	12	12
Change Point	48	11	31

Stage Stream: 2

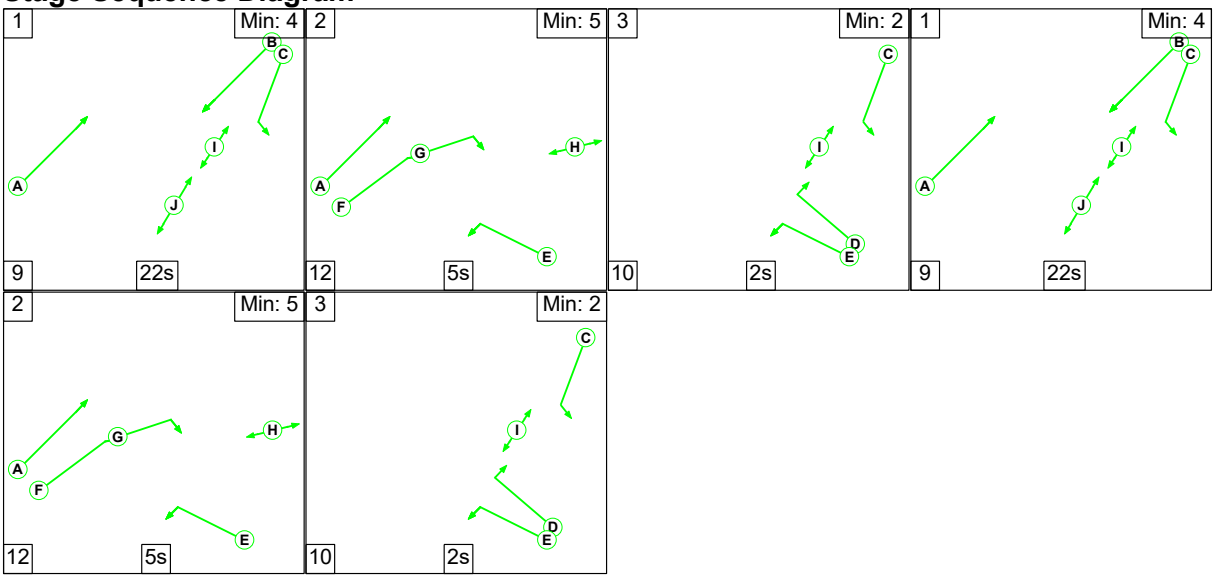
Stage	1	2
Duration	42	4
Change Point	45	35

Signal Timings Diagram



Controller :C4

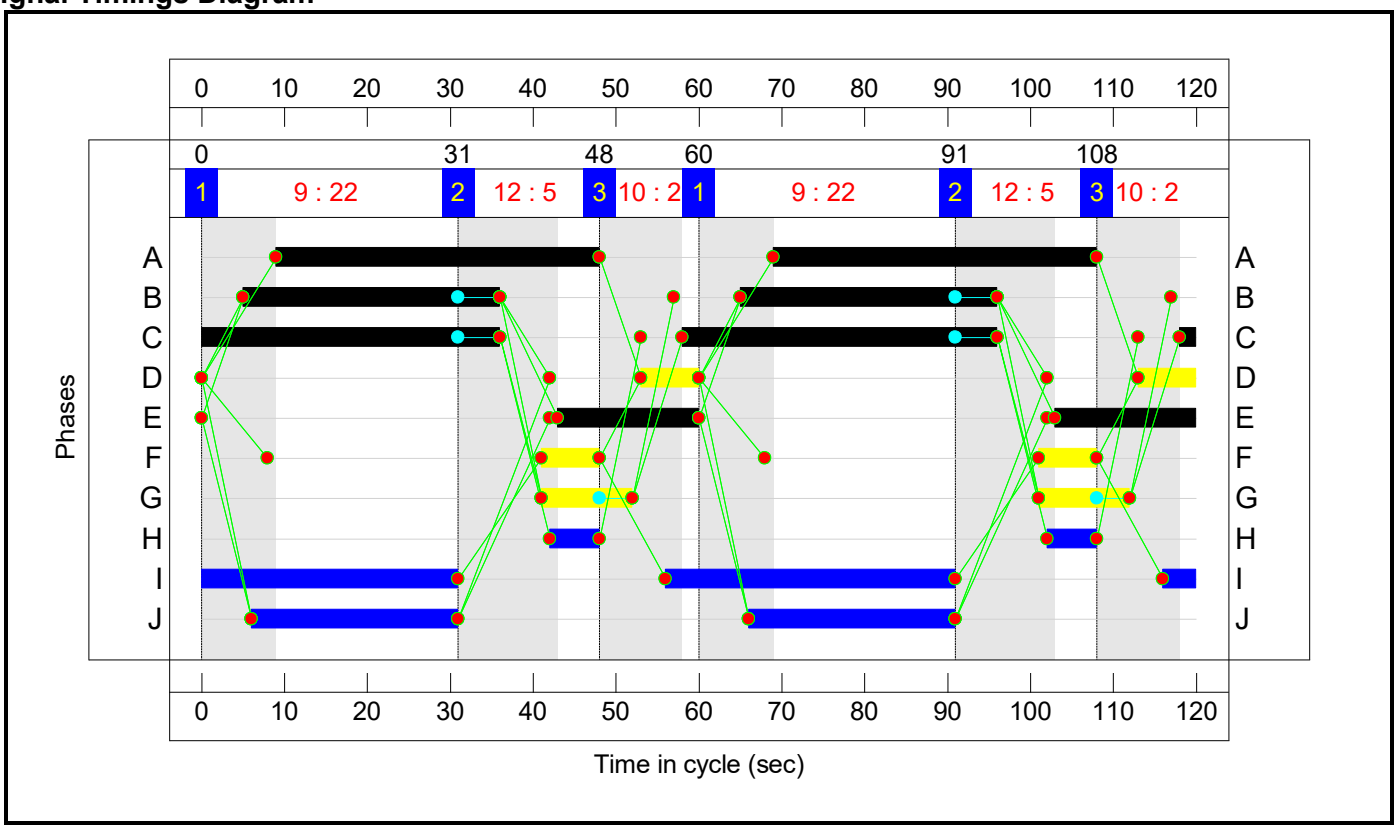
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	22	5	2	22	5	2
Change Point	0	31	48	60	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.6%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**84.3%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	72	0	-	699	1985:1726	1189+31	57.3 : 57.3%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	72	-	-	1325	1985:1985	525+1046	84.3 : 84.3%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	87	-	-	746	1965	1441	51.8%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	87	-	-	827	1965	1441	57.4%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	14	-	-	155	1709	214	72.6%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	16	0	-	357	1786:1747	226+206	82.7 : 82.7%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.6%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	45	31:31	-	321	1764:1764	547+631	27.2 : 27.2%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	190	1805	241	78.9%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	156	1805	241	64.8%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	45:69	-	-	1271	1940:1877	742+902	77.3 : 77.3%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	45	-	-	833	1940:1940	760+150	91.6 : 91.6%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	514	1965	982	52.3%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	646	1965	982	65.8%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	331	1965	982	33.7%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	25	-	-	702	1764:1764	397+397	88.2 : 88.7%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	37	-	-	579	2007	1271	45.6%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	37	-	-	452	2015	1276	35.4%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	18	-	-	806	1965:1965	622+622	65.1 : 64.4%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	29	-	-	1176	1965:1965	647+982	72.2 : 72.2%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	29	-	-	460	1965	982	46.8%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	12	-	-	159	2035	475	33.5%
3/2	Right	U	3:1	N/A	C3:H		1	12	-	-	358	2035	475	75.4%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	17	-	-	485	1942	583	83.2%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	17	-	-	514	1942	583	88.2%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	17	-	-	423	1942	583	72.6%
5/1		U	3:2	N/A	C3:J		1	42	-	-	971	1965	1408	69.0%
5/2		U	3:2	N/A	C3:J		1	42	-	-	528	1965	1408	37.5%
6/1	Right	U	3:1	N/A	C3:G		1	12	-	-	405	1980	462	87.7%
6/2	Right	U	3:1	N/A	C3:G		1	12	-	-	401	1980	462	86.8%
7/1	Ahead	U	3:1	N/A	C3:E		1	17	-	-	562	2015	638	88.1%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	17	-	-	423	2015	638	66.3%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	116	Inf	557	20.8%
10/1	Ahead	U	3:1	N/A	C3:C		1	12	-	-	81	1951	423	19.2%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	12	-	-	175	1951	423	41.4%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	83	1890:1900	567+273	9.9 : 9.9%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	65	1805	241	27.0%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	656	1915	1277	51.4%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	483	1935	1290	37.4%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	170	1895:1895	253+253	33.2 : 34.0%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	810	1937:1904	924+212	71.3 : 71.3%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	680	1917	1022	66.5%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	84	1871	374	22.4%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	86	1871	374	23.0%

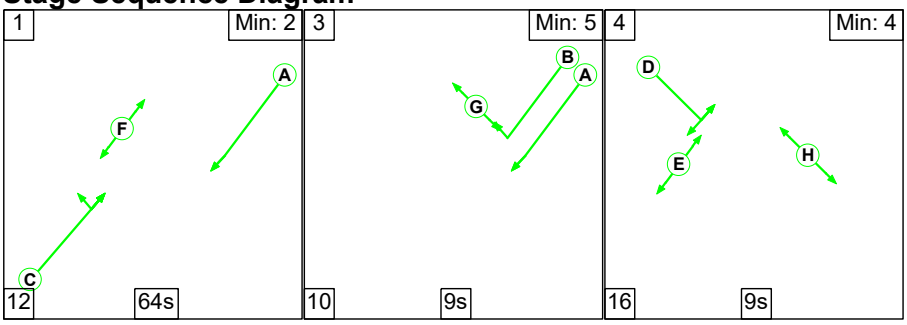
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**116**	**0**	**0**	**63.5**	**17.6**	**0.0**	**81.1**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**16.0**	**5.6**	**0.0**	**21.5**	**-**	**-**	**-**	**-**	
1/2+1/1	699	699	-	-	-	2.7	0.7	-	3.4	17.4	13.5	0.7	14.2	
1/3+1/4	1325	1325	-	-	-	5.5	2.6	-	8.2	22.1	20.6	2.6	23.2	
3/1	746	746	-	-	-	0.6	0.0	-	0.6	2.7	3.4	0.0	3.4	
3/2	827	827	-	-	-	0.5	0.0	-	0.5	2.3	2.9	0.0	2.9	
3/3	155	155	-	-	-	1.8	0.0	-	1.8	41.6	5.0	0.0	5.0	
5/1+5/2	357	357	-	-	-	4.9	2.3	-	7.1	71.9	6.0	2.3	8.2	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**16.9**	**6.4**	**0.0**	**23.3**	**-**	**-**	**-**	**-**	
1/2+1/1	321	321	-	-	-	1.1	0.2	-	1.3	14.4	2.1	0.2	2.2	
1/3	190	190	-	-	-	1.3	1.8	-	3.1	58.4	3.1	1.8	4.8	
1/4	156	156	-	-	-	1.1	0.9	-	2.0	45.5	2.4	0.9	3.3	
2/2+2/1	1271	1271	-	-	-	4.1	0.0	-	4.1	11.5	8.5	0.0	8.5	
2/3+2/4	833	833	-	-	-	3.8	0.0	-	3.8	16.5	11.4	0.0	11.4	
3/1	514	514	-	-	-	0.4	0.0	-	0.4	3.0	3.3	0.0	3.3	
3/2	646	646	-	-	-	0.5	0.0	-	0.5	3.1	9.4	0.0	9.4	
3/3	331	331	-	-	-	0.6	0.0	-	0.6	6.6	4.4	0.0	4.4	
3/4+3/5	702	702	-	-	-	4.0	3.5	-	7.5	38.5	7.9	3.5	11.5	
J3: A41/Oxford Road gyratory	**-**	**-**	**116**	**0**	**0**	**23.3**	**1.9**	**0.0**	**25.1**	**-**	**-**	**-**	**-**	
1/1	579	579	-	-	-	0.9	0.0	-	0.9	5.7	4.8	0.0	4.8	
1/2	452	452	-	-	-	0.7	0.0	-	0.7	5.2	3.5	0.0	3.5	
1/3+1/4	806	806	-	-	-	3.9	0.0	-	3.9	17.6	5.7	0.0	5.7	
2/2+2/1	1176	1176	-	-	-	3.6	1.3	-	4.9	14.9	9.1	1.3	10.3	
2/3	460	460	-	-	-	1.3	0.4	-	1.7	13.2	5.0	0.4	5.4	
3/1	159	159	-	-	-	0.5	0.0	-	0.5	12.1	2.3	0.0	2.3	

3/2	358	358	-	-	-	1.2	0.0	-	1.2	11.6	5.5	0.0	5.5	
4/1	485	485	-	-	-	2.6	0.0	-	2.6	19.6	7.4	0.0	7.4	
4/2	514	514	-	-	-	2.9	0.0	-	2.9	20.0	8.1	0.0	8.1	
4/3	423	423	-	-	-	2.2	0.0	-	2.2	18.8	6.2	0.0	6.2	
5/1	971	971	-	-	-	0.2	0.0	-	0.2	0.9	3.3	0.0	3.3	
5/2	528	528	-	-	-	0.2	0.0	-	0.2	1.7	3.3	0.0	3.3	
6/1	405	405	-	-	-	0.5	0.0	-	0.5	4.5	6.4	0.0	6.4	
6/2	401	401	-	-	-	0.5	0.0	-	0.5	4.5	6.3	0.0	6.3	
7/1	562	562	-	-	-	0.7	0.0	-	0.7	4.2	1.9	0.0	1.9	
7/2	423	423	-	-	-	0.2	0.0	-	0.2	1.8	0.3	0.0	0.3	
9/1	116	116	116	0	0	0.0	0.1	-	0.2	4.8	0.3	0.1	0.4	
10/1	81	81	-	-	-	0.3	0.0	-	0.3	12.7	0.6	0.0	0.6	
10/2	175	175	-	-	-	0.8	0.0	-	0.8	16.9	1.8	0.0	1.8	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**7.3**	**3.8**	**0.0**	**11.2**	**-**	**-**	**-**	**-**	
1/2+1/1	83	83	-	-	-	0.3	0.1	-	0.4	17.5	0.7	0.1	0.7	
1/3	65	65	-	-	-	0.4	0.2	-	0.6	33.6	1.0	0.2	1.1	
2/1	656	656	-	-	-	0.9	0.5	-	1.5	8.0	5.5	0.5	6.0	
2/2	483	483	-	-	-	0.6	0.3	-	0.9	6.7	3.5	0.3	3.8	
2/3+2/4	170	170	-	-	-	1.1	0.3	-	1.4	29.0	1.3	0.3	1.5	
4/2+4/1	810	810	-	-	-	2.0	1.2	-	3.2	14.4	8.3	1.2	9.5	
4/3	680	680	-	-	-	1.9	1.0	-	2.9	15.4	8.1	1.0	9.1	
6/1	84	84	-	-	-	0.0	0.1	-	0.1	6.3	0.0	0.1	0.1	
6/2	86	86	-	-	-	0.0	0.1	-	0.2	6.3	0.0	0.1	0.2	

C1		PRC for Signalled Lanes (%):	6.7	Total Delay for Signalled Lanes (pcuHr):	21.52	Cycle Time (s): 120
C2		PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	23.30	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	24.46	Cycle Time (s): 60
C3	Stream: 2	PRC for Signalled Lanes (%):	30.5	Total Delay for Signalled Lanes (pcuHr):	0.49	Cycle Time (s): 60
C4		PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	11.17	Cycle Time (s): 120
		PRC Over All Lanes (%):	-1.8	Total Delay Over All Lanes(pcuHr):	81.11	

Scenario 4: '2034 RC3A - PM' (FG2: '2034 RC3A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

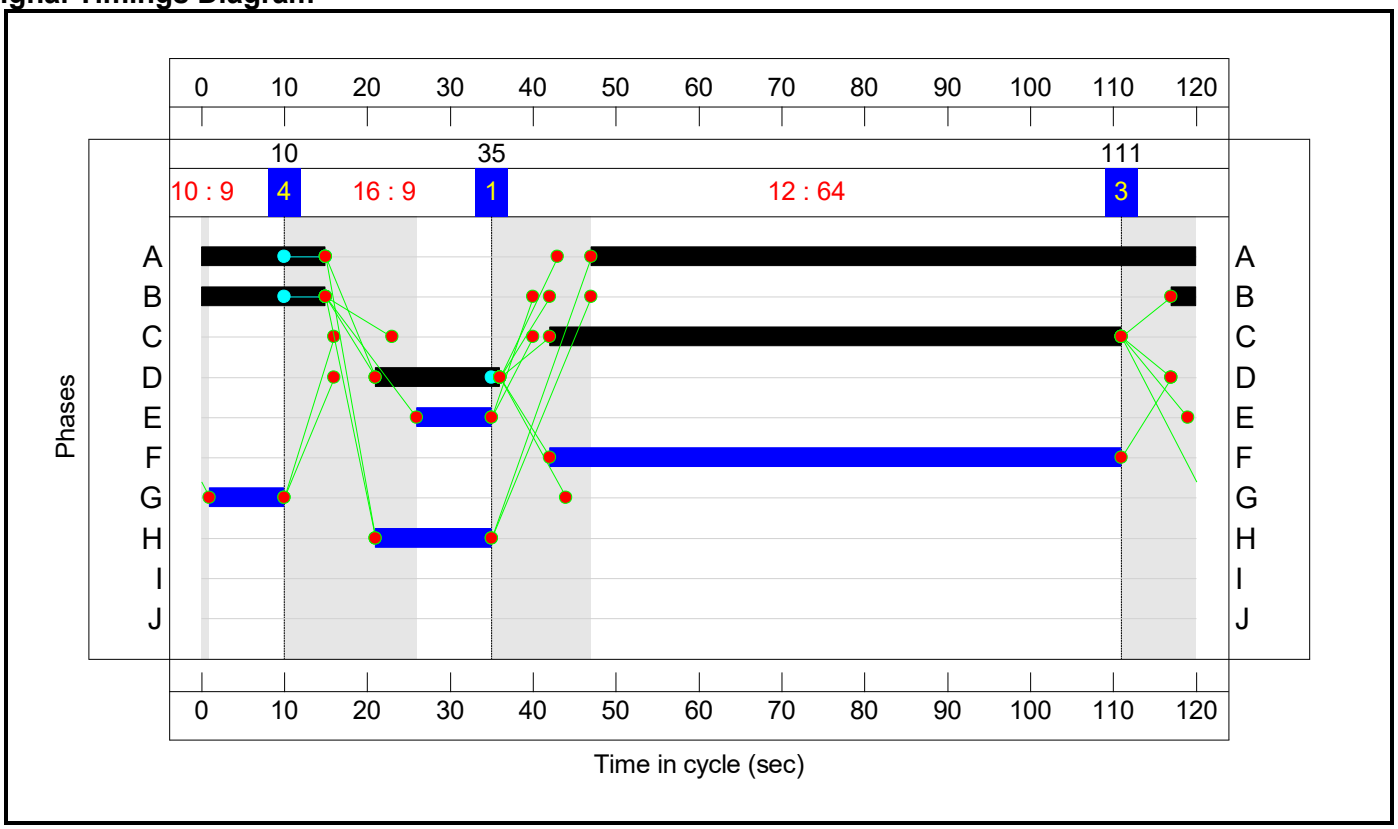
Stage Sequence Diagram



Stage Timings

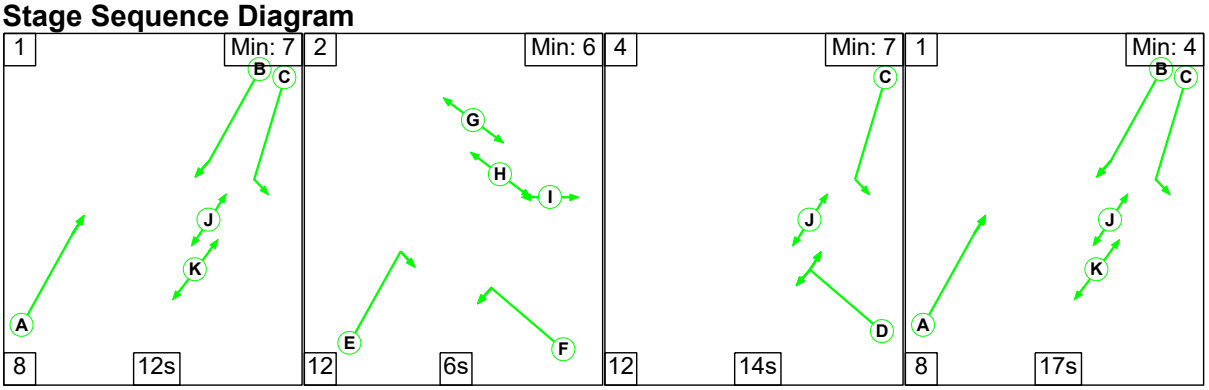
Stage	1	3	4
Duration	64	9	9
Change Point	35	111	10

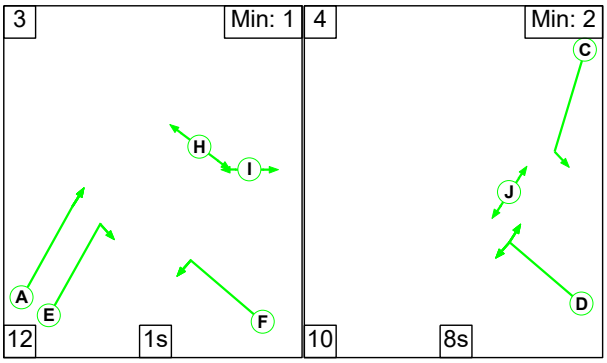
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

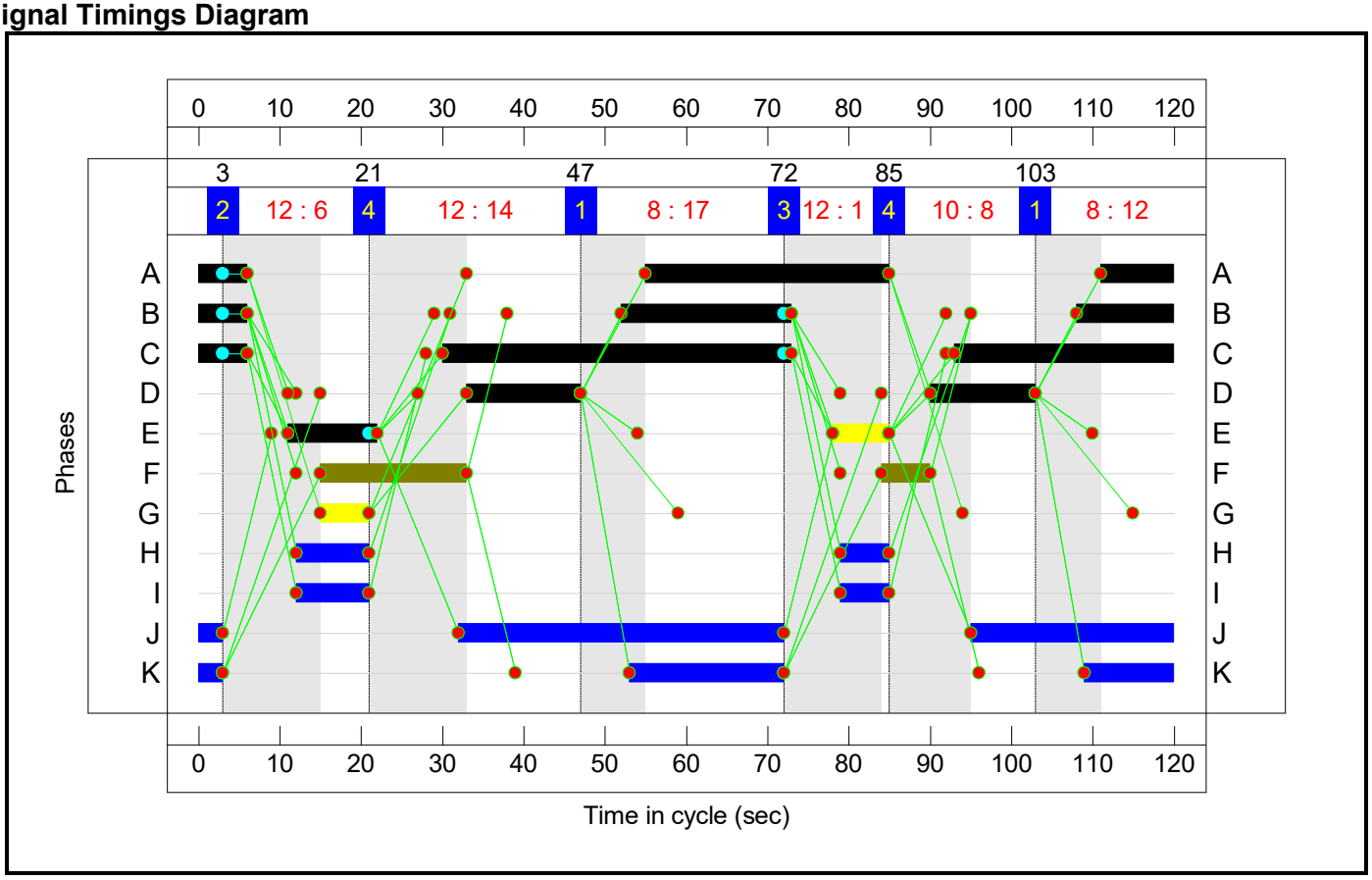




Stage Timings

Stage	1	2	4	1	3	4
Duration	12	6	14	17	1	8
Change Point	103	3	21	47	72	85

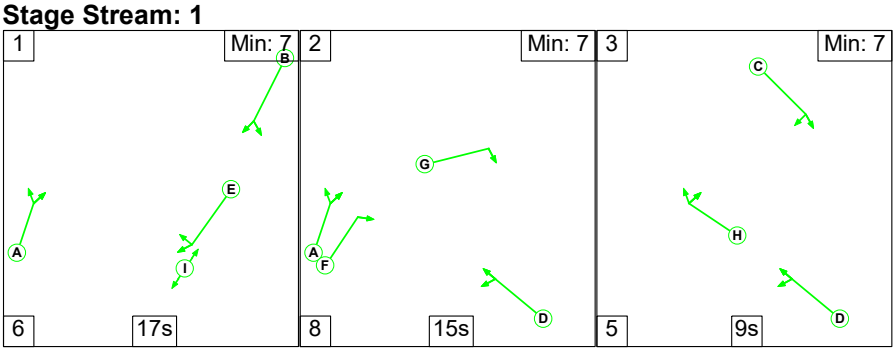
Signal Timings Diagram



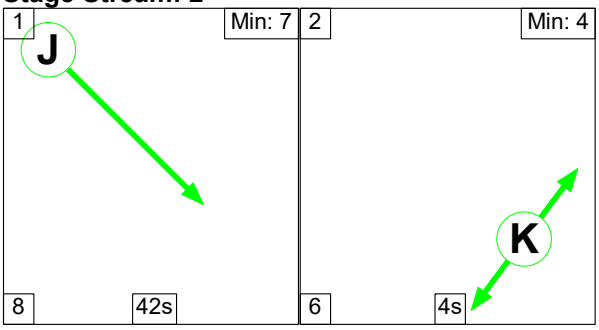
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

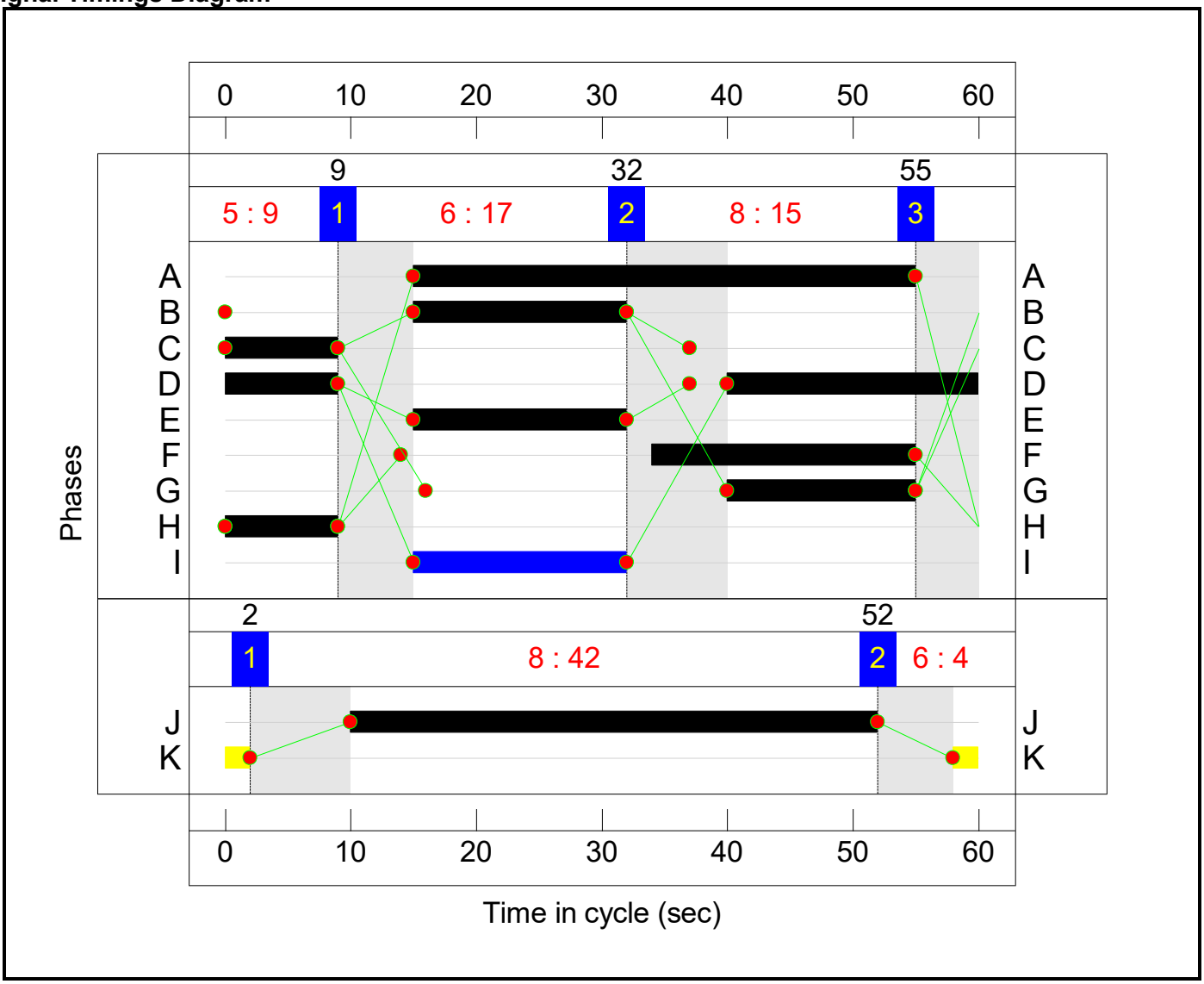
Stage Stream: 1

Stage	1	2	3
Duration	17	15	9
Change Point	9	32	55

Stage Stream: 2

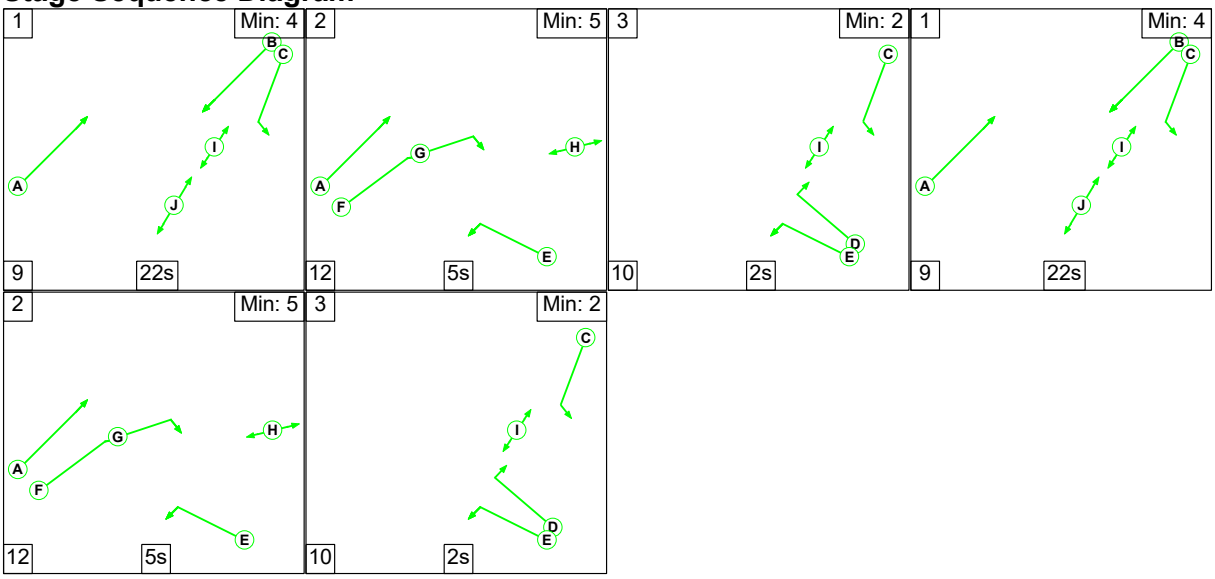
Stage	1	2
Duration	42	4
Change Point	2	52

Signal Timings Diagram



Controller :C4

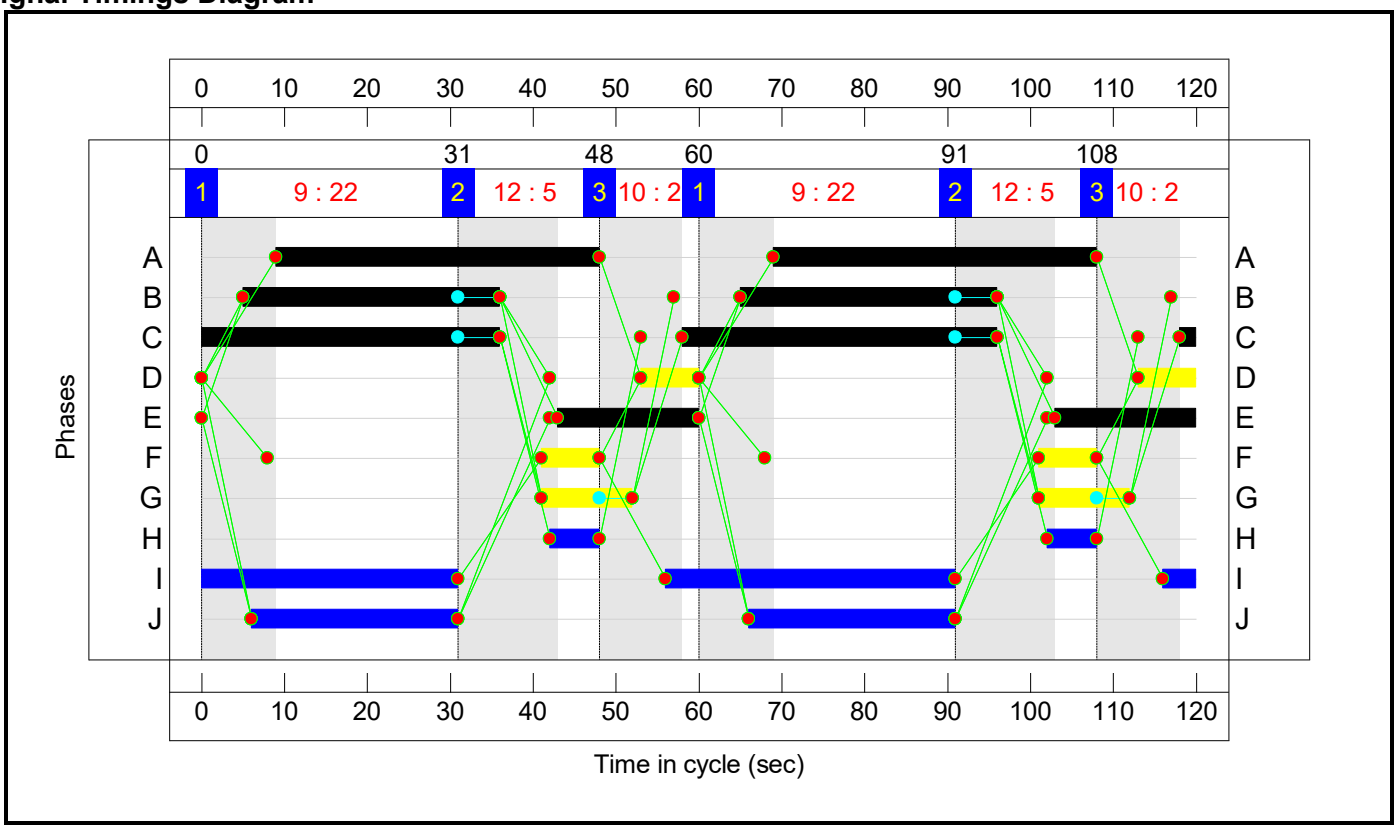
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	22	5	2	22	5	2
Change Point	0	31	48	60	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.8%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.5%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	69	0	-	608	1985:1726	1083+101	51.3 : 51.3%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	69	-	-	1133	1985:1985	794+963	64.5 : 64.5%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	88	-	-	901	1965	1457	61.8%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	88	-	-	939	1965	1457	64.4%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	18	-	-	170	1709	271	62.8%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	15	0	-	181	1786:1747	236+45	64.5 : 64.5%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.4%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	51	24:24	-	703	1764:1764	669+659	52.9 : 52.9%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	425	1805	436	97.4%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	339	1805	436	77.7%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	39:76	-	-	1080	1940:1877	663+634	83.3 : 83.3%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	39	-	-	755	1940:1940	663+125	95.8 : 95.8%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	468	1965	770	60.8%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	612	1965	770	79.5%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	295	1965	770	38.3%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	18	-	-	466	1764:1764	294+294	79.3 : 79.3%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**97.8%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	40	-	-	556	2009	1373	40.5%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	40	-	-	592	2015	1377	43.0%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	21	-	-	991	1965:1965	721+721	68.8 : 68.7%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	29	-	-	1127	1965:1965	773+982	64.2 : 64.2%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	29	-	-	381	1965	982	38.8%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	9	-	-	262	2035	373	70.2%
3/2	Right	U	3:1	N/A	C3:H		1	9	-	-	353	2035	373	94.6%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	17	-	-	437	1942	583	75.0%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	17	-	-	570	1942	583	97.8%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	17	-	-	493	1942	583	84.6%
5/1		U	3:2	N/A	C3:J		1	42	-	-	969	1965	1408	68.8%
5/2		U	3:2	N/A	C3:J		1	42	-	-	700	1965	1408	49.7%
6/1	Right	U	3:1	N/A	C3:G		1	15	-	-	496	1980	561	88.4%
6/2	Right	U	3:1	N/A	C3:G		1	15	-	-	495	1980	561	88.2%
7/1	Ahead	U	3:1	N/A	C3:E		1	17	-	-	449	2015	638	70.4%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	17	-	-	493	2015	638	77.3%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	91	Inf	532	17.1%
10/1	Ahead	U	3:1	N/A	C3:C		1	9	-	-	36	1951	325	11.1%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	9	-	-	84	1951	325	25.8%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**60.9%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	404	1890:1900	567+338	44.6 : 44.6%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	94	1805	241	39.1%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	778	1915	1277	60.9%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	706	1935	1290	54.7%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	175	1895:1895	253+253	34.4 : 34.8%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	642	1937:1904	948+171	57.4 : 57.4%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	552	1917	1022	54.0%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	87	1871	374	23.2%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	88	1871	374	23.5%

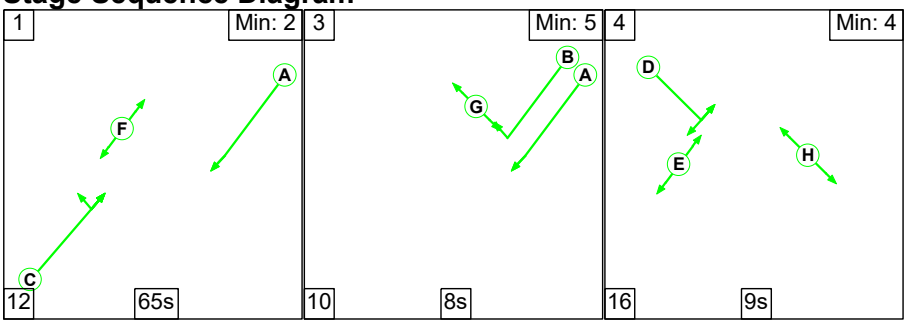
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**91**	**0**	**0**	**69.0**	**19.5**	**0.0**	**88.5**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**13.3**	**2.3**	**0.0**	**15.6**	**-**	**-**	**-**	**-**	
1/2+1/1	608	608	-	-	-	2.4	0.5	-	2.9	17.3	10.7	0.5	11.2	
1/3+1/4	1133	1133	-	-	-	4.6	0.9	-	5.5	17.5	12.4	0.9	13.3	
3/1	901	901	-	-	-	1.0	0.0	-	1.0	4.0	6.6	0.0	6.6	
3/2	939	939	-	-	-	0.9	0.0	-	0.9	3.6	5.9	0.0	5.9	
3/3	170	170	-	-	-	1.9	0.0	-	1.9	40.2	5.4	0.0	5.4	
5/1+5/2	181	181	-	-	-	2.4	0.9	-	3.3	66.5	4.8	0.9	5.7	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**21.3**	**12.0**	**0.0**	**33.3**	**-**	**-**	**-**	**-**	
1/2+1/1	703	703	-	-	-	2.3	0.6	-	2.9	14.6	4.4	0.6	5.0	
1/3	425	425	-	-	-	2.7	7.9	-	10.6	89.6	7.6	7.9	15.4	
1/4	339	339	-	-	-	2.0	1.7	-	3.7	39.3	5.7	1.7	7.3	
2/2+2/1	1080	1080	-	-	-	3.6	0.0	-	3.6	12.0	9.5	0.0	9.5	
2/3+2/4	755	755	-	-	-	3.9	0.0	-	3.9	18.8	11.6	0.0	11.6	
3/1	468	468	-	-	-	0.6	0.0	-	0.6	4.8	7.8	0.0	7.8	
3/2	612	612	-	-	-	1.1	0.0	-	1.1	6.4	12.8	0.0	12.8	
3/3	295	295	-	-	-	1.0	0.0	-	1.0	12.8	6.4	0.0	6.4	
3/4+3/5	466	466	-	-	-	4.0	1.9	-	5.9	45.2	5.4	1.9	7.3	
J3: A41/Oxford Road gyratory	**-**	**-**	**91**	**0**	**0**	**25.6**	**1.3**	**0.0**	**26.9**	**-**	**-**	**-**	**-**	
1/1	556	556	-	-	-	0.6	0.0	-	0.6	4.2	4.0	0.0	4.0	
1/2	592	592	-	-	-	0.7	0.0	-	0.7	4.3	4.3	0.0	4.3	
1/3+1/4	991	991	-	-	-	4.4	0.0	-	4.4	16.1	6.9	0.0	6.9	
2/2+2/1	1127	1127	-	-	-	3.3	0.9	-	4.2	13.5	7.7	0.9	8.6	
2/3	381	381	-	-	-	1.0	0.3	-	1.3	12.3	3.9	0.3	4.2	
3/1	262	262	-	-	-	1.3	0.0	-	1.3	18.3	4.1	0.0	4.1	

3/2	353	353	-	-	-	1.5	0.0	-	1.5	14.9	5.8	0.0	5.8	
4/1	437	437	-	-	-	2.3	0.0	-	2.3	19.0	6.6	0.0	6.6	
4/2	570	570	-	-	-	3.3	0.0	-	3.3	20.8	9.3	0.0	9.3	
4/3	493	493	-	-	-	2.7	0.0	-	2.7	19.7	7.7	0.0	7.7	
5/1	969	969	-	-	-	0.7	0.0	-	0.7	2.5	3.8	0.0	3.8	
5/2	700	700	-	-	-	0.7	0.0	-	0.7	3.4	3.8	0.0	3.8	
6/1	496	496	-	-	-	0.6	0.0	-	0.6	4.5	7.8	0.0	7.8	
6/2	495	495	-	-	-	0.6	0.0	-	0.6	4.5	7.8	0.0	7.8	
7/1	449	449	-	-	-	0.8	0.0	-	0.8	6.1	1.7	0.0	1.7	
7/2	493	493	-	-	-	0.3	0.0	-	0.3	2.1	0.4	0.0	0.4	
9/1	91	91	91	0	0	0.0	0.1	-	0.1	5.2	0.2	0.1	0.3	
10/1	36	36	-	-	-	0.2	0.0	-	0.2	22.4	0.4	0.0	0.4	
10/2	84	84	-	-	-	0.5	0.0	-	0.5	23.5	1.1	0.0	1.1	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**8.8**	**3.9**	**0.0**	**12.7**	**-**	**-**	**-**	**-**	
1/2+1/1	404	404	-	-	-	1.9	0.4	-	2.3	20.2	3.4	0.4	3.8	
1/3	94	94	-	-	-	0.6	0.3	-	0.9	36.0	1.4	0.3	1.7	
2/1	778	778	-	-	-	1.2	0.8	-	2.0	9.2	7.1	0.8	7.9	
2/2	706	706	-	-	-	1.0	0.6	-	1.6	8.3	6.1	0.6	6.7	
2/3+2/4	175	175	-	-	-	1.2	0.3	-	1.4	29.1	1.3	0.3	1.6	
4/2+4/1	642	642	-	-	-	1.5	0.7	-	2.1	12.1	5.7	0.7	6.4	
4/3	552	552	-	-	-	1.4	0.6	-	2.0	13.0	6.0	0.6	6.6	
6/1	87	87	-	-	-	0.0	0.2	-	0.2	6.4	0.0	0.2	0.2	
6/2	88	88	-	-	-	0.0	0.2	-	0.2	6.4	0.0	0.2	0.2	

C1		PRC for Signalled Lanes (%):	39.5	Total Delay for Signalled Lanes (pcuHr):	15.63	Cycle Time (s):	120
C2		PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	33.29	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	-8.7	Total Delay for Signalled Lanes (pcuHr):	25.43	Cycle Time (s):	60
C3	Stream: 2	PRC for Signalled Lanes (%):	30.8	Total Delay for Signalled Lanes (pcuHr):	1.32	Cycle Time (s):	60
C4		PRC for Signalled Lanes (%):	47.7	Total Delay for Signalled Lanes (pcuHr):	12.70	Cycle Time (s):	120
		PRC Over All Lanes (%):	-8.7	Total Delay Over All Lanes(pcuHr):	88.50		

Scenario 5: '2034 DS3A - PM' (FG4: '2034 DS3A - PM ', Plan 1: 'Network Control Plan 1')
Controller :C1

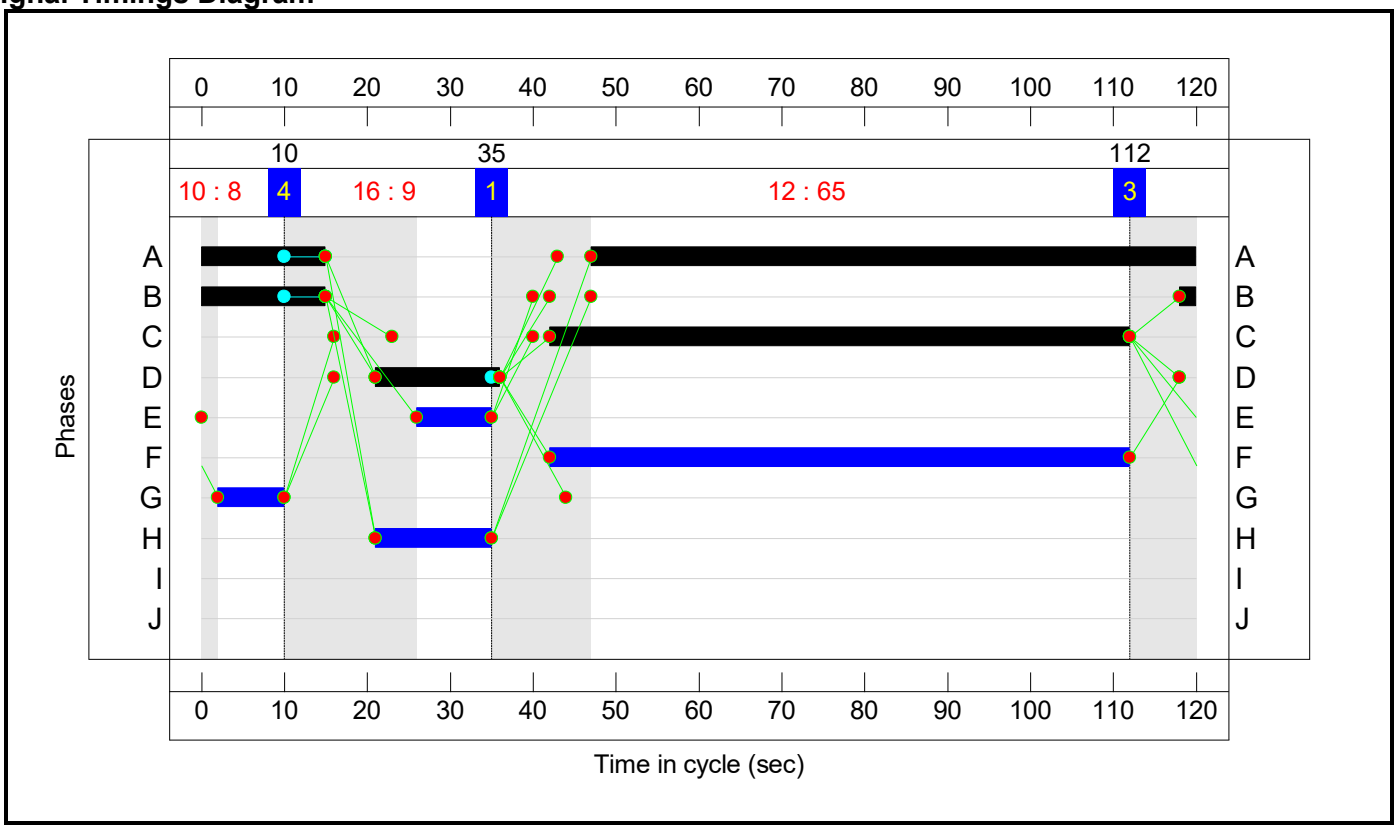
Stage Sequence Diagram



Stage Timings

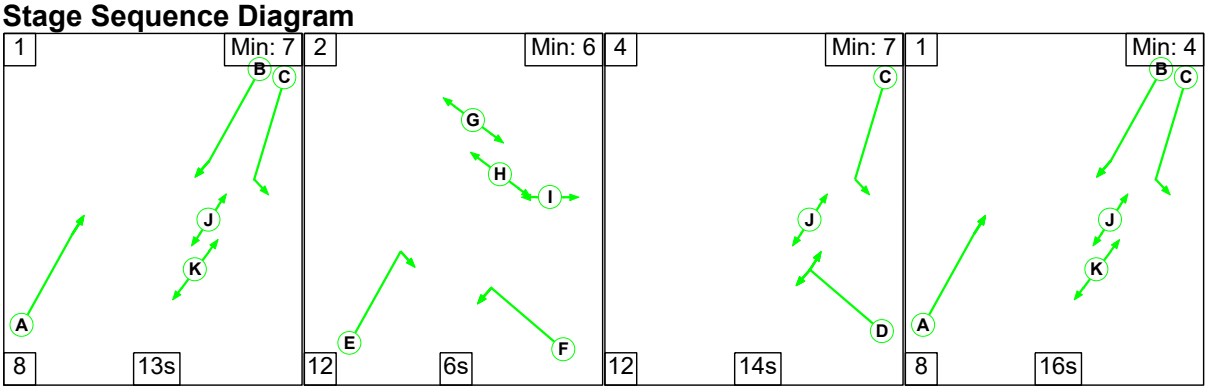
Stage	1	3	4
Duration	65	8	9
Change Point	35	112	10

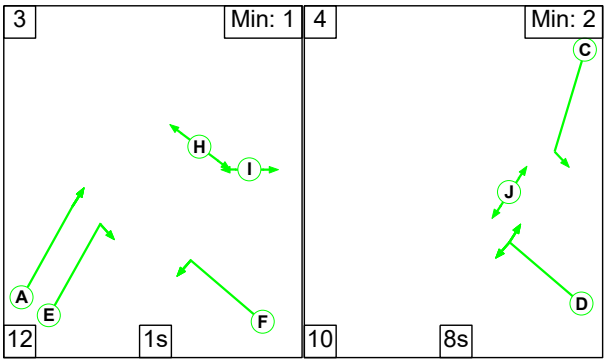
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

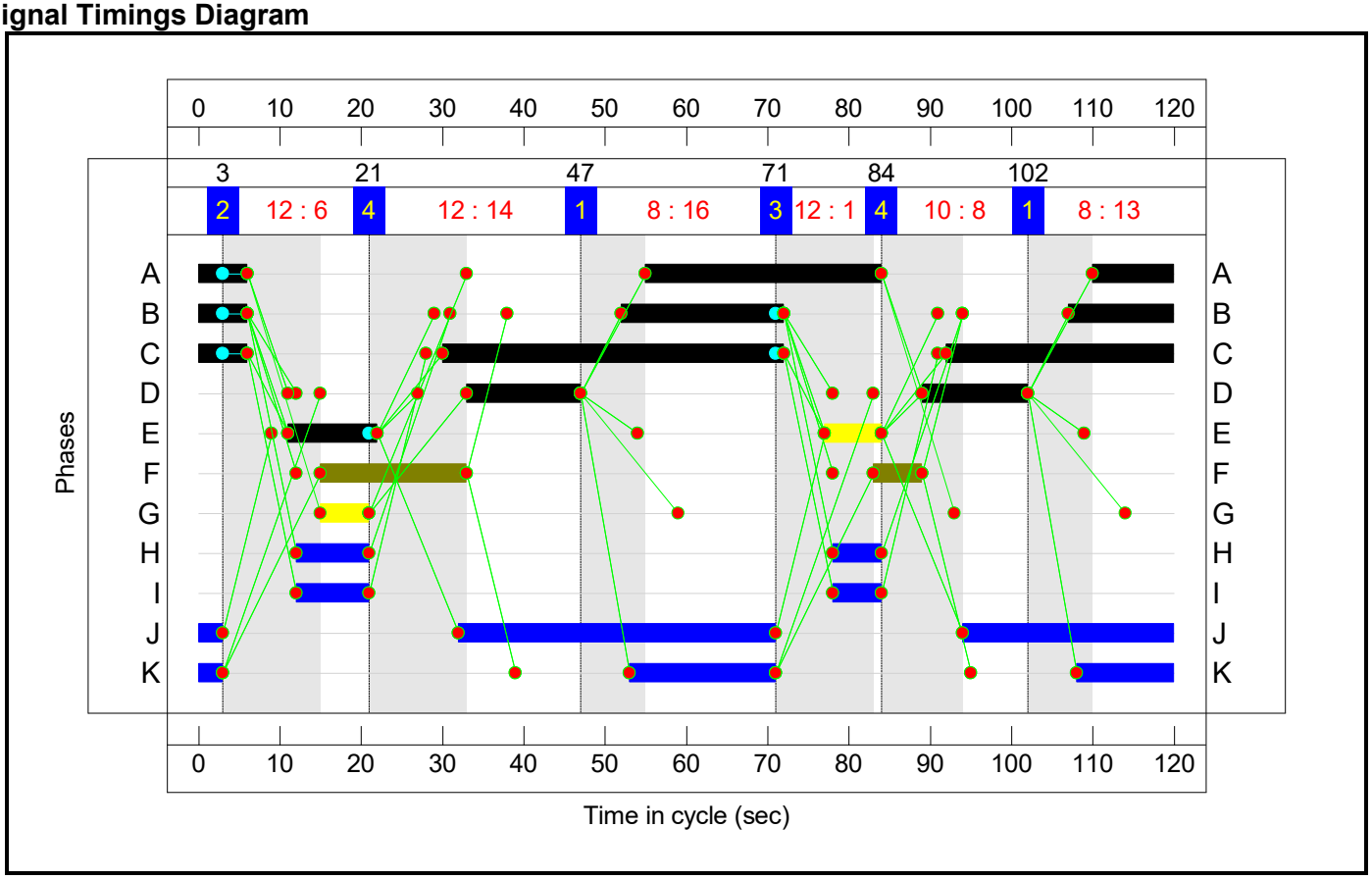




Stage Timings

Stage	1	2	4	1	3	4
Duration	13	6	14	16	1	8
Change Point	102	3	21	47	71	84

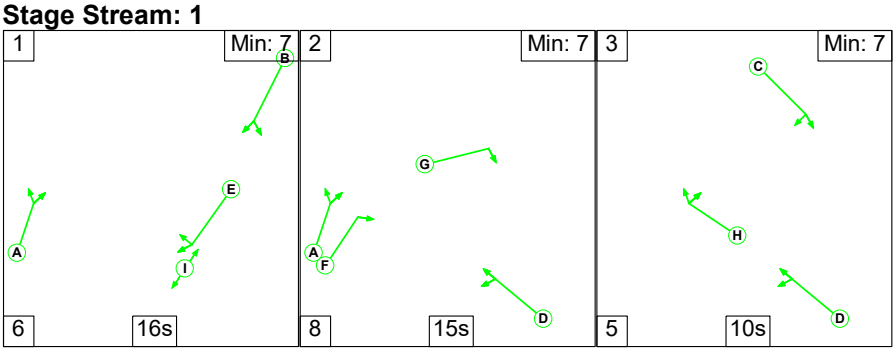
Signal Timings Diagram



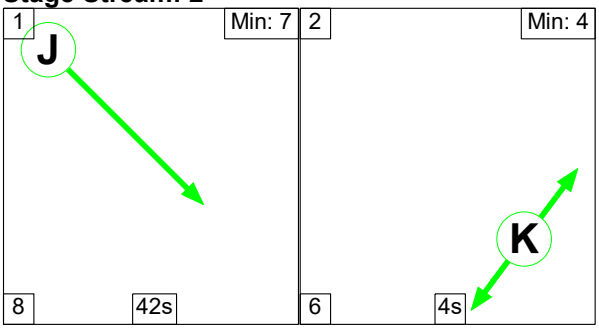
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

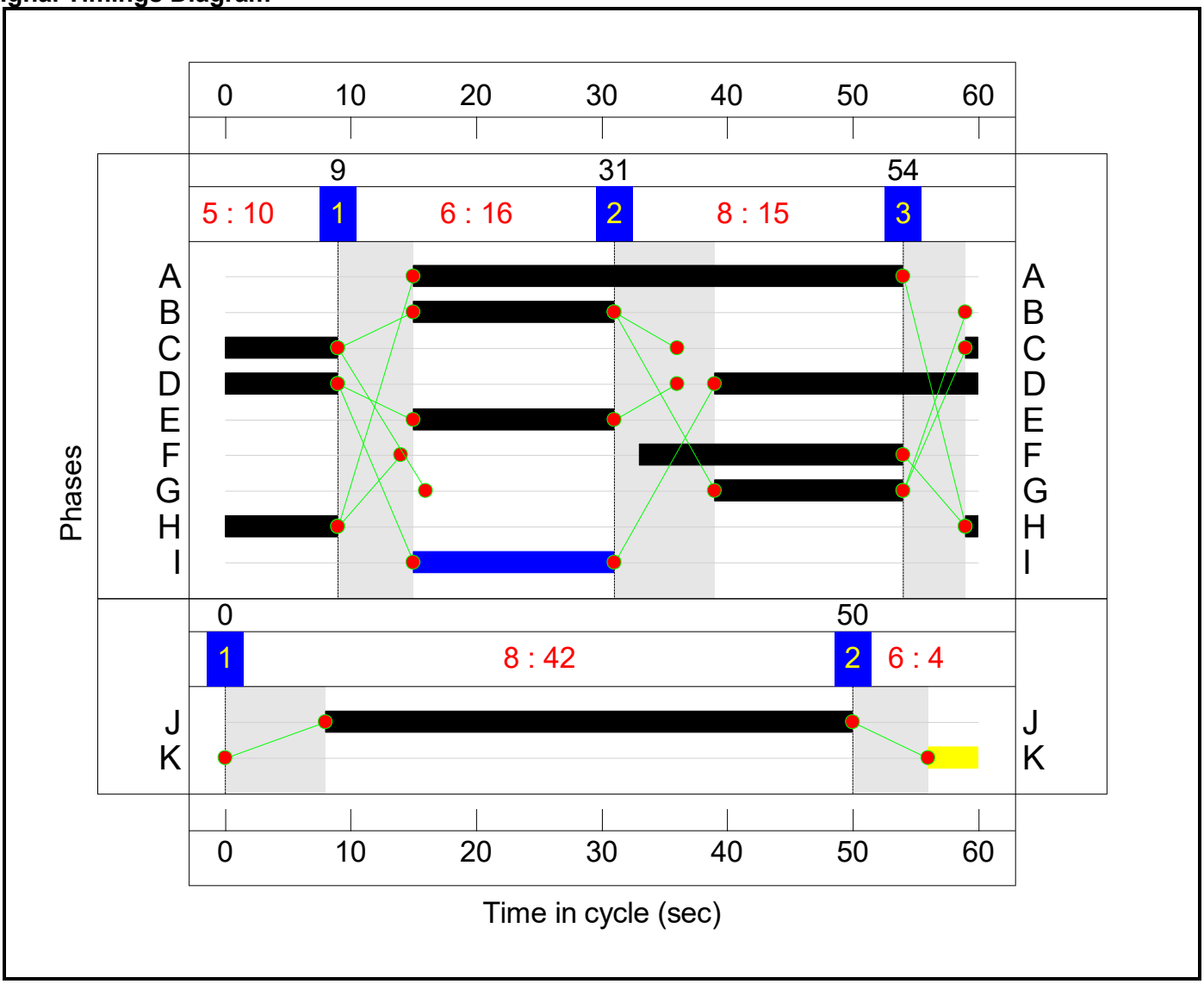
Stage Stream: 1

Stage	1	2	3
Duration	16	15	10
Change Point	9	31	54

Stage Stream: 2

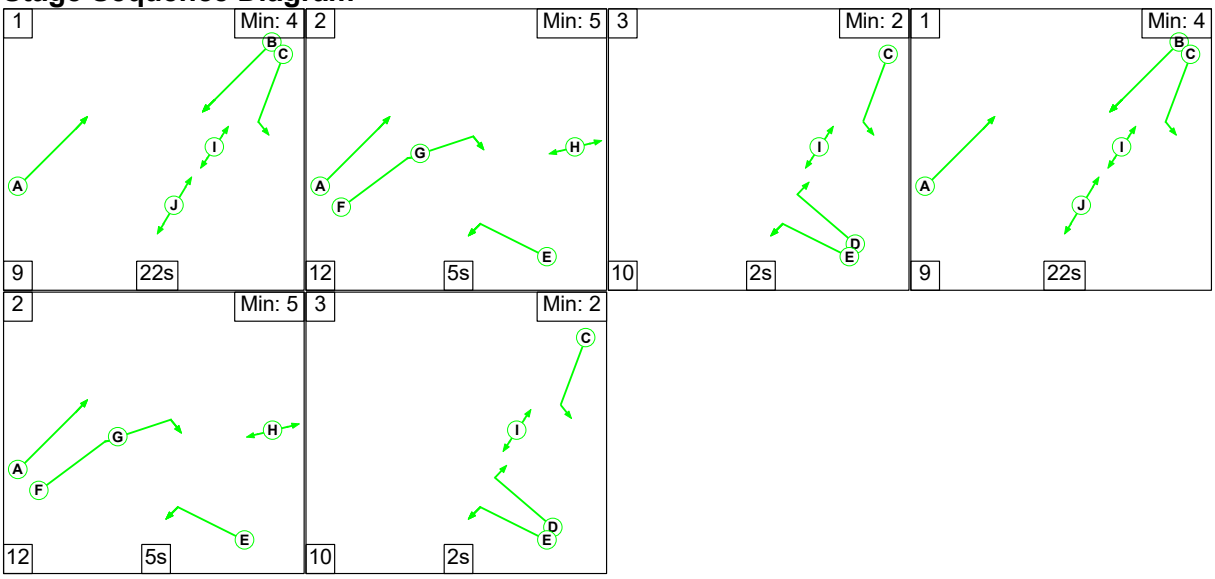
Stage	1	2
Duration	42	4
Change Point	0	50

Signal Timings Diagram



Controller :C4

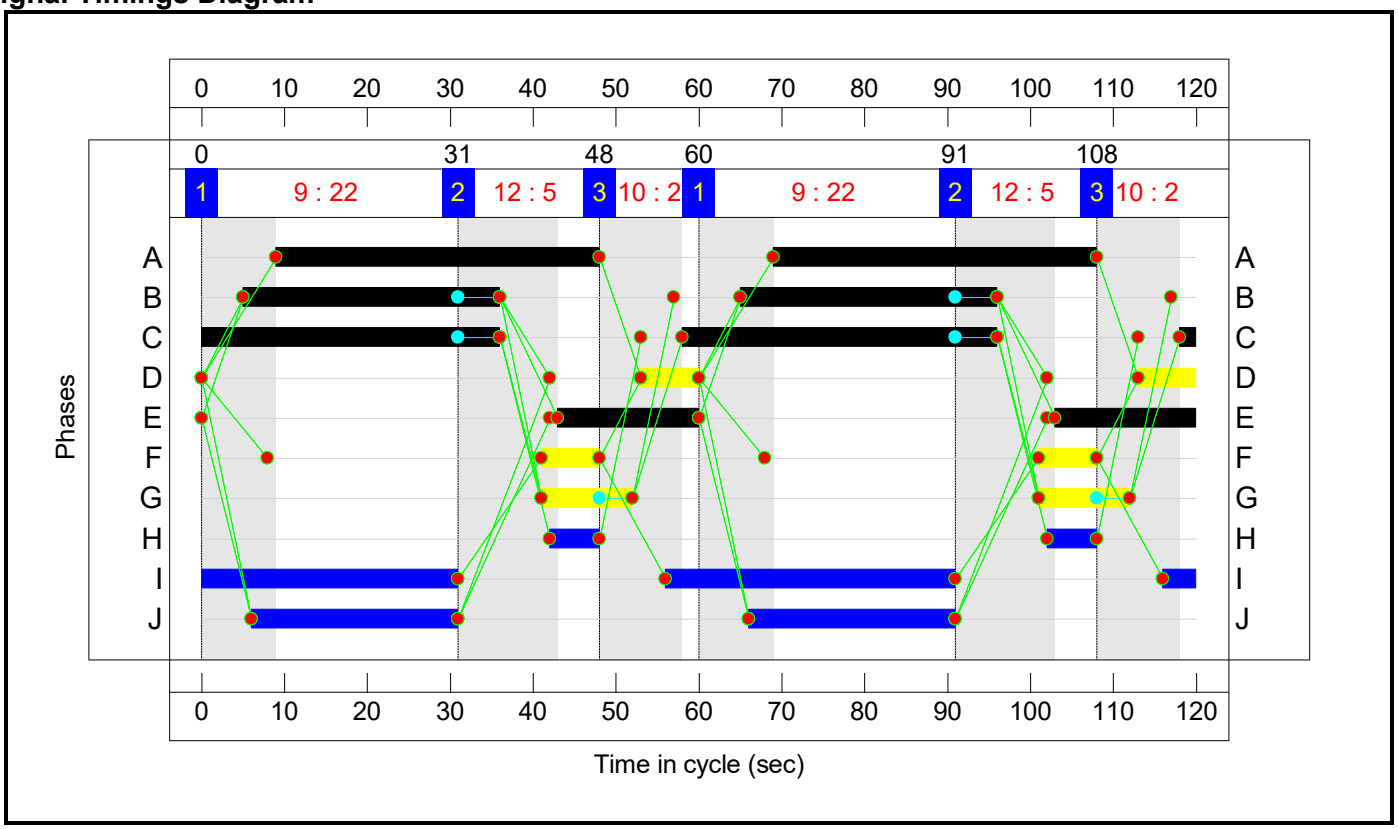
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	22	5	2	22	5	2
Change Point	0	31	48	60	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.5%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**65.5%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	70	0	-	585	1985:1726	1103+96	48.8 : 48.8%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	70	-	-	1145	1985:1985	771+977	65.5 : 65.5%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	88	-	-	898	1965	1457	61.6%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	88	-	-	922	1965	1457	63.3%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	17	-	-	162	1709	256	63.2%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	15	0	-	178	1786:1747	236+44	63.6 : 63.6%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.6%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	51	24:24	-	718	1764:1764	672+636	54.9 : 54.9%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	404	1805	436	92.6%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	327	1805	436	75.0%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	39:76	-	-	1064	1940:1877	663+622	82.8 : 82.8%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	39	-	-	715	1940:1940	663+124	90.8 : 90.8%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	428	1965	770	55.6%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	621	1965	770	80.7%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	302	1965	770	39.2%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	18	-	-	482	1764:1764	294+294	81.6 : 82.3%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.5%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	39	-	-	511	2008	1339	38.2%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	39	-	-	589	2015	1343	43.8%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	21	-	-	982	1965:1965	721+721	68.0 : 68.3%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	30	-	-	1148	1965:1965	833+1015	62.0 : 62.3%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	30	-	-	407	1965	1015	40.1%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	10	-	-	343	2035	407	84.3%
3/2	Right	U	3:1	N/A	C3:H		1	10	-	-	371	2035	407	91.2%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	16	-	-	520	1942	550	94.5%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	16	-	-	516	1942	550	93.8%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	16	-	-	506	1942	550	92.0%
5/1		U	3:2	N/A	C3:J		1	42	-	-	1043	1965	1408	74.1%
5/2		U	3:2	N/A	C3:J		1	42	-	-	640	1965	1408	45.4%
6/1	Right	U	3:1	N/A	C3:G		1	15	-	-	490	1980	561	87.3%
6/2	Right	U	3:1	N/A	C3:G		1	15	-	-	492	1980	561	87.7%
7/1	Ahead	U	3:1	N/A	C3:E		1	16	-	-	432	2015	605	71.5%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	16	-	-	506	2015	605	83.7%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	91	Inf	531	17.1%
10/1	Ahead	U	3:1	N/A	C3:C		1	10	-	-	33	1951	358	9.2%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	10	-	-	64	1951	358	17.9%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**64.1%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	401	1890:1900	567+396	41.6 : 41.6%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	96	1805	241	39.9%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	818	1915	1277	64.1%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	743	1935	1290	57.6%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	171	1895:1895	253+253	34.0 : 33.6%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	679	1937:1904	940+184	60.4 : 60.4%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	573	1917	1022	56.0%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	86	1871	374	23.0%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	85	1871	374	22.7%

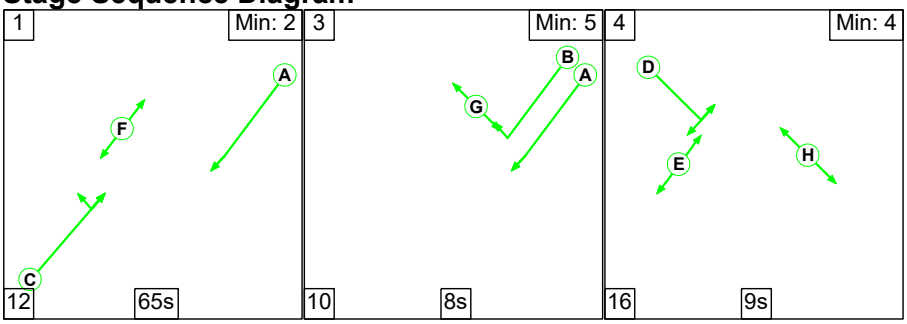
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**91**	**0**	**0**	**69.6**	**16.8**	**0.0**	**86.4**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**12.9**	**2.3**	**0.0**	**15.2**	**-**	**-**	**-**	**-**	
1/2+1/1	585	585	-	-	-	2.2	0.5	-	2.7	16.4	10.0	0.5	10.5	
1/3+1/4	1145	1145	-	-	-	4.5	0.9	-	5.5	17.2	12.8	0.9	13.7	
3/1	898	898	-	-	-	1.0	0.0	-	1.0	4.1	6.6	0.0	6.6	
3/2	922	922	-	-	-	0.9	0.0	-	0.9	3.7	6.2	0.0	6.2	
3/3	162	162	-	-	-	1.9	0.0	-	1.9	41.4	5.1	0.0	5.1	
5/1+5/2	178	178	-	-	-	2.4	0.9	-	3.3	66.1	4.7	0.9	5.6	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**20.9**	**9.1**	**0.0**	**29.9**	**-**	**-**	**-**	**-**	
1/2+1/1	718	718	-	-	-	2.3	0.6	-	3.0	14.8	4.5	0.6	5.1	
1/3	404	404	-	-	-	2.5	4.8	-	7.3	65.5	7.2	4.8	12.0	
1/4	327	327	-	-	-	1.9	1.5	-	3.4	37.3	5.5	1.5	7.0	
2/2+2/1	1064	1064	-	-	-	3.6	0.0	-	3.6	12.0	9.5	0.0	9.5	
2/3+2/4	715	715	-	-	-	3.7	0.0	-	3.7	18.4	10.9	0.0	10.9	
3/1	428	428	-	-	-	0.5	0.0	-	0.5	4.4	5.5	0.0	5.5	
3/2	621	621	-	-	-	1.1	0.0	-	1.1	6.6	12.8	0.0	12.8	
3/3	302	302	-	-	-	1.1	0.0	-	1.1	13.2	6.7	0.0	6.7	
3/4+3/5	482	482	-	-	-	4.1	2.2	-	6.3	46.9	5.5	2.2	7.7	
J3: A41/Oxford Road gyratory	**-**	**-**	**91**	**0**	**0**	**26.7**	**1.3**	**0.0**	**27.9**	**-**	**-**	**-**	**-**	
1/1	511	511	-	-	-	0.6	0.0	-	0.6	4.5	3.7	0.0	3.7	
1/2	589	589	-	-	-	0.8	0.0	-	0.8	4.7	4.6	0.0	4.6	
1/3+1/4	982	982	-	-	-	4.4	0.0	-	4.4	16.0	6.8	0.0	6.8	
2/2+2/1	1148	1148	-	-	-	3.2	0.8	-	4.0	12.5	7.4	0.8	8.2	
2/3	407	407	-	-	-	1.0	0.3	-	1.3	11.8	4.1	0.3	4.4	
3/1	343	343	-	-	-	1.7	0.0	-	1.7	18.1	5.5	0.0	5.5	

3/2	371	371	-	-	-	1.5	0.0	-	1.5	14.6	6.0	0.0	6.0	
4/1	520	520	-	-	-	3.0	0.0	-	3.0	21.0	8.4	0.0	8.4	
4/2	516	516	-	-	-	3.0	0.0	-	3.0	21.0	8.3	0.0	8.3	
4/3	506	506	-	-	-	2.9	0.0	-	2.9	20.8	8.2	0.0	8.2	
5/1	1043	1043	-	-	-	0.8	0.0	-	0.8	2.7	3.3	0.0	3.3	
5/2	640	640	-	-	-	0.8	0.0	-	0.8	4.3	3.3	0.0	3.3	
6/1	490	490	-	-	-	0.6	0.0	-	0.6	4.4	7.8	0.0	7.8	
6/2	492	492	-	-	-	0.6	0.0	-	0.6	4.5	7.8	0.0	7.8	
7/1	432	432	-	-	-	0.6	0.0	-	0.6	5.1	1.4	0.0	1.4	
7/2	506	506	-	-	-	0.5	0.0	-	0.5	3.5	0.7	0.0	0.7	
9/1	91	91	91	0	0	0.0	0.1	-	0.1	5.5	0.3	0.1	0.4	
10/1	33	33	-	-	-	0.2	0.0	-	0.2	19.4	0.3	0.0	0.3	
10/2	64	64	-	-	-	0.4	0.0	-	0.4	22.7	0.9	0.0	0.9	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**9.1**	**4.2**	**0.0**	**13.3**	**-**	**-**	**-**	**-**	
1/2+1/1	401	401	-	-	-	1.8	0.4	-	2.2	19.7	3.1	0.4	3.4	
1/3	96	96	-	-	-	0.6	0.3	-	1.0	36.2	1.4	0.3	1.8	
2/1	818	818	-	-	-	1.3	0.9	-	2.2	9.7	7.7	0.9	8.6	
2/2	743	743	-	-	-	1.1	0.7	-	1.8	8.7	6.6	0.7	7.3	
2/3+2/4	171	171	-	-	-	1.1	0.3	-	1.4	29.0	1.3	0.3	1.5	
4/2+4/1	679	679	-	-	-	1.6	0.8	-	2.3	12.4	6.2	0.8	6.9	
4/3	573	573	-	-	-	1.5	0.6	-	2.1	13.3	6.2	0.6	6.8	
6/1	86	86	-	-	-	0.0	0.1	-	0.2	6.3	0.0	0.1	0.2	
6/2	85	85	-	-	-	0.0	0.1	-	0.1	6.3	0.0	0.1	0.2	

C1		PRC for Signalled Lanes (%):	37.4	Total Delay for Signalled Lanes (pcuHr):	15.21	Cycle Time (s):	120
C2		PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	29.94	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	-5.0	Total Delay for Signalled Lanes (pcuHr):	26.23	Cycle Time (s):	60
C3	Stream: 2	PRC for Signalled Lanes (%):	21.5	Total Delay for Signalled Lanes (pcuHr):	1.54	Cycle Time (s):	60
C4		PRC for Signalled Lanes (%):	40.5	Total Delay for Signalled Lanes (pcuHr):	13.31	Cycle Time (s):	120
		PRC Over All Lanes (%):	-5.0	Total Delay Over All Lanes(pcuHr):	86.37		

Scenario 6: '2034 DS3AwTP - PM' (FG6: '2034 DS3AwTP - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

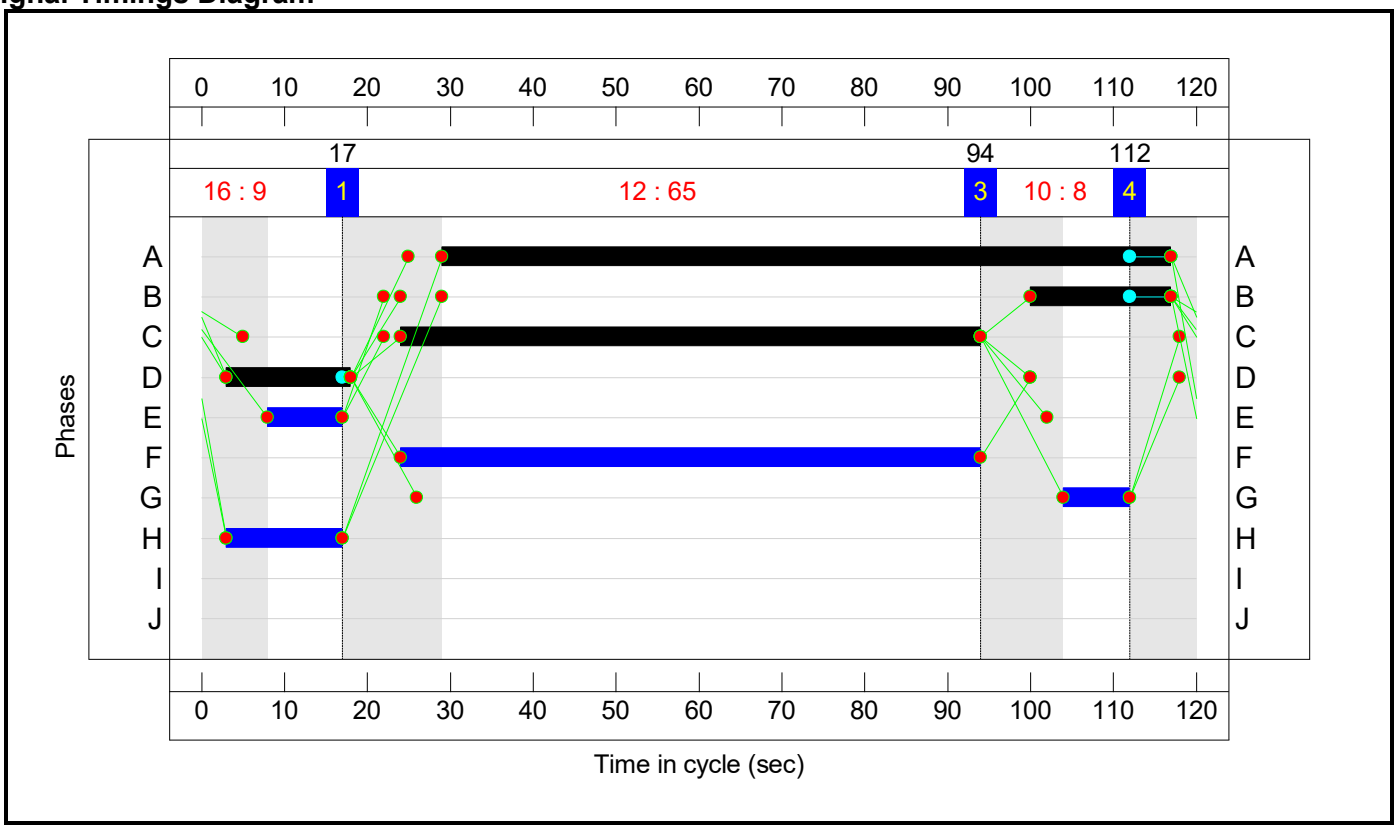
Stage Sequence Diagram



Stage Timings

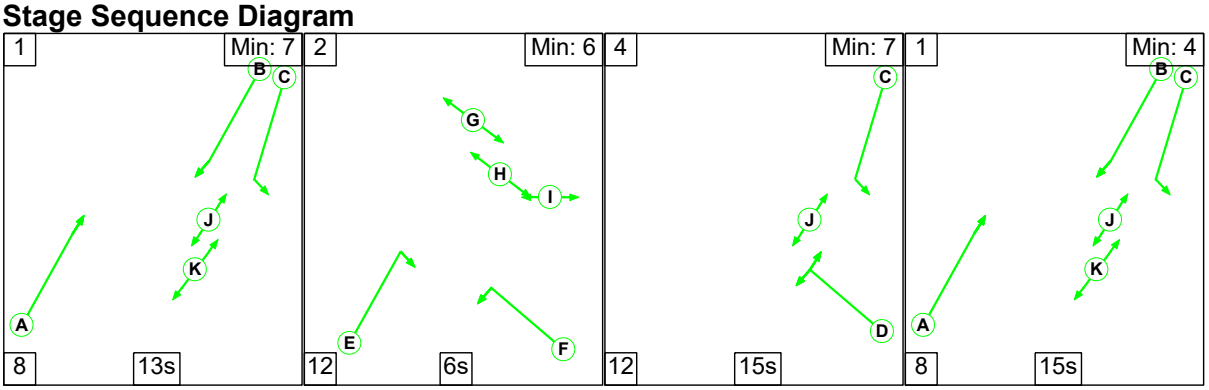
Stage	1	3	4
Duration	65	8	9
Change Point	17	94	112

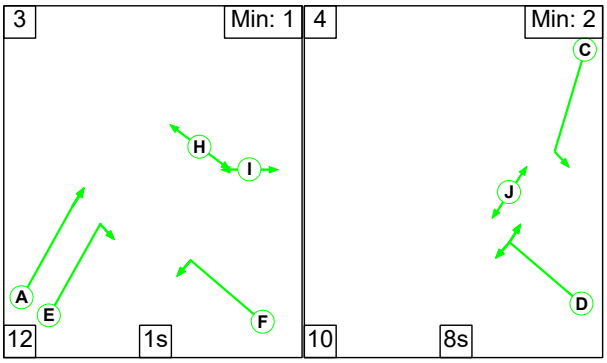
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

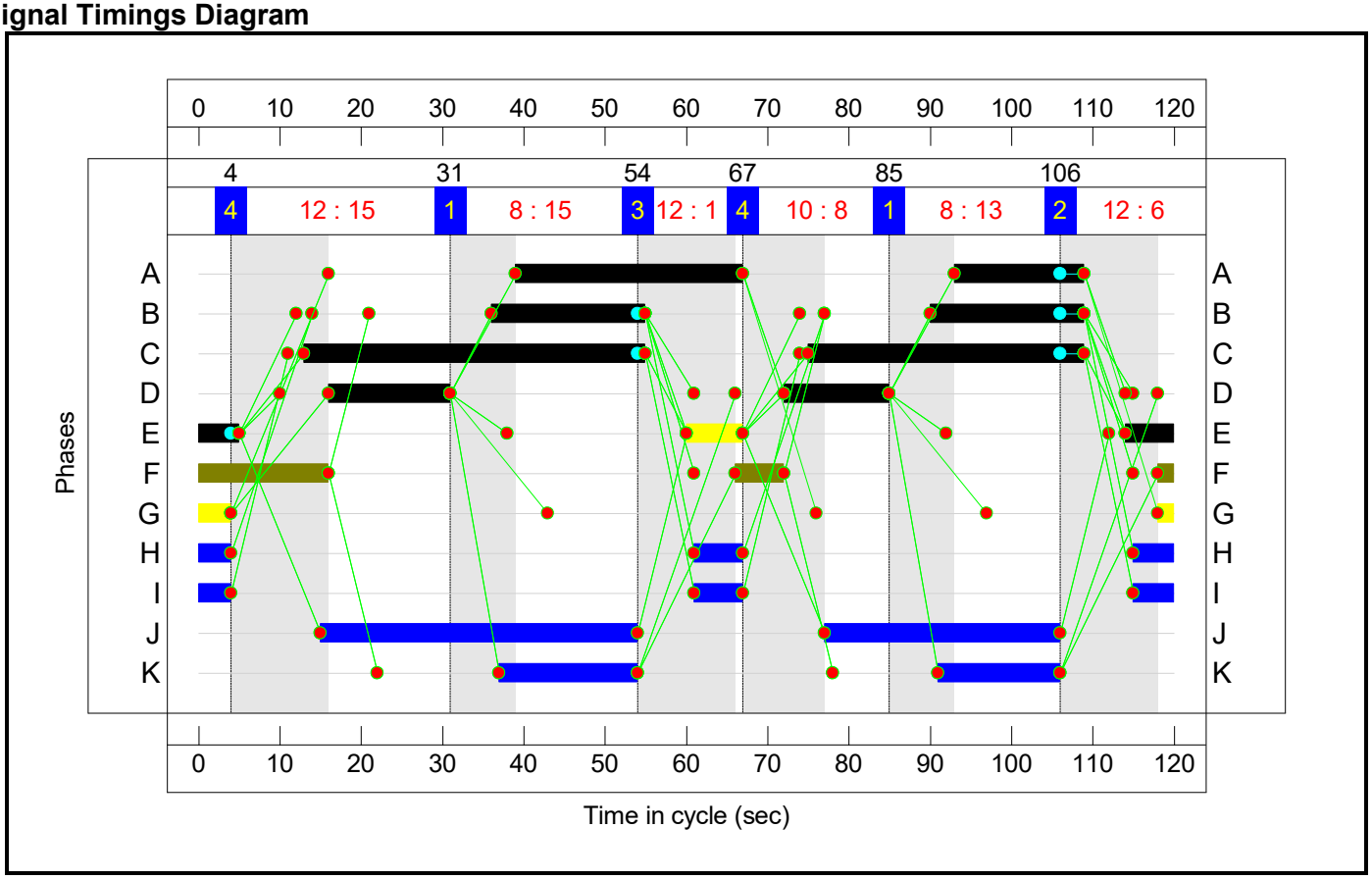




Stage Timings

Stage	1	2	4	1	3	4
Duration	13	6	15	15	1	8
Change Point	85	106	4	31	54	67

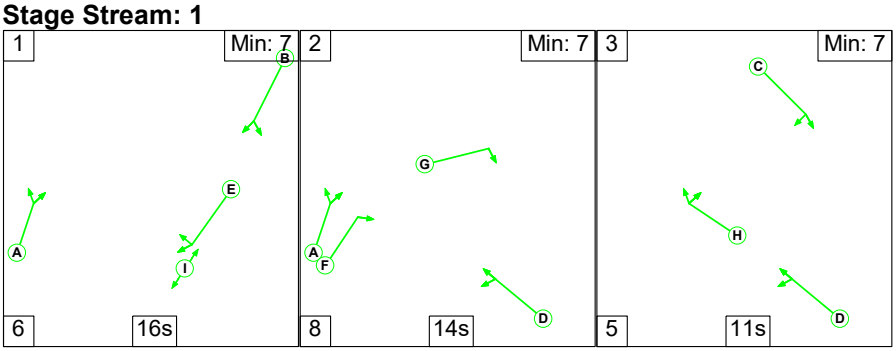
Signal Timings Diagram



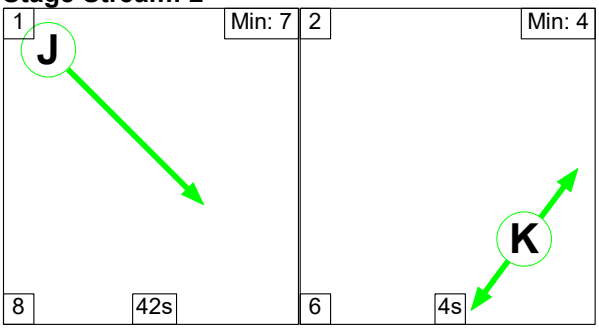
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

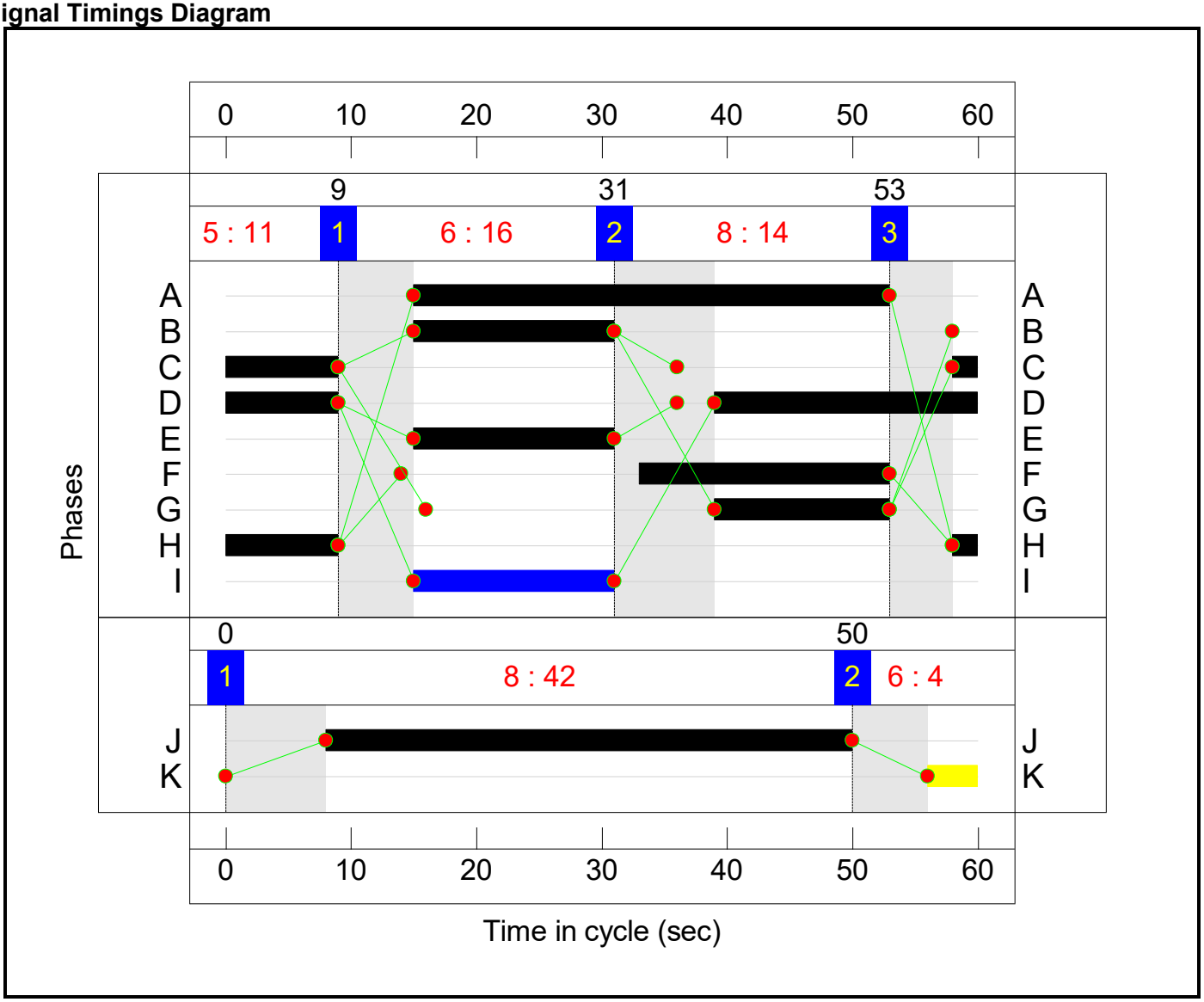
Stage Stream: 1

Stage	1	2	3
Duration	16	14	11
Change Point	9	31	53

Stage Stream: 2

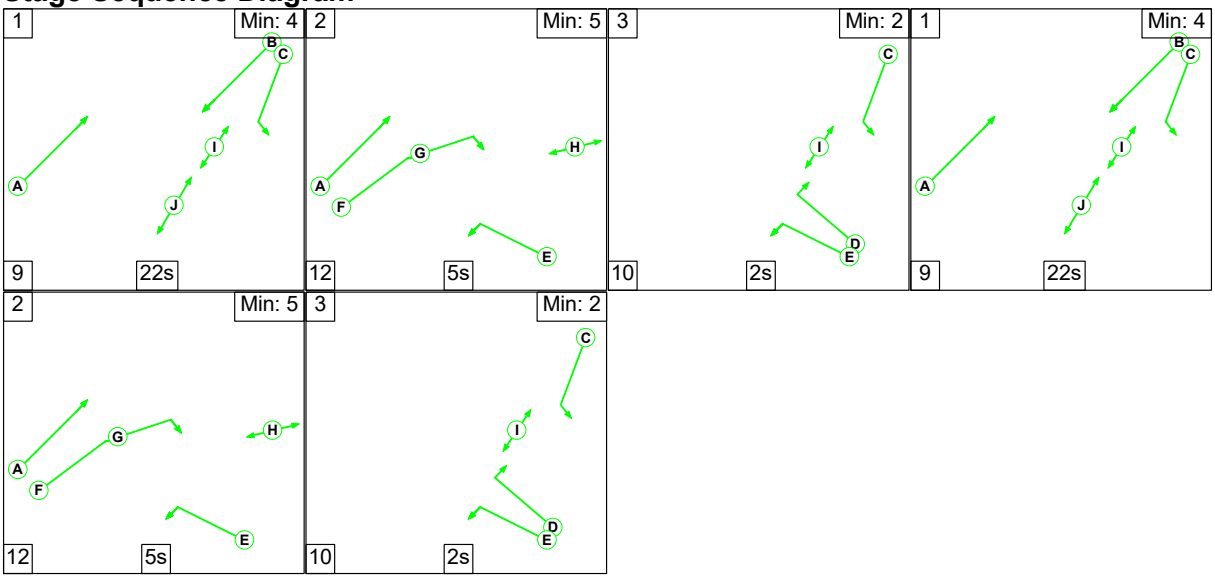
Stage	1	2
Duration	42	4
Change Point	0	50

Signal Timings Diagram



Controller :C4

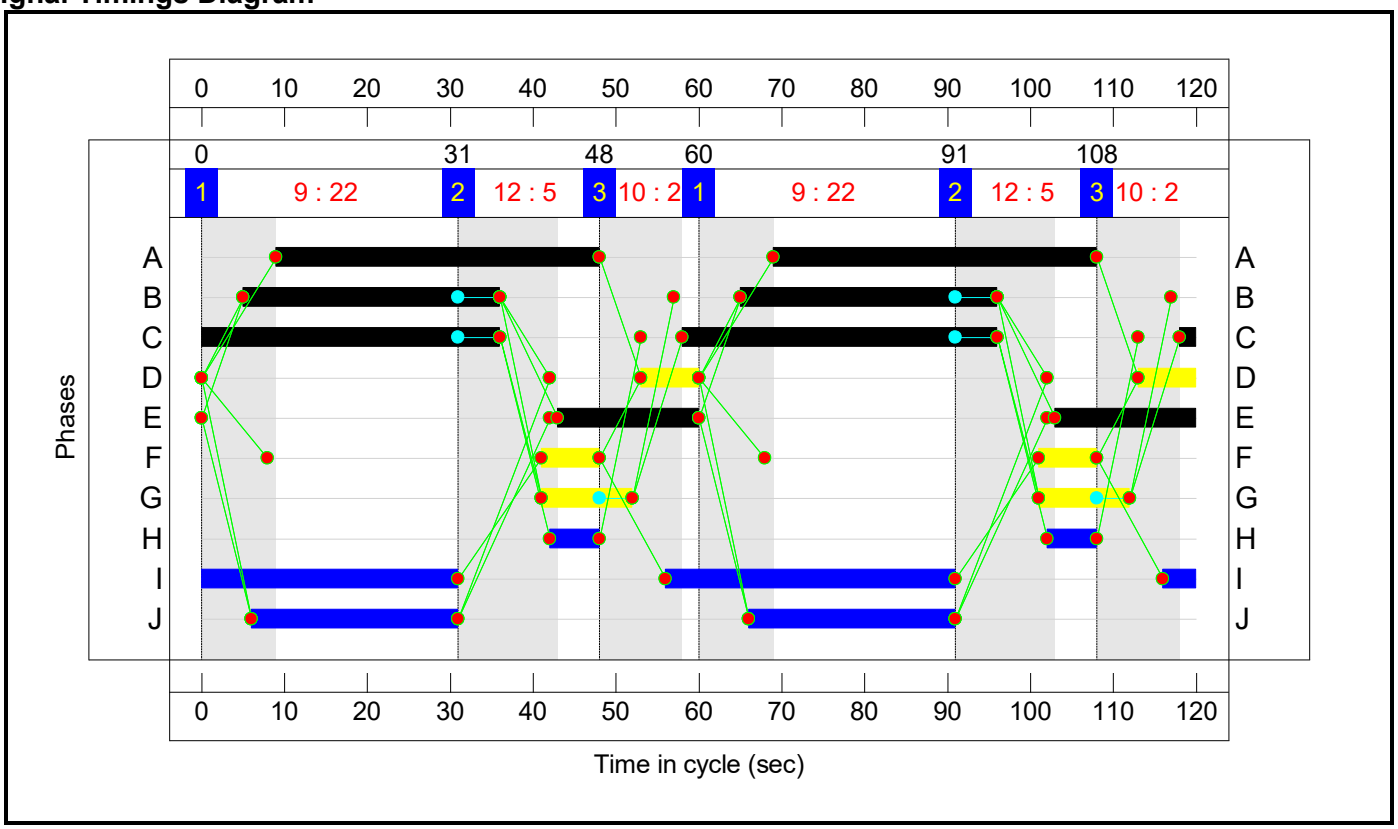
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	22	5	2	22	5	2
Change Point	0	31	48	60	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.5%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.0%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	70	0	-	589	1985:1726	1104+96	49.1 : 49.1%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	70	-	-	1134	1985:1985	858+964	62.3 : 62.3%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	88	-	-	893	1965	1457	61.3%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	88	-	-	933	1965	1457	64.0%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	17	-	-	162	1709	256	63.2%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	15	0	-	178	1786:1747	236+44	63.6 : 63.6%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.2%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	52	24:24	-	721	1764:1764	680+642	54.5 : 54.5%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	28	-	-	396	1805	451	87.8%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	28	-	-	325	1805	451	72.0%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	38:76	-	-	1059	1940:1877	647+615	84.0 : 84.0%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	38	-	-	724	1940:1940	647+156	90.2 : 90.2%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	44	-	-	503	1965	753	66.8%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	44	-	-	579	1965	753	76.9%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	44	-	-	265	1965	753	35.2%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	18	-	-	479	1764:1764	294+294	81.3 : 81.6%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.5%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	38	-	-	520	2008	1305	39.8%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	38	-	-	567	2015	1310	43.3%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	20	-	-	981	1965:1965	688+688	71.7 : 71.0%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	30	-	-	1150	1965:1965	863+1015	60.9 : 61.6%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	30	-	-	402	1965	1015	39.6%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	11	-	-	313	2035	441	71.0%
3/2	Right	U	3:1	N/A	C3:H		1	11	-	-	396	2035	441	89.8%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	16	-	-	520	1942	550	94.5%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	16	-	-	515	1942	550	93.6%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	16	-	-	506	1942	550	92.0%
5/1		U	3:2	N/A	C3:J		1	42	-	-	1038	1965	1408	73.7%
5/2		U	3:2	N/A	C3:J		1	42	-	-	641	1965	1408	45.5%
6/1	Right	U	3:1	N/A	C3:G		1	14	-	-	493	1980	528	93.4%
6/2	Right	U	3:1	N/A	C3:G		1	14	-	-	488	1980	528	92.4%
7/1	Ahead	U	3:1	N/A	C3:E		1	16	-	-	434	2015	605	71.8%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	16	-	-	506	2015	605	83.7%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	91	Inf	533	17.1%
10/1	Ahead	U	3:1	N/A	C3:C		1	11	-	-	25	1951	390	6.4%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	11	-	-	72	1951	390	18.5%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62.5%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	400	1890:1900	567+386	42.0 : 42.0%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	96	1805	241	39.9%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	798	1915	1277	62.5%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	748	1935	1290	58.0%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	169	1895:1895	253+253	32.8 : 34.0%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	680	1937:1904	940+185	60.5 : 60.5%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	573	1917	1022	56.0%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	83	1871	374	22.2%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	86	1871	374	23.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**91**	**0**	**0**	**69.8**	**14.7**	**0.0**	**84.6**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**12.7**	**2.2**	**0.0**	**14.9**	**-**	**-**	**-**	**-**	
1/2+1/1	589	589	-	-	-	2.2	0.5	-	2.7	16.4	10.1	0.5	10.6	
1/3+1/4	1134	1134	-	-	-	4.4	0.8	-	5.2	16.6	11.7	0.8	12.5	
3/1	893	893	-	-	-	1.0	0.0	-	1.0	4.1	6.8	0.0	6.8	
3/2	933	933	-	-	-	1.0	0.0	-	1.0	4.0	6.9	0.0	6.9	
3/3	162	162	-	-	-	1.6	0.0	-	1.6	36.4	5.0	0.0	5.0	
5/1+5/2	178	178	-	-	-	2.4	0.9	-	3.3	66.1	4.7	0.9	5.6	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**21.3**	**7.2**	**0.0**	**28.5**	**-**	**-**	**-**	**-**	
1/2+1/1	721	721	-	-	-	2.3	0.6	-	2.9	14.4	4.4	0.6	5.0	
1/3	396	396	-	-	-	2.4	3.2	-	5.6	51.1	7.0	3.2	10.3	
1/4	325	325	-	-	-	1.9	1.3	-	3.1	34.8	5.4	1.3	6.7	
2/2+2/1	1059	1059	-	-	-	3.6	0.0	-	3.6	12.2	9.5	0.0	9.5	
2/3+2/4	724	724	-	-	-	3.7	0.0	-	3.7	18.6	10.5	0.0	10.5	
3/1	503	503	-	-	-	0.9	0.0	-	0.9	6.2	9.9	0.0	9.9	
3/2	579	579	-	-	-	1.1	0.0	-	1.1	7.0	12.1	0.0	12.1	
3/3	265	265	-	-	-	1.2	0.0	-	1.2	15.7	6.6	0.0	6.6	
3/4+3/5	479	479	-	-	-	4.2	2.1	-	6.3	47.7	5.5	2.1	7.6	
J3: A41/Oxford Road gyratory	**-**	**-**	**91**	**0**	**0**	**26.8**	**1.2**	**0.0**	**28.0**	**-**	**-**	**-**	**-**	
1/1	520	520	-	-	-	0.7	0.0	-	0.7	5.0	4.0	0.0	4.0	
1/2	567	567	-	-	-	0.8	0.0	-	0.8	5.1	4.6	0.0	4.6	
1/3+1/4	981	981	-	-	-	4.6	0.0	-	4.6	16.9	7.1	0.0	7.1	
2/2+2/1	1150	1150	-	-	-	3.2	0.8	-	4.0	12.4	7.3	0.8	8.1	
2/3	402	402	-	-	-	1.0	0.3	-	1.3	11.8	4.0	0.3	4.3	
3/1	313	313	-	-	-	1.5	0.0	-	1.5	17.1	4.9	0.0	4.9	

3/2	396	396	-	-	-	1.5	0.0	-	1.5	14.0	6.4	0.0	6.4	
4/1	520	520	-	-	-	3.0	0.0	-	3.0	21.0	8.4	0.0	8.4	
4/2	515	515	-	-	-	3.0	0.0	-	3.0	21.0	8.3	0.0	8.3	
4/3	506	506	-	-	-	2.9	0.0	-	2.9	20.8	8.2	0.0	8.2	
5/1	1038	1038	-	-	-	0.8	0.0	-	0.8	2.7	3.3	0.0	3.3	
5/2	641	641	-	-	-	0.8	0.0	-	0.8	4.3	3.3	0.0	3.3	
6/1	493	493	-	-	-	0.6	0.0	-	0.6	4.6	7.9	0.0	7.9	
6/2	488	488	-	-	-	0.6	0.0	-	0.6	4.6	7.9	0.0	7.9	
7/1	434	434	-	-	-	0.6	0.0	-	0.6	5.2	1.4	0.0	1.4	
7/2	506	506	-	-	-	0.5	0.0	-	0.5	3.5	0.7	0.0	0.7	
9/1	91	91	91	0	0	0.0	0.1	-	0.1	5.4	0.3	0.1	0.4	
10/1	25	25	-	-	-	0.1	0.0	-	0.1	19.1	0.2	0.0	0.2	
10/2	72	72	-	-	-	0.4	0.0	-	0.4	21.3	0.9	0.0	0.9	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**9.0**	**4.2**	**0.0**	**13.2**	**-**	**-**	**-**	**-**	
1/2+1/1	400	400	-	-	-	1.8	0.4	-	2.2	19.8	3.2	0.4	3.5	
1/3	96	96	-	-	-	0.6	0.3	-	1.0	36.2	1.4	0.3	1.8	
2/1	798	798	-	-	-	1.3	0.8	-	2.1	9.5	7.5	0.8	8.4	
2/2	748	748	-	-	-	1.1	0.7	-	1.8	8.7	6.6	0.7	7.3	
2/3+2/4	169	169	-	-	-	1.1	0.3	-	1.4	29.0	1.3	0.3	1.5	
4/2+4/1	680	680	-	-	-	1.6	0.8	-	2.3	12.4	6.2	0.8	6.9	
4/3	573	573	-	-	-	1.5	0.6	-	2.1	13.3	6.2	0.6	6.8	
6/1	83	83	-	-	-	0.0	0.1	-	0.1	6.3	0.0	0.1	0.1	
6/2	86	86	-	-	-	0.0	0.1	-	0.2	6.3	0.0	0.1	0.2	

C1		PRC for Signalled Lanes (%):	40.6	Total Delay for Signalled Lanes (pcuHr):	14.89	Cycle Time (s): 120
C2		PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	28.45	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	-5.0	Total Delay for Signalled Lanes (pcuHr):	26.34	Cycle Time (s): 60
C3	Stream: 2	PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	1.55	Cycle Time (s): 60
C4		PRC for Signalled Lanes (%):	44.0	Total Delay for Signalled Lanes (pcuHr):	13.20	Cycle Time (s): 120
		PRC Over All Lanes (%):	-5.0	Total Delay Over All Lanes(pcuHr):	84.57	

APPENDIX H

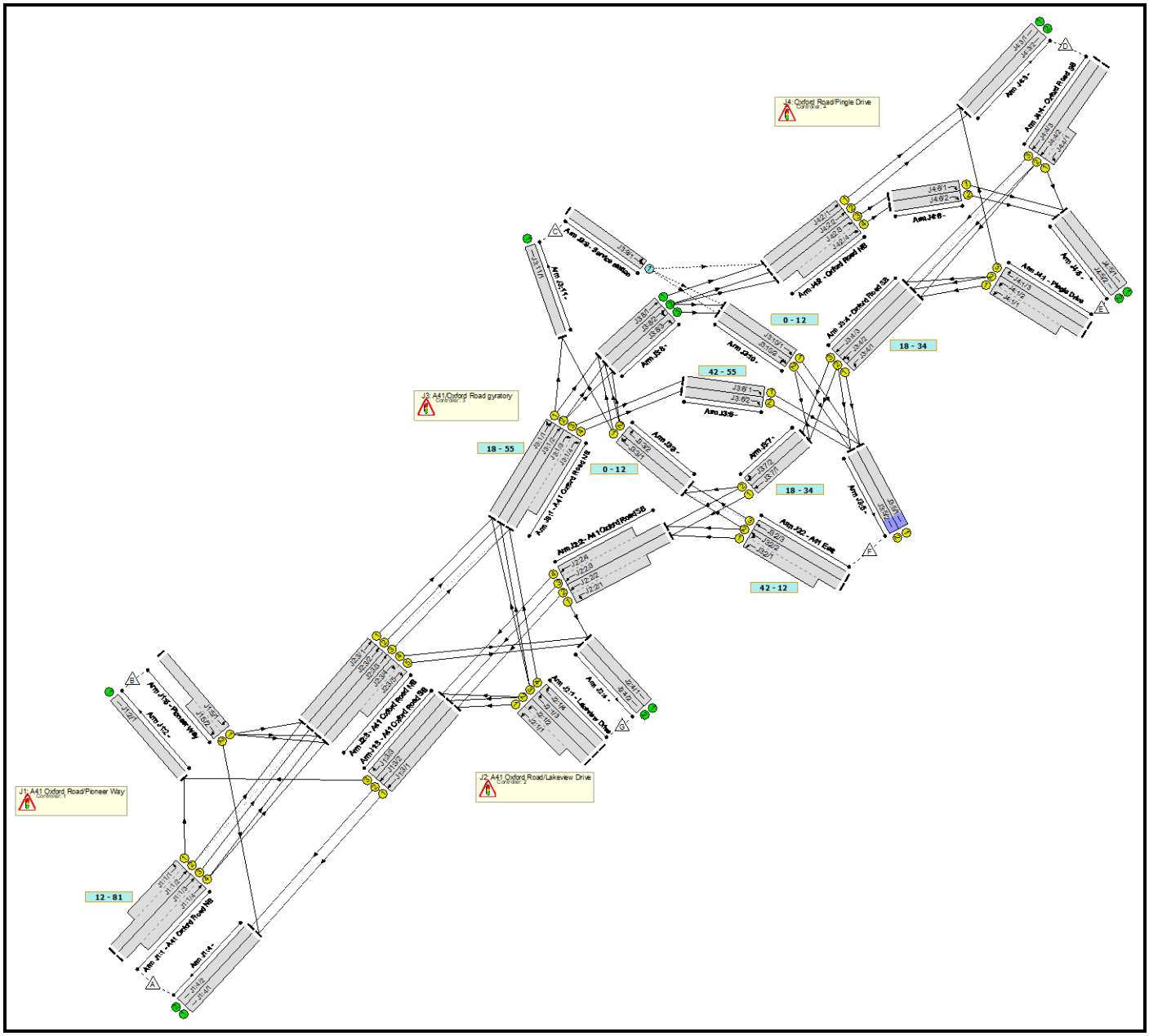
A41 OXFORD ROAD NETWORK LINSIG REPORT – 2042 SENSITIVITY TEST

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**A41 Network Model**
Location:	
Additional detail:	2041 sensitivity test scenario
File name:	260108 A41 Network Model - 2042.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



Scenarios

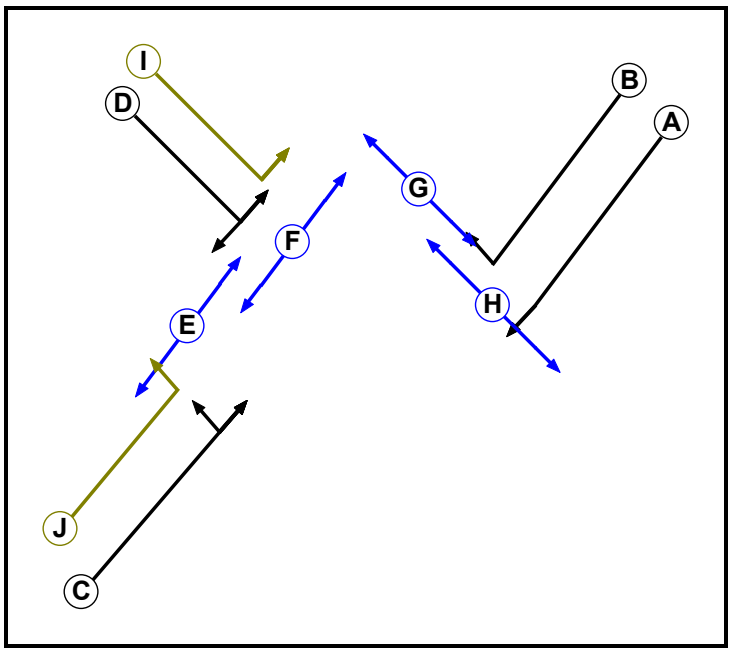
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2042 RC4A - AM	2042 RC4A - AM	Network Control Plan 1	08:00 - 09:00	120/60	-10.3	123.59
2	2042 DS4A - AM	2042 DS4A - AM	Network Control Plan 1	08:00 - 09:00	120/60	-6.5	97.72
3	2042 DS2AwTP - AM	2042 DS4AwTP - AM	Network Control Plan 1	08:00 - 09:00	120/60	-6.3	94.64
4	2042 RC4A - PM	2042 RC4A - PM	Network Control Plan 1	17:00 - 18:00	120/60	-10.7	88.17
5	2042 DS2A - PM	2042 DS4A - PM	Network Control Plan 1	17:00 - 18:00	120/60	-10.7	87.09
6	2042 DS4AwTP - PM	2042 DS4AwTP - PM	Network Control Plan 1	17:00 - 18:00	120/60	-10.4	87.79

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	10	4	A41 Oxford Road/Pioneer Way	
C2	Gen		Stage Stream 1	11	5	A41 Oxford Road/Lakeview Drive	
C3	Gen		Stage Stream 1	9	3	A41/Oxford Road gyratory	
			Stage Stream 2	2	2	A41/Oxford Road gyratory	
C4	Gen		Stage Stream 1	10	3	Oxford Road/Pingle Drive	

Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		4	4
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		7	7
I	Filter	D	2	2
J	Filter	C	2	2

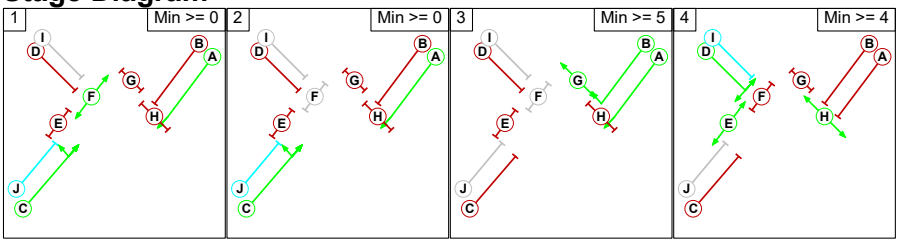
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	-	-	-	6	-	-
	B	-		8	6	11	-	-	6	-	-
	C	-	6		6	8	-	10	-	-	-
	D	7	6	6		-	6	8	-	-	-
	E	-	5	5	-		-	-	-	-	-
	F	-	-	-	6	-		-	-	-	-
	G	-	-	6	6	-	-		-	-	-
	H	12	12	-	-	-	-	-		-	-
	I	-	-	-	-	-	-	-	-		-
	J	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C F
2	A C
3	A B G
4	D E H

Stage Diagram



Phase Delays

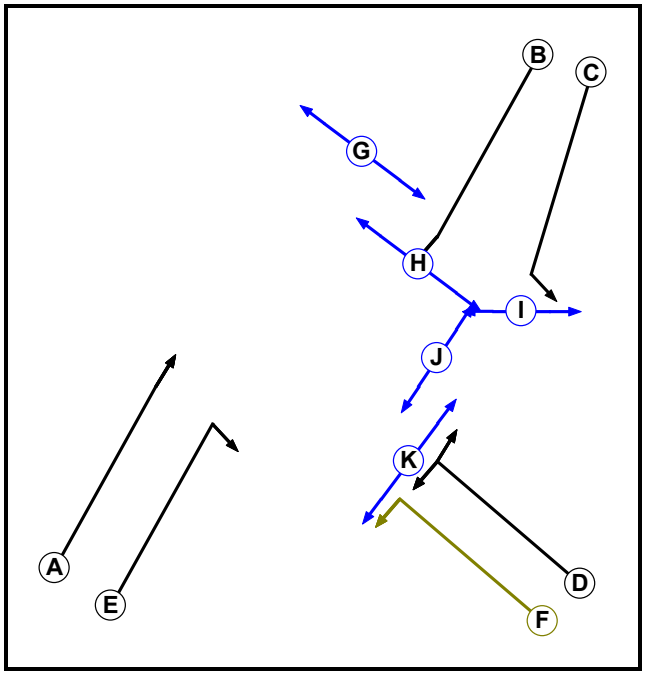
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	A	Losing	1	1
1	4	C	Losing	1	1
3	4	A	Losing	5	5
3	4	B	Losing	5	5
4	1	D	Losing	1	1
4	2	D	Losing	1	1

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		0	10	9
	2	0		10	8
	3	8	8		16
	4	12	12	12	

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	D	4	0
G	Pedestrian		6	6
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5

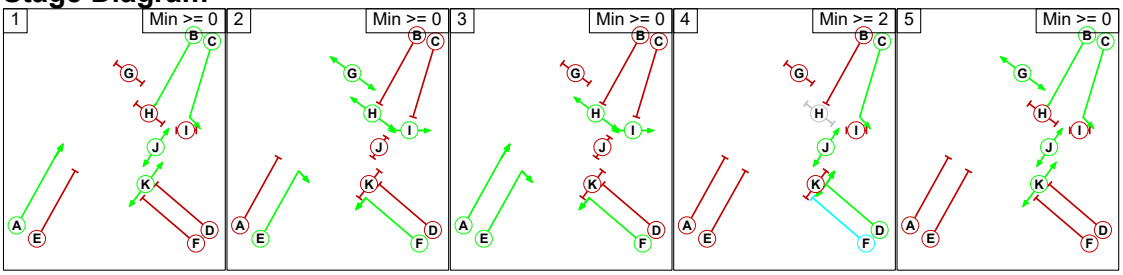
Phase Intergreens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A		-	-	5	-	-	9	-	-	-	-
	B	-		-	6	5	6	-	6	-	-	-
	C	-	-		-	5	-	-	-	6	-	-
	D	8	5	-		7	-	12	-	-	-	6
	E	-	7	8	5		-	-	-	-	10	-
	F	-	5	-	-	-		-	-	-	-	6
	G	12	-	-	12	-	-		-	-	-	-
	H	-	10	-	-	-	-	-		-	-	-
	I	-	-	7	-	-	-	-	-		-	-
	J	-	-	-	-	6	-	-	-	-		-
	K	-	-	-	12	-	12	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C J K
2	E F G H I
3	A E F H I
4	C D J
5	B C G J K

Stage Diagram



Phase Delays

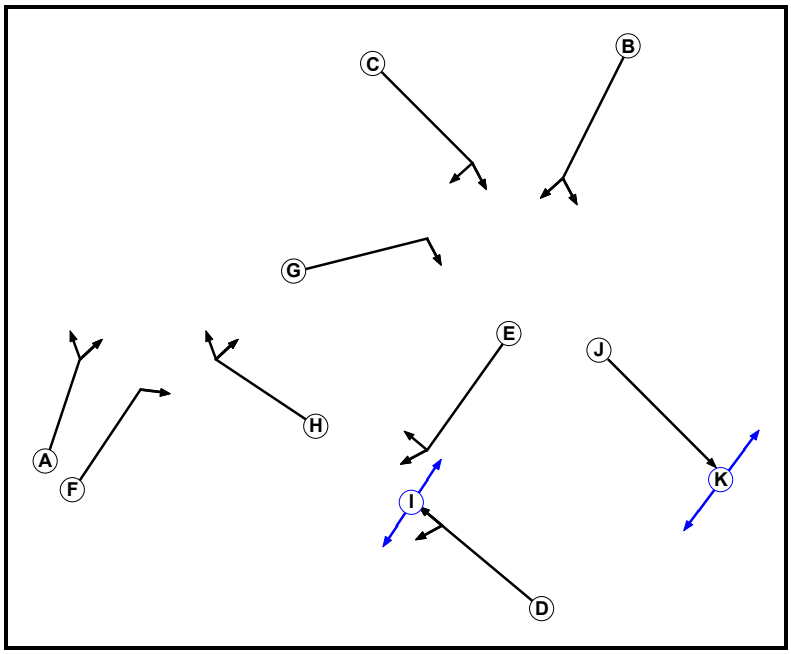
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3
1	2	B	Losing	3	3
1	2	C	Losing	3	3
1	3	B	Losing	1	1
1	3	C	Losing	1	1
2	4	E	Losing	1	1
4	2	C	Losing	2	2
4	3	C	Losing	2	2

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		12	12	12	9
	2	X		12	12	X
	3	X	9		10	X
	4	8	12	8		12
	5	12	12	12	12	

Controller :C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Pedestrian	1		6	6
J	Traffic	2		7	7
K	Pedestrian	2		4	4

Phase Intergreens Matrix

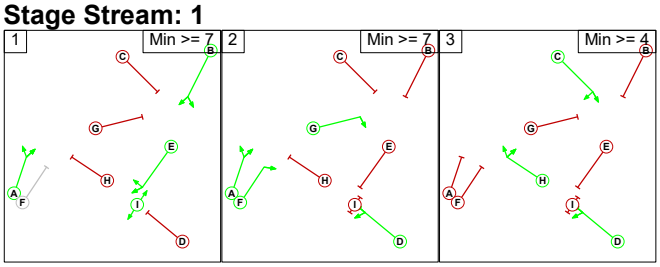
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	-	-	-	-	5	-	-	-
B	-		5	-	-	-	8	-	-	-	-
C	-	6		-	-	-	7	-	-	-	-
D	-	-	-		6	-	-	-	6	-	-
E	-	-	-	5		-	-	-	-	-	-
F	-	-	-	-	-		-	5	-	-	-
G	-	5	5	-	-	-		-	-	-	-
H	6	-	-	-	-	5	-		-	-	-
I	-	-	-	8	-	-	-	-		-	-
J	-	-	-	-	-	-	-	-	-		6
K	-	-	-	-	-	-	-	-	-	8	

Phases in Stage

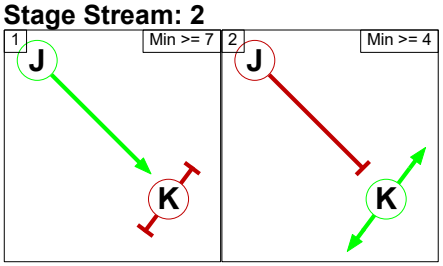
Stream	Stage No.	Phases in Stage
1	1	A B E I
1	2	A D F G
1	3	C D H
2	1	J
2	2	K

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

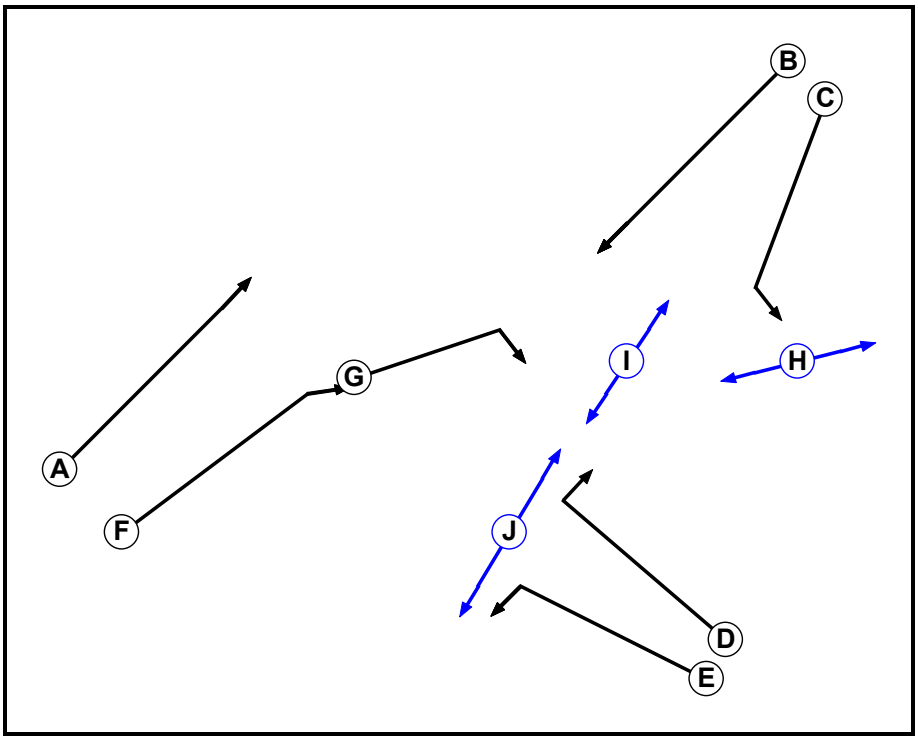
From Stage \ To Stage	1	2	3
1		8	8
2	6		5
3	6	7	

Stage Stream: 2

From Stage \ To Stage	1	2
1		6
2	8	

Controller :C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		4	4
I	Pedestrian		5	5
J	Pedestrian		7	7

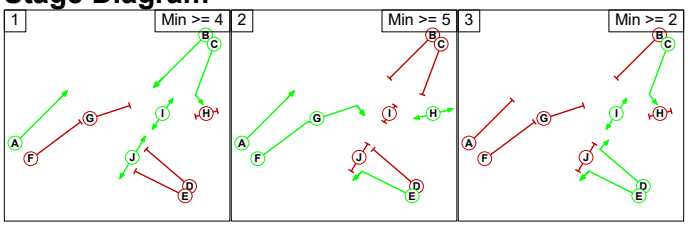
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	5	-	-	-	-	-	-
	B	-		-	6	7	-	5	-	-	-
	C	-	-		-	-	-	5	6	-	-
	D	9	5	-		-	8	-	-	-	6
	E	-	5	-	-		-	-	-	-	6
	F	-	-	-	5	-		-	-	8	-
	G	-	5	6	-	-	-		-	-	-
	H	-	-	5	-	-	-	-		-	-
	I	-	-	-	-	-	10	-	-		-
	J	-	-	-	11	11	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C I J
2	A E F G H
3	C D E I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	5	5
1	2	C	Losing	5	5
2	3	G	Losing	4	4

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		12	11
	2	8		10
	3	9	10	

Lane Input Data

Junction: J1: A41 Oxford Road/Pioneer Way												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (A41 Oxford Road NB)	U	C J	2	3	10.4	Geom	-	3.70	0.00	Y	Arm J1:2 Left	10.00
J1:1/2 (A41 Oxford Road NB)	U	C	2	3	60.0	Geom	-	3.70	0.00	Y	Arm J2:3 Ahead	Inf
J1:1/3 (A41 Oxford Road NB)	U	C	2	3	60.0	Geom	-	3.70	0.00	Y	Arm J2:3 Ahead	Inf
J1:1/4 (A41 Oxford Road NB)	U	C	2	3	24.3	Geom	-	3.70	0.00	Y	Arm J2:3 Ahead	Inf
J1:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (A41 Oxford Road SB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (A41 Oxford Road SB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/3 (A41 Oxford Road SB)	U	B	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J1:2 Right	10.00
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Pioneer Way)	U	D I	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:3 Left	15.00
J1:5/2 (Pioneer Way)	U	D	2	3	6.3	Geom	-	3.50	0.00	Y	Arm J1:4 Right	12.00

Junction: J2: A41 Oxford Road/Lakeview Drive												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Lakeview Drive)	U	D F	2	3	8.7	Geom	-	3.25	0.00	Y	Arm J1:3 Left	15.00
J2:1/2 (Lakeview Drive)	U	D F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:3 Left	15.00
J2:1/3 (Lakeview Drive)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:1 Right	20.00
J2:1/4 (Lakeview Drive)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:1 Right	20.00
J2:2/1 (A41 Oxford Road SB)	U	C	2	3	12.2	Geom	-	4.50	0.00	Y	Arm J2:4 Left	15.00
J2:2/2 (A41 Oxford Road SB)	U	B	2	3	29.6	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
J2:2/3 (A41 Oxford Road SB)	U	B	2	3	29.6	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
J2:2/4 (A41 Oxford Road SB)	U	B	2	3	12.2	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
J2:3/1 (A41 Oxford Road NB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J3:1 Ahead	Inf
J2:3/2 (A41 Oxford Road NB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J3:1 Ahead	Inf
J2:3/3 (A41 Oxford Road NB)	U	A	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J3:1 Ahead	Inf
J2:3/4 (A41 Oxford Road NB)	U	E	2	3	22.6	Geom	-	3.25	0.00	Y	Arm J2:4 Right	15.00
J2:3/5 (A41 Oxford Road NB)	U	E	2	3	8.7	Geom	-	3.25	0.00	Y	Arm J2:4 Right	15.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J3: A41/Oxford Road gyratory												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (A41 Oxford Road NB)	U	A	2	3	27.8	Geom	-	4.00	0.00	Y	Arm J3:8 Ahead	Inf
											Arm J3:11 Left	40.00
J3:1/2 (A41 Oxford Road NB)	U	A	2	3	27.8	Geom	-	4.00	0.00	Y	Arm J3:8 Ahead	Inf
J3:1/3 (A41 Oxford Road NB)	U	F	2	3	27.8	Geom	-	3.50	0.00	Y	Arm J3:6 Right	Inf
J3:1/4 (A41 Oxford Road NB)	U	F	2	3	13.0	Geom	-	3.50	0.00	Y	Arm J3:6 Right	Inf
J3:2/1 (A41 East)	U	D	2	3	17.4	Geom	-	3.50	0.00	Y	Arm J2:2 Left	Inf
J3:2/2 (A41 East)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:2 Left	Inf
											Arm J3:3 Ahead	Inf
J3:2/3 (A41 East)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:3 Ahead	Inf
J3:3/1	U	H	1	3	8.5	Geom	-	4.20	0.00	Y	Arm J3:8 Right	Inf
											Arm J3:11 Ahead	Inf
J3:3/2	U	H	1	3	8.5	Geom	-	4.20	0.00	Y	Arm J3:8 Right	Inf
J3:4/1 (Oxford Road SB)	U	B	2	3	27.0	Geom	-	4.00	0.00	Y	Arm J3:5 Left	40.00
J3:4/2 (Oxford Road SB)	U	B	2	3	27.0	Geom	-	4.00	0.00	Y	Arm J3:5 Left	40.00
											Arm J3:7 Ahead	40.00
J3:4/3 (Oxford Road SB)	U	B	2	3	27.0	Geom	-	4.00	0.00	Y	Arm J3:7 Ahead	40.00
J3:5/1	U	J	2	3	6.1	Geom	-	3.50	0.00	Y		
J3:5/2	U	J	2	3	6.1	Geom	-	3.50	0.00	Y		
J3:6/1	U	G	1	3	8.2	Geom	-	4.50	0.00	Y	Arm J3:5 Right	35.00
J3:6/2	U	G	1	3	8.2	Geom	-	4.50	0.00	Y	Arm J3:5 Right	35.00
J3:7/1	U	E	1	3	7.3	Geom	-	4.00	0.00	Y	Arm J2:2 Ahead	Inf
J3:7/2	U	E	1	3	7.3	Geom	-	4.00	0.00	Y	Arm J2:2 Ahead	Inf
											Arm J3:3 Right	Inf
J3:8/1	U		2	3	7.3	Inf	-	-	-	-	-	-

J3:8/2	U		2	3	7.3	Inf	-	-	-	-	-	-
J3:8/3	U		2	3	7.3	Inf	-	-	-	-	-	-
J3:9/1 (Service station)	O		2	3	60.0	Inf	-	-	-	-	-	-
J3:10/1	U	C	2	3	6.1	Geom	-	4.20	0.00	Y	Arm J3:5 Ahead	35.00
J3:10/2	U	C	2	3	6.1	Geom	-	4.20	0.00	Y	Arm J3:5 Ahead	35.00
											Arm J3:7 Right	35.00
J3:11/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: Oxford Road/Pingle Drive

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Pingle Drive)	U	E	2	3	12.2	Geom	-	3.80	0.00	Y	Arm J3:4 Left	30.00
J4:1/2 (Pingle Drive)	U	E	2	3	60.0	Geom	-	3.70	0.00	Y	Arm J3:4 Left	30.00
J4:1/3 (Pingle Drive)	U	D	2	3	60.0	Geom	-	3.70	0.00	Y	Arm J4:3 Right	15.00
J4:2/1 (Oxford Road NB)	U	A	2	3	24.3	Geom	-	3.00	0.00	Y	Arm J4:3 Ahead	Inf
J4:2/2 (Oxford Road NB)	U	A	2	3	24.3	Geom	-	3.20	0.00	Y	Arm J4:3 Ahead	Inf
J4:2/3 (Oxford Road NB)	U	F	2	3	24.3	Geom	-	3.75	0.00	Y	Arm J4:6 Ahead	30.00
J4:2/4 (Oxford Road NB)	U	F	2	3	18.3	Geom	-	3.75	0.00	Y	Arm J4:6 Ahead	30.00
J4:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:3/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1 (Oxford Road SB)	U	C	2	3	5.6	Geom	-	3.60	0.00	Y	Arm J4:5 Left	40.00
J4:4/2 (Oxford Road SB)	U	B	2	3	60.0	Geom	-	3.80	0.00	Y	Arm J3:4 Ahead	50.00
J4:4/3 (Oxford Road SB)	U	B	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J3:4 Ahead	50.00
J4:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1	U	G	2	3	3.8	Geom	-	3.50	0.00	Y	Arm J4:5 Right	30.00
J4:6/2	U	G	2	3	3.8	Geom	-	3.50	0.00	Y	Arm J4:5 Right	30.00

Lane Connector Input Data

Junction: J1: A41 Oxford Road/Pioneer Way				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
J1:1/1	J1:2/1	Internal	5	35
J1:1/2	J2:3/1	Leaving	10	35
J1:1/2	J2:3/2	Leaving	10	35
J1:1/3	J2:3/2	Leaving	10	35
J1:1/4	J2:3/3	Leaving	10	35
J1:1/4	J2:3/4	Leaving	10	35
J1:3/1	J1:4/1	Internal	5	35
J1:3/2	J1:4/2	Internal	5	35
J1:3/3	J1:2/1	Internal	5	35
J1:5/1	J2:3/1	Leaving	10	35
J1:5/1	J2:3/3	Leaving	10	35
J1:5/1	J2:3/4	Leaving	10	35
J1:5/2	J1:4/1	Internal	5	35
J2:1/1	J1:3/1	Entering	10	35
J2:1/2	J1:3/2	Entering	10	35
J2:1/2	J1:3/3	Entering	10	35
J2:2/2	J1:3/1	Entering	10	35
J2:2/3	J1:3/2	Entering	10	35
J2:2/4	J1:3/3	Entering	10	35

Junction: J2: A41 Oxford Road/Lakeview Drive				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
J1:1/2	J2:3/1	Entering	10	35
J1:1/2	J2:3/2	Entering	10	35
J1:1/3	J2:3/2	Entering	10	35
J1:1/4	J2:3/3	Entering	10	35
J1:1/4	J2:3/4	Entering	10	35
J1:5/1	J2:3/1	Entering	10	35
J1:5/1	J2:3/3	Entering	10	35
J1:5/1	J2:3/4	Entering	10	35
J2:1/1	J1:3/1	Leaving	10	35
J2:1/2	J1:3/2	Leaving	10	35
J2:1/2	J1:3/3	Leaving	10	35
J2:1/3	J3:1/1	Leaving	13	35
J2:1/3	J3:1/2	Leaving	13	35
J2:1/4	J3:1/3	Leaving	13	35
J2:2/1	J2:4/1	Internal	5	35
J2:2/2	J1:3/1	Leaving	10	35
J2:2/3	J1:3/2	Leaving	10	35
J2:2/4	J1:3/3	Leaving	10	35
J2:3/1	J3:1/1	Leaving	13	35
J2:3/2	J3:1/2	Leaving	13	35
J2:3/2	J3:1/3	Leaving	13	35
J2:3/3	J3:1/3	Leaving	13	35
J2:3/4	J2:4/1	Internal	5	35
J2:3/5	J2:4/2	Internal	5	35
J3:2/1	J2:2/2	Entering	14	35
J3:2/2	J2:2/3	Entering	14	35
J3:7/1	J2:2/2	Entering	14	35
J3:7/2	J2:2/3	Entering	14	35

Junction: J3: A41/Oxford Road gyratory				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J2:1/3	J3:1/1	Entering	13	35
J2:1/3	J3:1/2	Entering	13	35
J2:1/4	J3:1/3	Entering	13	35
J2:3/1	J3:1/1	Entering	13	35
J2:3/2	J3:1/2	Entering	13	35
J2:3/2	J3:1/3	Entering	13	35
J2:3/3	J3:1/3	Entering	13	35
J3:1/1	J3:8/1	Internal	3	35
J3:1/1	J3:11/1	Internal	5	35
J3:1/2	J3:8/2	Internal	3	35
J3:1/2	J3:8/3	Internal	3	35
J3:1/3	J3:6/1	Internal	3	35
J3:1/4	J3:6/2	Internal	3	35
J3:2/1	J2:2/2	Leaving	14	35
J3:2/2	J2:2/3	Leaving	14	35
J3:2/2	J3:3/1	Internal	4	35
J3:2/3	J3:3/1	Internal	5	35
J3:2/3	J3:3/2	Internal	4	35
J3:3/1	J3:8/1	Internal	3	35
J3:3/1	J3:11/1	Internal	5	35
J3:3/2	J3:8/2	Internal	3	35
J3:3/2	J3:8/3	Internal	3	35
J3:4/1	J3:5/1	Internal	3	35
J3:4/2	J3:5/2	Internal	3	35
J3:4/2	J3:7/1	Internal	3	35
J3:4/3	J3:7/2	Internal	3	35
J3:6/1	J3:5/1	Internal	3	35
J3:6/2	J3:5/2	Internal	3	35
J3:7/1	J2:2/2	Leaving	14	35
J3:7/2	J2:2/3	Leaving	14	35
J3:7/2	J3:3/1	Internal	4	35
J3:8/1	J4:2/1	Leaving	11	35
J3:8/2	J3:10/1	Internal	3	35
J3:8/2	J4:2/2	Leaving	11	35
J3:8/2	J4:2/3	Leaving	11	35
J3:8/3	J3:10/2	Internal	3	35
J3:9/1	J3:10/1	Internal	3	35
J3:9/1	J3:10/2	Internal	3	35
J3:9/1	J4:2/1	Leaving	11	35
J3:10/1	J3:5/1	Internal	3	35

J3:10/2	J3:5/2	Internal	3	35
J3:10/2	J3:7/1	Internal	3	35
J4:1/1	J3:4/1	Entering	12	35
J4:1/2	J3:4/2	Entering	12	35
J4:1/2	J3:4/3	Entering	12	35
J4:4/2	J3:4/1	Entering	12	35
J4:4/2	J3:4/2	Entering	12	35
J4:4/3	J3:4/2	Entering	12	35
J4:4/3	J3:4/3	Entering	12	35

Junction: J4: Oxford Road/Pingle Drive				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
J3:8/1	J4:2/1	Entering	11	35
J3:8/2	J4:2/2	Entering	11	35
J3:8/2	J4:2/3	Entering	11	35
J3:9/1	J4:2/1	Entering	11	35
J4:1/1	J3:4/1	Leaving	12	35
J4:1/2	J3:4/2	Leaving	12	35
J4:1/2	J3:4/3	Leaving	12	35
J4:1/3	J4:3/1	Internal	5	35
J4:2/1	J4:3/1	Internal	5	35
J4:2/2	J4:3/2	Internal	5	35
J4:2/3	J4:6/1	Internal	2	35
J4:2/4	J4:6/2	Internal	2	35
J4:4/1	J4:5/1	Internal	5	35
J4:4/2	J3:4/1	Leaving	12	35
J4:4/2	J3:4/2	Leaving	12	35
J4:4/3	J3:4/2	Leaving	12	35
J4:4/3	J3:4/3	Leaving	12	35
J4:6/1	J4:5/1	Internal	5	35
J4:6/2	J4:5/2	Internal	5	35

Lane Saturation Flows

Scenario 1: '2042 RC4A - AM' (FG1: '2042 RC4A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	90.8 %	2008	2008
				Arm J3:11 Left	40.00	9.2 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
				Arm J3:3 Ahead	Inf	0.0 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	56.2 %	2035	2035
				Arm J3:11 Ahead	Inf	43.8 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	8.0 %	1942	1942
				Arm J3:7 Ahead	40.00	92.0 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	94.1 %	2015	2015
				Arm J3:3 Right	Inf	5.9 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	58.8 %	1951	1951
				Arm J3:7 Right	35.00	41.2 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 2: '2042 DS4A - AM' (FG3: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	89.8 %	2007	2007
				Arm J3:11 Left	40.00	10.2 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	97.3 %	1965	1965
				Arm J3:3 Ahead	Inf	2.7 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	76.5 %	2035	2035
				Arm J3:11 Ahead	Inf	23.5 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	6.7 %	1942	1942
				Arm J3:7 Ahead	40.00	93.3 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	90.5 %	2015	2015
				Arm J3:3 Right	Inf	9.5 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	69.4 %	1951	1951
				Arm J3:7 Right	35.00	30.6 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 3: '2042 DS2AwTP - AM' (FG5: '2042 DS4AwTP - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	90.6 %	2008	2008
				Arm J3:11 Left	40.00	9.4 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	98.1 %	1965	1965
				Arm J3:3 Ahead	Inf	1.9 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	73.2 %	2035	2035
				Arm J3:11 Ahead	Inf	26.8 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	5.2 %	1942	1942
				Arm J3:7 Ahead	40.00	94.8 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	90.0 %	2015	2015
				Arm J3:3 Right	Inf	10.0 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	68.5 %	1951	1951
				Arm J3:7 Right	35.00	31.5 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 4: '2042 RC4A - PM' (FG2: '2042 RC4A - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	91.2 %	2008	2008
				Arm J3:11 Left	40.00	8.8 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	52.9 %	1965	1965
				Arm J3:3 Ahead	Inf	47.1 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	91.6 %	2035	2035
				Arm J3:11 Ahead	Inf	8.4 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	18.1 %	1942	1942
				Arm J3:7 Ahead	40.00	81.9 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	85.8 %	2015	2015
				Arm J3:3 Right	Inf	14.2 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	22.4 %	1951	1951
				Arm J3:7 Right	35.00	77.6 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 5: '2042 DS2A - PM' (FG4: '2042 DS4A - PM ', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	91.2 %	2008	2008
				Arm J3:11 Left	40.00	8.8 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	48.0 %	1965	1965
				Arm J3:3 Ahead	Inf	52.0 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	92.4 %	2035	2035
				Arm J3:11 Ahead	Inf	7.6 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	21.6 %	1942	1942
				Arm J3:7 Ahead	40.00	78.4 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	86.4 %	2015	2015
				Arm J3:3 Right	Inf	13.6 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	77.4 %	1951	1951
				Arm J3:7 Right	35.00	22.6 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Scenario 6: '2042 DS4AwTP - PM' (FG6: '2042 DS4AwTP - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: A41 Oxford Road/Pioneer Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J1:2 Left	10.00	100.0 %	1726	1726
J1:1/2 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/3 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:1/4 (A41 Oxford Road NB)	3.70	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1985	1985
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/3 (A41 Oxford Road SB)	3.50	0.00	Y	Arm J1:2 Right	10.00	100.0 %	1709	1709
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Pioneer Way)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J1:5/2 (Pioneer Way)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Junction: J2: A41 Oxford Road/Lakeview Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/2 (Lakeview Drive)	3.25	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1764	1764
J2:1/3 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:1/4 (Lakeview Drive)	3.25	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1805	1805
J2:2/1 (A41 Oxford Road SB)	4.50	0.00	Y	Arm J2:4 Left	15.00	100.0 %	1877	1877
J2:2/2 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/3 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:2/4 (A41 Oxford Road SB)	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1965	1965
J2:3/4 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:3/5 (A41 Oxford Road NB)	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: A41/Oxford Road gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	90.9 %	2008	2008
				Arm J3:11 Left	40.00	9.1 %		
J3:1/2 (A41 Oxford Road NB)	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:1/3 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:1/4 (A41 Oxford Road NB)	3.50	0.00	Y	Arm J3:6 Right	Inf	100.0 %	1965	1965
J3:2/1 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	100.0 %	1965	1965
J3:2/2 (A41 East)	3.50	0.00	Y	Arm J2:2 Left	Inf	47.0 %	1965	1965
				Arm J3:3 Ahead	Inf	53.0 %		
J3:2/3 (A41 East)	3.50	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1965	1965
J3:3/1	4.20	0.00	Y	Arm J3:8 Right	Inf	92.3 %	2035	2035
				Arm J3:11 Ahead	Inf	7.7 %		
J3:3/2	4.20	0.00	Y	Arm J3:8 Right	Inf	100.0 %	2035	2035
J3:4/1 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	100.0 %	1942	1942
J3:4/2 (Oxford Road SB)	4.00	0.00	Y	Arm J3:5 Left	40.00	21.9 %	1942	1942
				Arm J3:7 Ahead	40.00	78.1 %		
J3:4/3 (Oxford Road SB)	4.00	0.00	Y	Arm J3:7 Ahead	40.00	100.0 %	1942	1942
J3:5/1	3.50	0.00	Y				1965	1965
J3:5/2	3.50	0.00	Y				1965	1965
J3:6/1	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:6/2	4.50	0.00	Y	Arm J3:5 Right	35.00	100.0 %	1980	1980
J3:7/1	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	Y	Arm J2:2 Ahead	Inf	85.8 %	2015	2015
				Arm J3:3 Right	Inf	14.2 %		
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:8/3	Infinite Saturation Flow						Inf	Inf
J3:9/1 (Service station Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	4.20	0.00	Y	Arm J3:5 Ahead	35.00	100.0 %	1951	1951
J3:10/2	4.20	0.00	Y	Arm J3:5 Ahead	35.00	5.7 %	1951	1951
				Arm J3:7 Right	35.00	94.3 %		
J3:11/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road/Pingle Drive								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Pingle Drive)	3.80	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1900	1900
J4:1/2 (Pingle Drive)	3.70	0.00	Y	Arm J3:4 Left	30.00	100.0 %	1890	1890
J4:1/3 (Pingle Drive)	3.70	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1805	1805
J4:2/1 (Oxford Road NB)	3.00	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1915	1915
J4:2/2 (Oxford Road NB)	3.20	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1935	1935
J4:2/3 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:2/4 (Oxford Road NB)	3.75	0.00	Y	Arm J4:6 Ahead	30.00	100.0 %	1895	1895
J4:3/1	Infinite Saturation Flow						Inf	Inf
J4:3/2	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Oxford Road SB)	3.60	0.00	Y	Arm J4:5 Left	40.00	100.0 %	1904	1904
J4:4/2 (Oxford Road SB)	3.80	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1937	1937
J4:4/3 (Oxford Road SB)	3.60	0.00	Y	Arm J3:4 Ahead	50.00	100.0 %	1917	1917
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871
J4:6/2	3.50	0.00	Y	Arm J4:5 Right	30.00	100.0 %	1871	1871

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2042 RC4A - AM'	08:00	09:00	01:00	
2: '2042 RC4A - PM'	17:00	18:00	01:00	
3: '2042 DS4A - AM'	08:00	09:00	01:00	
4: '2042 DS4A - PM '	17:00	18:00	01:00	
5: '2042 DS4AwTP - AM'	08:00	09:00	01:00	
6: '2042 DS4AwTP - PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2042 RC4A - AM'

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	56	18	54	697	112	559	644	2140
	B	294	0	0	7	0	170	5	476
	C	19	0	0	15	0	79	7	120
	D	563	51	7	17	144	495	267	1544
	E	40	3	0	71	0	25	16	155
	F	888	79	32	160	24	171	415	1769
	G	324	14	5	158	24	153	7	685
	Tot.	2184	165	98	1125	304	1652	1361	6889

FG2: '2042 RC4A - PM'

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	3	50	32	560	64	502	439	1650
	B	35	0	0	0	0	149	0	184
	C	31	0	0	42	0	11	10	94
	D	393	43	5	65	109	447	180	1242
	E	158	17	2	102	0	162	65	506
	F	624	67	25	646	68	9	271	1710
	G	748	60	13	355	38	337	1	1552
	Tot.	1992	237	77	1770	279	1617	966	6938

FG3: '2042 DS4A - AM'

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	35	16	50	628	91	614	631	2065
	B	251	0	5	73	0	69	59	457
	C	15	0	0	47	0	54	5	121
	D	525	48	7	33	168	530	240	1551
	E	36	3	0	76	0	28	14	157
	F	825	75	32	275	35	190	369	1801
	G	341	16	4	143	18	162	4	688
	Tot.	2028	158	98	1275	312	1647	1322	6840

FG4: '2042 DS4A - PM '
Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	46	31	560	62	509	447	1655
	B	32	0	0	0	0	144	0	176
	C	5	0	0	43	0	45	2	95
	D	392	42	4	65	112	466	180	1261
	E	156	16	1	104	0	168	63	508
	F	644	66	28	699	73	1	274	1785
	G	744	56	13	346	36	332	0	1527
	Tot.	1973	226	77	1817	283	1665	966	7007

FG5: '2042 DS4AwTP - AM'
Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	35	16	50	621	91	645	613	2071
	B	251	0	5	90	0	37	74	457
	C	14	0	0	47	0	55	5	121
	D	526	48	8	32	168	531	241	1554
	E	36	3	0	76	0	28	14	157
	F	834	75	32	264	35	192	374	1806
	G	330	16	4	135	18	162	4	669
	Tot.	2026	158	99	1265	312	1650	1325	6835

FG6: '2042 DS4AwTP - PM'
Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	5	47	32	556	64	501	441	1646
	B	33	0	0	0	0	148	0	181
	C	34	0	0	48	0	3	10	95
	D	382	49	4	68	112	462	179	1256
	E	152	18	1	105	0	167	62	505
	F	628	76	28	692	74	4	273	1775
	G	737	40	12	352	38	334	1	1514
	Tot.	1971	230	77	1821	288	1619	966	6972

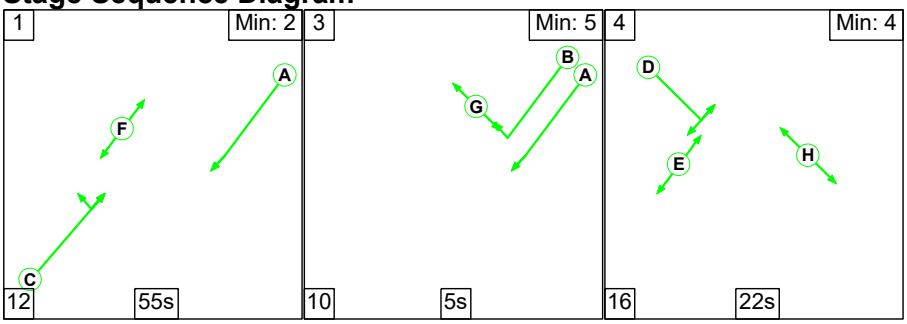
Traffic Lane Flows

Lane	Scenario 1: 2042 RC4A - AM	Scenario 2: 2042 DS4A - AM	Scenario 3: 2042 DS2AwTP - AM	Scenario 4: 2042 RC4A - PM	Scenario 5: 2042 DS2A - PM	Scenario 6: 2042 DS4AwTP - PM
Junction: J1: A41 Oxford Road/Pioneer Way						
J1:1/1 (short)	18	16	16	50	46	47
J1:1/2 (with short)	729(In) 711(Out)	702(In) 686(Out)	707(In) 691(Out)	566(In) 516(Out)	558(In) 512(Out)	553(In) 506(Out)
J1:1/3 (with short)	1411(In) 642(Out)	1363(In) 598(Out)	1364(In) 589(Out)	1084(In) 495(Out)	1097(In) 493(Out)	1093(In) 522(Out)
J1:1/4 (short)	769	765	775	589	604	571
J1:2/1	165	158	158	237	226	230
J1:3/1	931	855	874	978	967	975
J1:3/2	959	922	901	979	974	963
J1:3/3	147	142	142	187	180	183
J1:4/1	1225	1106	1125	1013	999	1008
J1:4/2	959	922	901	979	974	963
J1:5/1 (with short)	476(In) 182(Out)	457(In) 206(Out)	457(In) 206(Out)	184(In) 149(Out)	176(In) 144(Out)	181(In) 148(Out)
J1:5/2 (short)	294	251	251	35	32	33
Junction: J2: A41 Oxford Road/Lakeview Drive						
J2:1/1 (short)	182	178	187	390	386	376
J2:1/2 (with short)	338(In) 156(Out)	357(In) 179(Out)	346(In) 159(Out)	808(In) 418(Out)	800(In) 414(Out)	777(In) 401(Out)
J2:1/3	194	169	161	407	395	403
J2:1/4	153	162	162	337	332	334
J2:2/1 (short)	712	632	638	527	519	525
J2:2/2 (with short)	1461(In) 749(Out)	1309(In) 677(Out)	1325(In) 687(Out)	1115(In) 588(Out)	1100(In) 581(Out)	1124(In) 599(Out)
J2:2/3 (with short)	950(In) 817(Out)	885(In) 759(Out)	884(In) 758(Out)	748(In) 621(Out)	740(In) 616(Out)	745(In) 602(Out)
J2:2/4 (short)	133	126	126	127	124	143
J2:3/1	635	563	613	412	414	468
J2:3/2	725	799	762	599	591	560
J2:3/3	295	203	199	299	301	278
J2:3/4 (with short)	649(In) 324(Out)	690(In) 344(Out)	687(In) 343(Out)	439(In) 219(Out)	447(In) 223(Out)	441(In) 220(Out)
J2:3/5 (short)	325	346	344	220	224	221
J2:4/1	1036	976	981	746	742	745
J2:4/2	325	346	344	220	224	221
Junction: J3: A41/Oxford Road gyratory						
J3:1/1	640	577	626	512	498	484
J3:1/2	480	476	427	554	550	576
J3:1/3 (with short)	882(In) 441(Out)	843(In) 428(Out)	844(In) 422(Out)	988(In) 496(Out)	985(In) 493(Out)	983(In) 491(Out)

J3:1/4 (short)	441	415	422	492	492	492
J3:2/1 (short)	818	765	758	650	687	672
J3:2/2 (with short)	1382(In) 564(Out)	1283(In) 518(Out)	1293(In) 535(Out)	1240(In) 590(Out)	1306(In) 619(Out)	1321(In) 649(Out)
J3:2/3	387	518	513	470	479	454
J3:3/1	89	166	149	382	433	430
J3:3/2	322	406	414	438	438	441
J3:4/1	472	523	531	516	522	516
J3:4/2	602	520	537	513	518	515
J3:4/3	410	421	399	508	513	513
J3:5/1	1036	1063	1074	1019	1037	1011
J3:5/2	616	584	576	598	628	608
J3:6/1	441	428	422	496	493	491
J3:6/2	441	415	422	492	492	492
J3:7/1	643	544	567	465	413	452
J3:7/2	410	421	399	508	513	513
J3:8/1	631	645	676	817	854	837
J3:8/2	641	740	700	982	987	1009
J3:8/3	161	142	141	10	1	8
J3:9/1	120	121	121	94	95	95
J3:10/1	123	112	121	7	22	4
J3:10/2	216	193	184	58	31	53
J3:11/1	98	98	99	77	77	77
Junction: J4: Oxford Road/Pingle Drive						
J4:1/1 (short)	25	27	28	156	166	167
J4:1/2 (with short)	84(In) 59(Out)	81(In) 54(Out)	81(In) 53(Out)	404(In) 248(Out)	404(In) 238(Out)	400(In) 233(Out)
J4:1/3	71	76	76	102	104	105
J4:2/1	646	692	723	859	897	885
J4:2/2	408	507	466	809	816	831
J4:2/3 (with short)	160(In) 80(Out)	144(In) 71(Out)	144(In) 71(Out)	170(In) 85(Out)	171(In) 85(Out)	176(In) 88(Out)
J4:2/4 (short)	80	73	73	85	86	88
J4:3/1	717	768	799	961	1001	990
J4:3/2	408	507	466	809	816	831
J4:4/1 (short)	144	168	168	109	112	112
J4:4/2 (with short)	832(In) 688(Out)	843(In) 675(Out)	844(In) 676(Out)	673(In) 564(Out)	685(In) 573(Out)	682(In) 570(Out)
J4:4/3	712	708	710	569	576	574
J4:5/1	224	239	239	194	197	200
J4:5/2	80	73	73	85	86	88
J4:6/1	80	71	71	85	85	88
J4:6/2	80	73	73	85	86	88

Scenario 1: '2042 RC4A - AM' (FG1: '2042 RC4A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

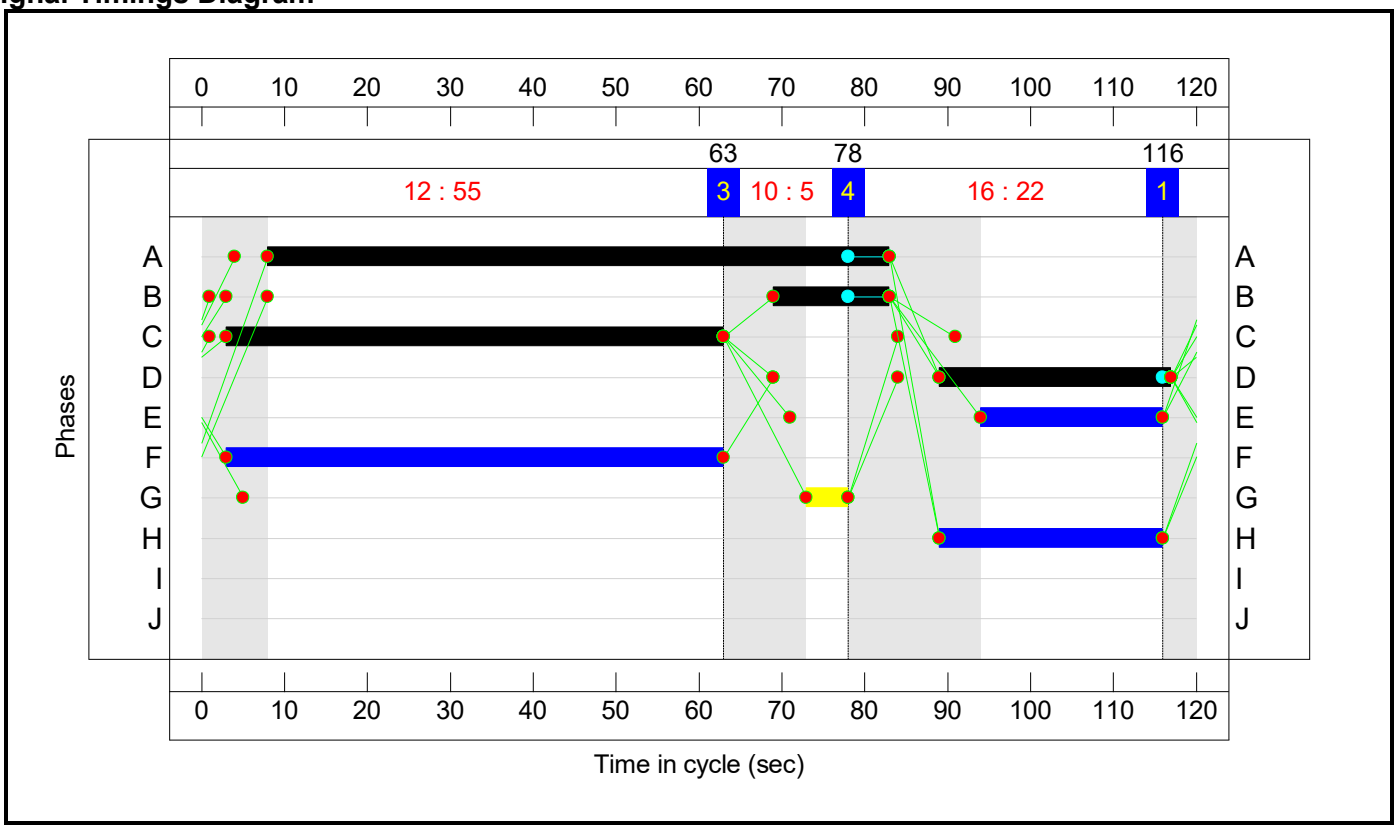
Stage Sequence Diagram



Stage Timings

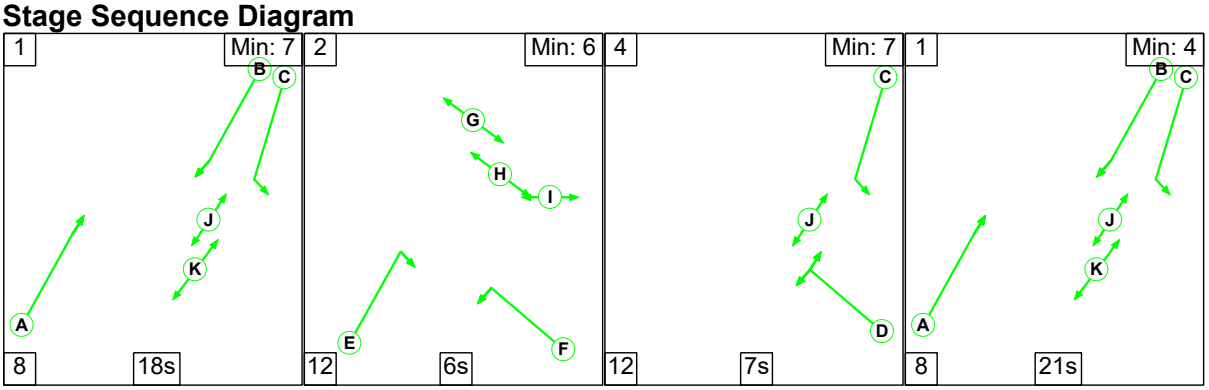
Stage	1	3	4
Duration	55	5	22
Change Point	116	63	78

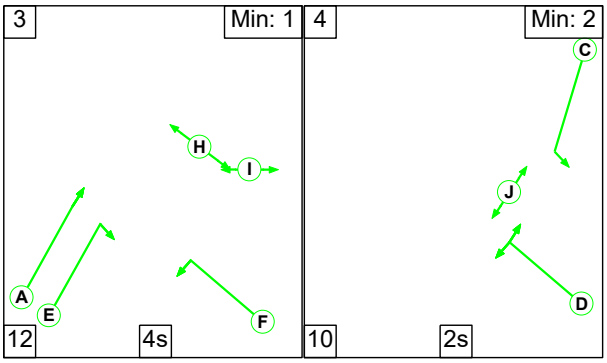
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

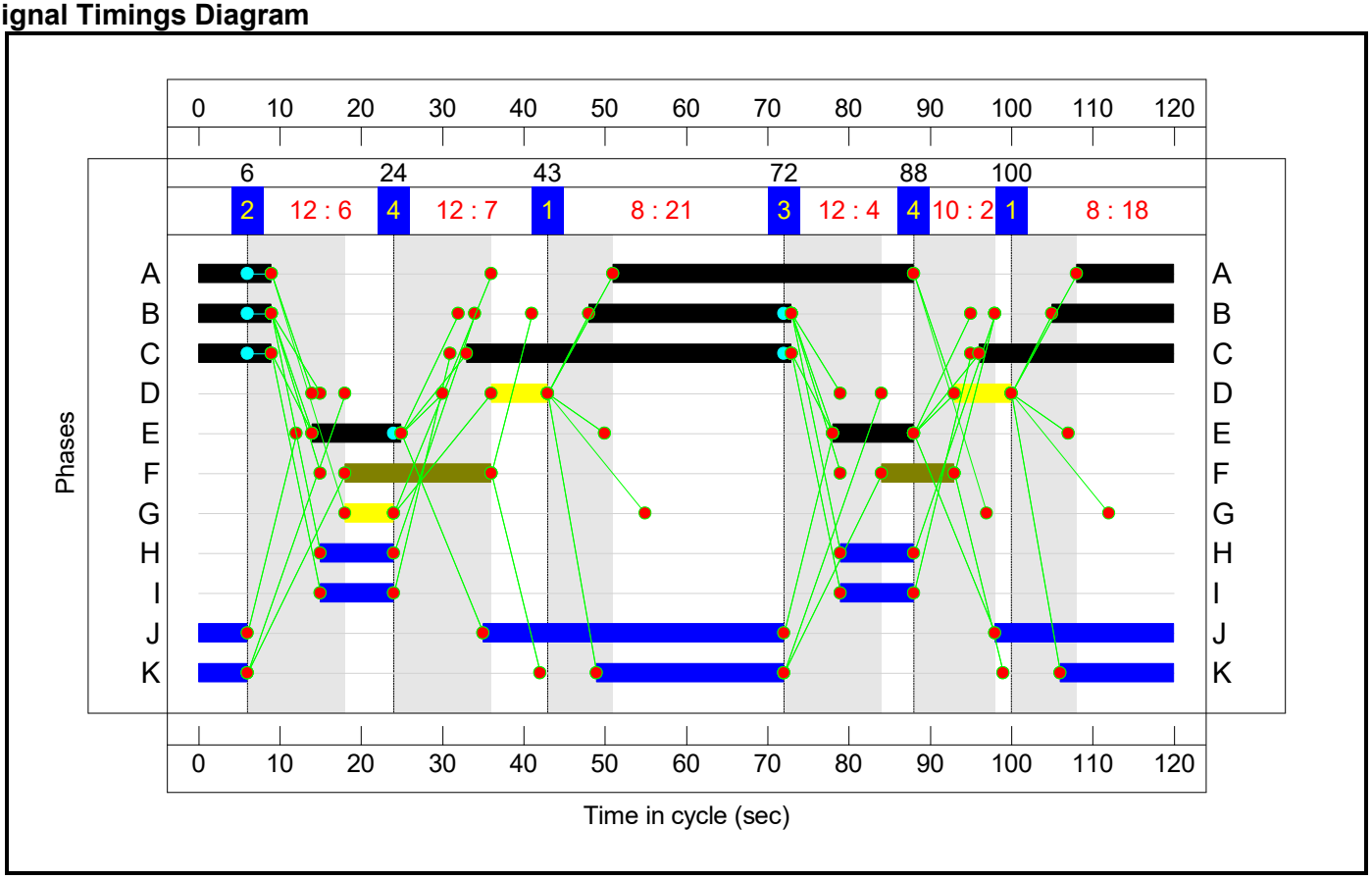




Stage Timings

Stage	1	2	4	1	3	4
Duration	18	6	7	21	4	2
Change Point	100	6	24	43	72	88

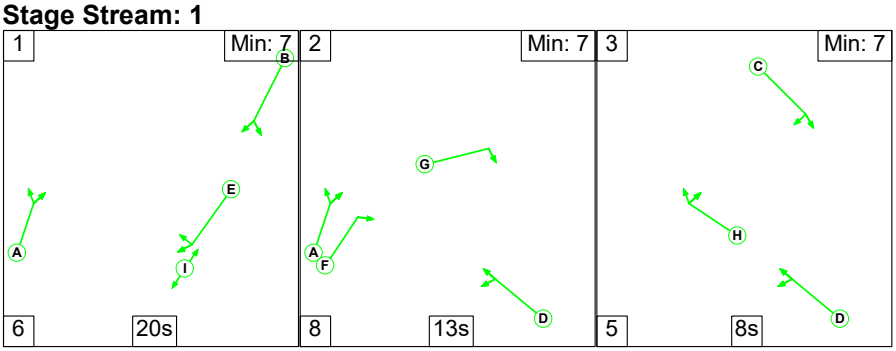
Signal Timings Diagram



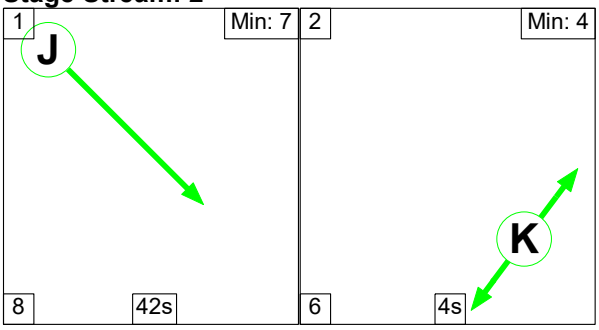
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

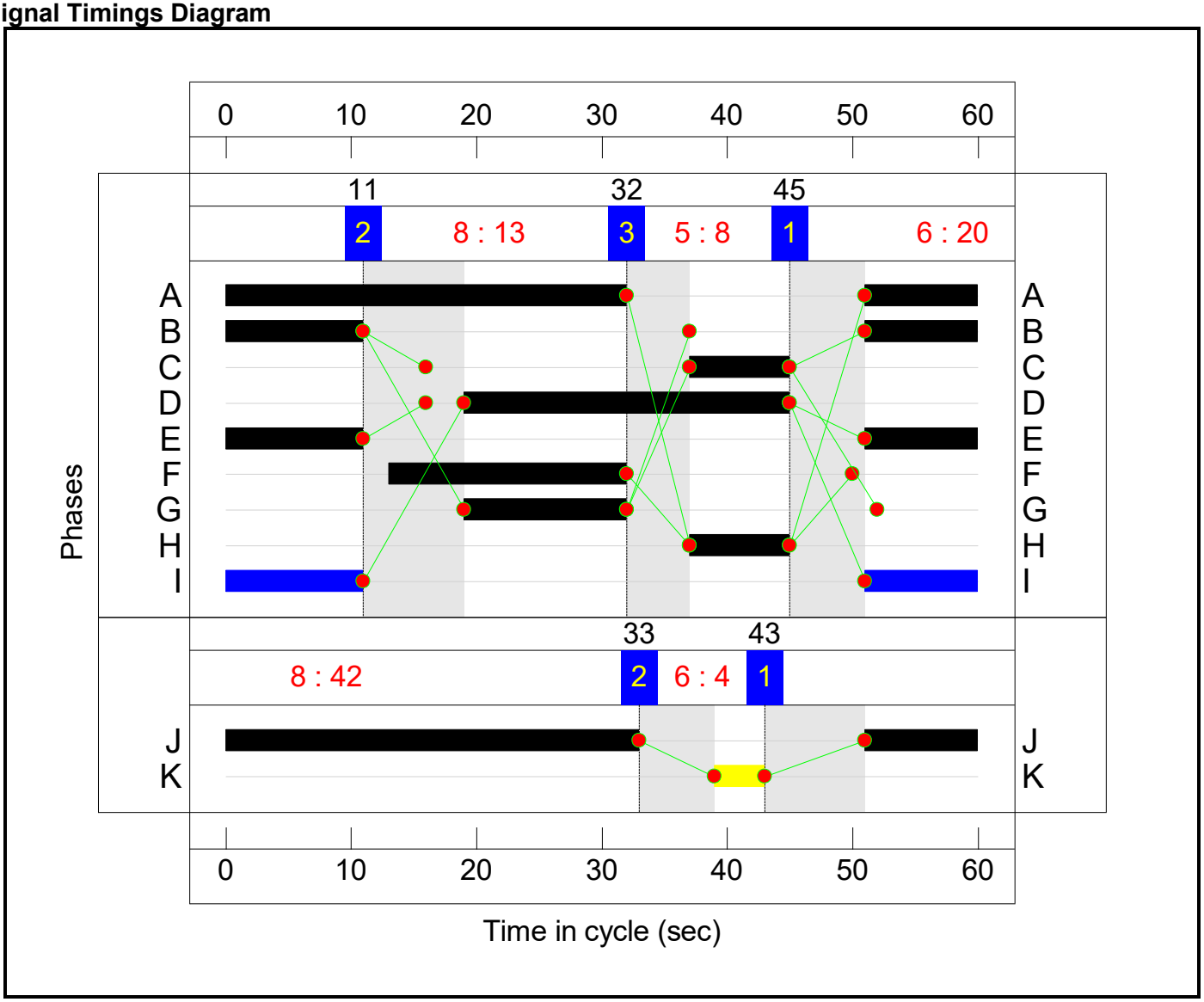
Stage Stream: 1

Stage	1	2	3
Duration	20	13	8
Change Point	45	11	32

Stage Stream: 2

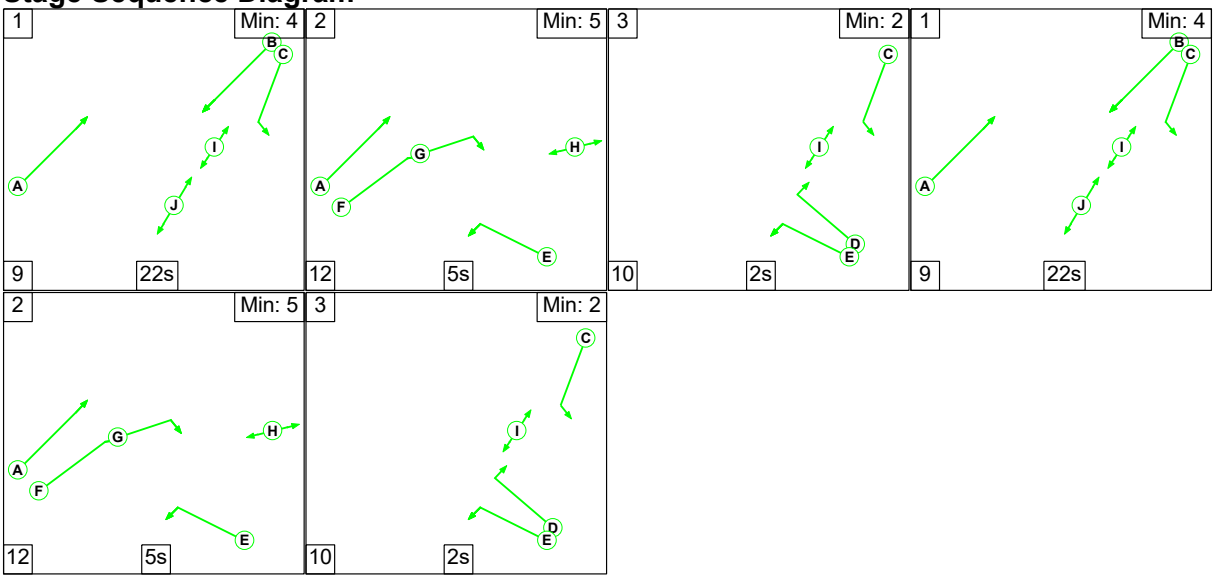
Stage	1	2
Duration	42	4
Change Point	43	33

Signal Timings Diagram



Controller :C4

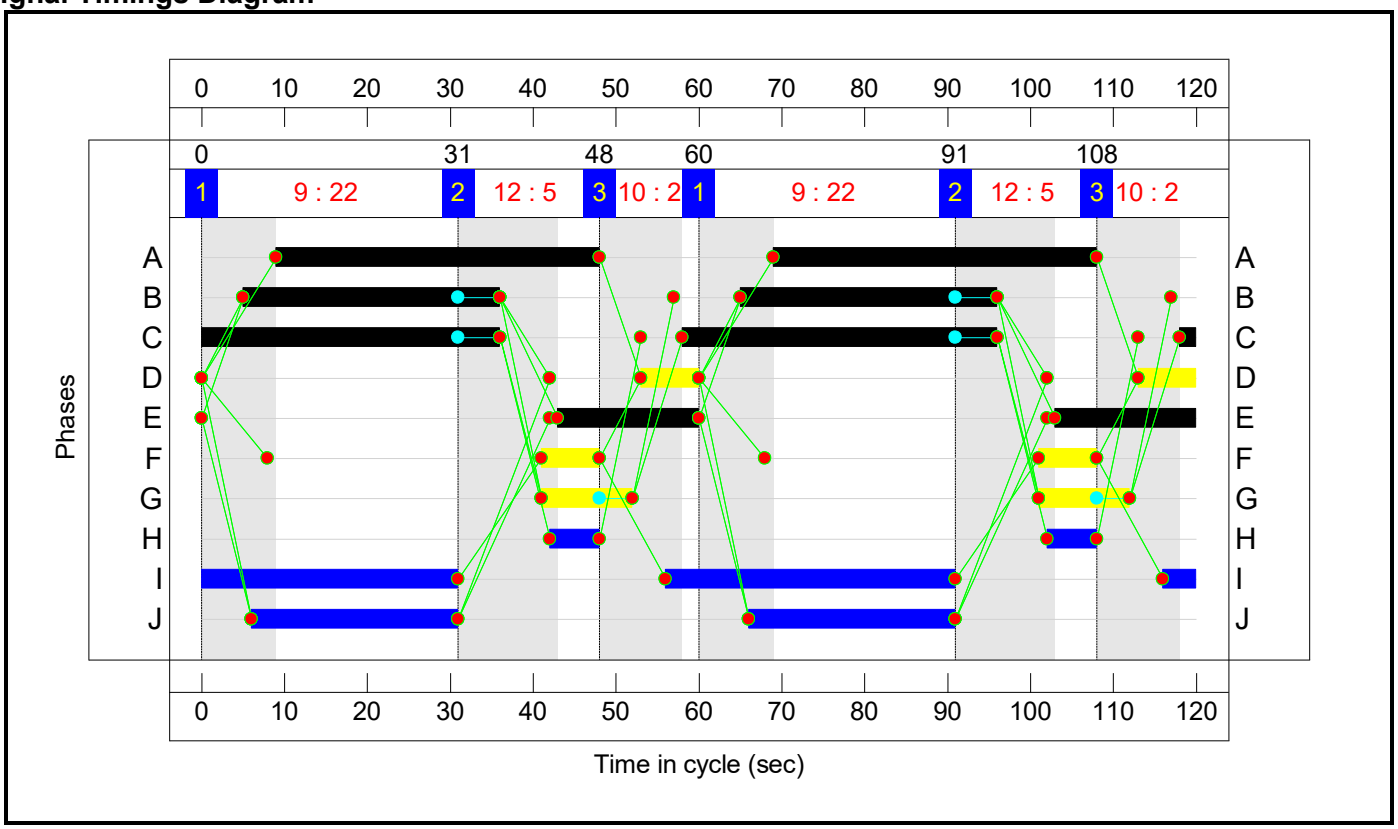
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	22	5	2	22	5	2
Change Point	0	31	48	60	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.2%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**87.3%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	60	0	-	729	1985:1726	997+25	71.3 : 71.3%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	60	-	-	1411	1985:1985	735+881	87.3 : 87.3%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	75	-	-	931	1965	1244	74.8%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	75	-	-	959	1965	1244	77.1%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	14	-	-	147	1709	214	68.8%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	28	0	-	476	1786:1747	211+341	86.2 : 86.2%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.2%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	41	27:27	-	338	1764:1764	502+586	31.1 : 31.1%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	194	1805	241	80.6%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	153	1805	241	63.6%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	49:73	-	-	1461	1940:1877	787+748	95.1 : 95.1%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	49	-	-	950	1940:1940	823+134	99.2 : 99.2%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	635	1965	982	64.6%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	725	1965	982	73.8%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	295	1965	982	30.0%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	21	-	-	649	1764:1764	338+338	95.8 : 96.1%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.9%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	41	-	-	640	2008	1406	45.5%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	41	-	-	480	2015	1410	34.0%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	19	-	-	882	1965:1965	655+655	67.3 : 67.3%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	26	-	-	1382	1965:1965	610+884	92.5 : 92.5%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	26	-	-	387	1965	884	43.8%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	8	-	-	89	2035	339	26.2%
3/2	Right	U	3:1	N/A	C3:H		1	8	-	-	322	2035	339	94.9%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	20	-	-	472	1942	680	69.4%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	20	-	-	602	1942	680	88.6%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	20	-	-	410	1942	680	60.3%
5/1		U	3:2	N/A	C3:J		1	42	-	-	1036	1965	1408	73.6%
5/2		U	3:2	N/A	C3:J		1	42	-	-	616	1965	1408	43.7%
6/1	Right	U	3:1	N/A	C3:G		1	13	-	-	441	1980	495	89.1%
6/2	Right	U	3:1	N/A	C3:G		1	13	-	-	441	1980	495	89.1%
7/1	Ahead	U	3:1	N/A	C3:E		1	20	-	-	643	2015	739	87.0%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	20	-	-	410	2015	739	55.5%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	120	Inf	556	21.6%
10/1	Ahead	U	3:1	N/A	C3:C		1	8	-	-	123	1951	293	42.0%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	8	-	-	216	1951	293	73.8%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.7%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	84	1890:1900	567+240	10.4 : 10.4%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	71	1805	241	29.5%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	646	1915	1277	50.6%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	408	1935	1290	31.6%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	160	1895:1895	253+253	31.7 : 31.7%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	832	1937:1904	933+195	73.7 : 73.7%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	712	1917	1022	69.6%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	80	1871	374	21.4%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	80	1871	374	21.4%

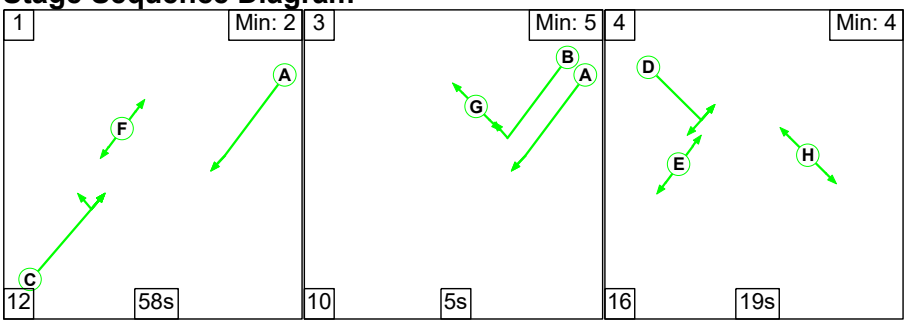
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**120**	**0**	**0**	**95.3**	**28.3**	**0.0**	**123.6**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**26.6**	**7.5**	**0.0**	**34.0**	**-**	**-**	**-**	**-**	
1/2+1/1	729	729	-	-	-	4.6	1.2	-	5.8	28.6	18.2	1.2	19.4	
1/3+1/4	1411	1411	-	-	-	8.9	3.3	-	12.2	31.2	20.5	3.3	23.8	
3/1	931	931	-	-	-	2.9	0.0	-	2.9	11.2	17.6	0.0	17.6	
3/2	959	959	-	-	-	3.0	0.0	-	3.0	11.2	18.2	0.0	18.2	
3/3	147	147	-	-	-	1.8	0.0	-	1.8	44.6	4.7	0.0	4.7	
5/1+5/2	476	476	-	-	-	5.4	2.9	-	8.3	63.0	10.9	2.9	13.8	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**35.1**	**10.6**	**0.0**	**45.8**	**-**	**-**	**-**	**-**	
1/2+1/1	338	338	-	-	-	1.3	0.2	-	1.5	16.1	2.2	0.2	2.4	
1/3	194	194	-	-	-	1.4	1.9	-	3.3	61.0	3.3	1.9	5.2	
1/4	153	153	-	-	-	1.1	0.9	-	1.9	44.9	2.5	0.9	3.4	
2/2+2/1	1461	1461	-	-	-	4.8	0.0	-	4.8	11.9	14.6	0.0	14.6	
2/3+2/4	950	950	-	-	-	4.6	0.0	-	4.6	17.5	15.6	0.0	15.6	
3/1	635	635	-	-	-	5.8	0.0	-	5.8	32.6	20.9	0.0	20.9	
3/2	725	725	-	-	-	7.9	0.0	-	7.9	39.5	24.2	0.0	24.2	
3/3	295	295	-	-	-	0.9	0.0	-	0.9	10.7	4.2	0.0	4.2	
3/4+3/5	649	649	-	-	-	7.4	7.6	-	15.1	83.6	7.9	7.6	15.5	
J3: A41/Oxford Road gyratory	**-**	**-**	**120**	**0**	**0**	**26.2**	**6.1**	**0.0**	**32.3**	**-**	**-**	**-**	**-**	
1/1	640	640	-	-	-	0.7	0.0	-	0.7	4.0	4.6	0.0	4.6	
1/2	480	480	-	-	-	0.5	0.0	-	0.5	3.6	3.1	0.0	3.1	
1/3+1/4	882	882	-	-	-	4.2	0.0	-	4.2	17.2	6.2	0.0	6.2	
2/2+2/1	1382	1382	-	-	-	5.5	5.6	-	11.1	29.0	12.7	5.6	18.3	
2/3	387	387	-	-	-	1.2	0.4	-	1.6	14.9	4.4	0.4	4.8	
3/1	89	89	-	-	-	0.4	0.0	-	0.4	16.7	1.3	0.0	1.3	

3/2	322	322	-	-	-	1.2	0.0	-	1.2	13.5	5.3	0.0	5.3	
4/1	472	472	-	-	-	2.2	0.0	-	2.2	16.8	6.7	0.0	6.7	
4/2	602	602	-	-	-	3.1	0.0	-	3.1	18.4	9.4	0.0	9.4	
4/3	410	410	-	-	-	1.8	0.0	-	1.8	16.1	5.6	0.0	5.6	
5/1	1036	1036	-	-	-	0.6	0.0	-	0.6	2.2	3.6	0.0	3.6	
5/2	616	616	-	-	-	0.4	0.0	-	0.4	2.6	2.5	0.0	2.5	
6/1	441	441	-	-	-	0.6	0.0	-	0.6	4.5	7.0	0.0	7.0	
6/2	441	441	-	-	-	0.6	0.0	-	0.6	4.5	7.0	0.0	7.0	
7/1	643	643	-	-	-	0.5	0.0	-	0.5	3.0	2.3	0.0	2.3	
7/2	410	410	-	-	-	0.2	0.0	-	0.2	1.7	0.3	0.0	0.3	
9/1	120	120	120	0	0	0.0	0.1	-	0.2	4.6	0.3	0.1	0.4	
10/1	123	123	-	-	-	0.8	0.0	-	0.8	24.2	1.4	0.0	1.4	
10/2	216	216	-	-	-	1.6	0.0	-	1.6	25.9	2.9	0.0	2.9	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**7.4**	**4.0**	**0.0**	**11.5**	**-**	**-**	**-**	**-**	
1/2+1/1	84	84	-	-	-	0.4	0.1	-	0.4	17.7	0.7	0.1	0.8	
1/3	71	71	-	-	-	0.5	0.2	-	0.7	34.1	1.1	0.2	1.3	
2/1	646	646	-	-	-	0.9	0.5	-	1.4	7.9	5.4	0.5	5.9	
2/2	408	408	-	-	-	0.5	0.2	-	0.7	6.3	2.8	0.2	3.1	
2/3+2/4	160	160	-	-	-	1.0	0.2	-	1.3	28.8	1.2	0.2	1.4	
4/2+4/1	832	832	-	-	-	2.1	1.4	-	3.5	15.3	8.8	1.4	10.2	
4/3	712	712	-	-	-	2.1	1.1	-	3.2	16.2	8.7	1.1	9.8	
6/1	80	80	-	-	-	0.0	0.1	-	0.1	6.2	0.0	0.1	0.1	
6/2	80	80	-	-	-	0.0	0.1	-	0.1	6.2	0.0	0.1	0.1	

C1		PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	34.03	Cycle Time (s): 120
C2		PRC for Signalled Lanes (%):	-10.3	Total Delay for Signalled Lanes (pcuHr):	45.77	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	-5.5	Total Delay for Signalled Lanes (pcuHr):	31.06	Cycle Time (s): 60
C3	Stream: 2	PRC for Signalled Lanes (%):	22.3	Total Delay for Signalled Lanes (pcuHr):	1.09	Cycle Time (s): 60
C4		PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	11.49	Cycle Time (s): 120
		PRC Over All Lanes (%):	-10.3	Total Delay Over All Lanes(pcuHr):	123.59	

Scenario 2: '2042 DS4A - AM' (FG3: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

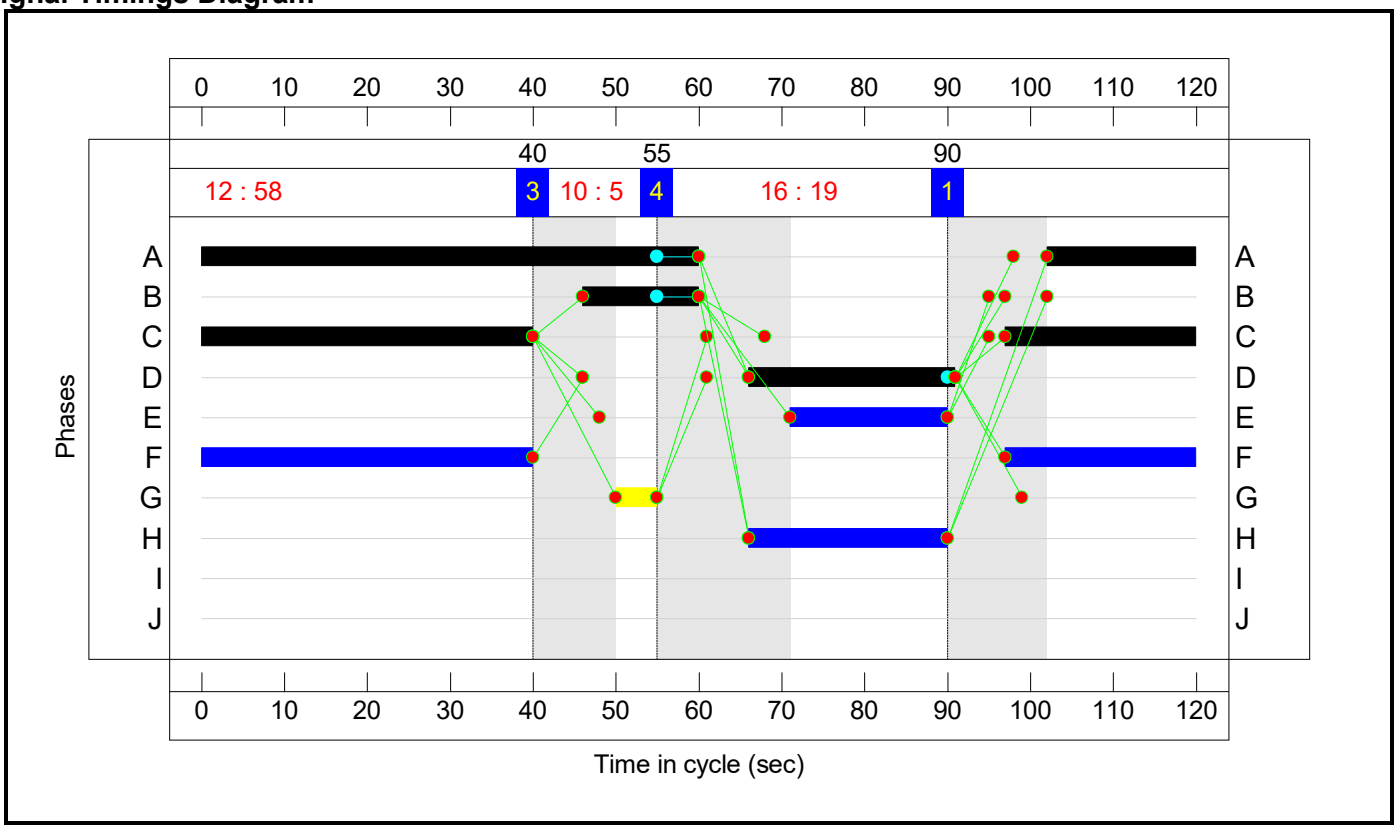
Stage Sequence Diagram



Stage Timings

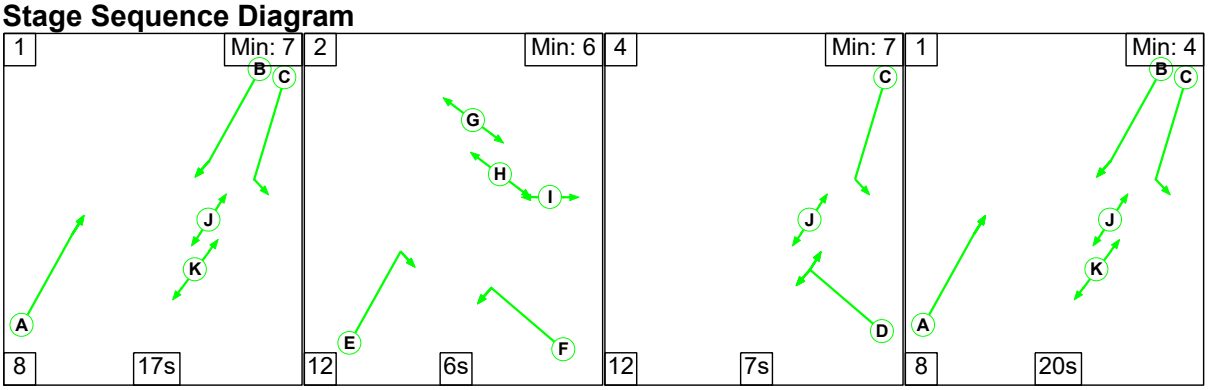
Stage	1	3	4
Duration	58	5	19
Change Point	90	40	55

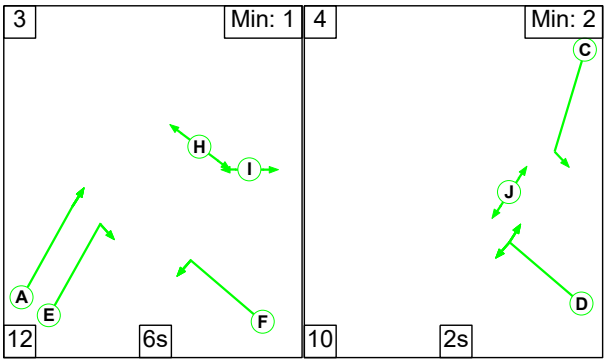
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

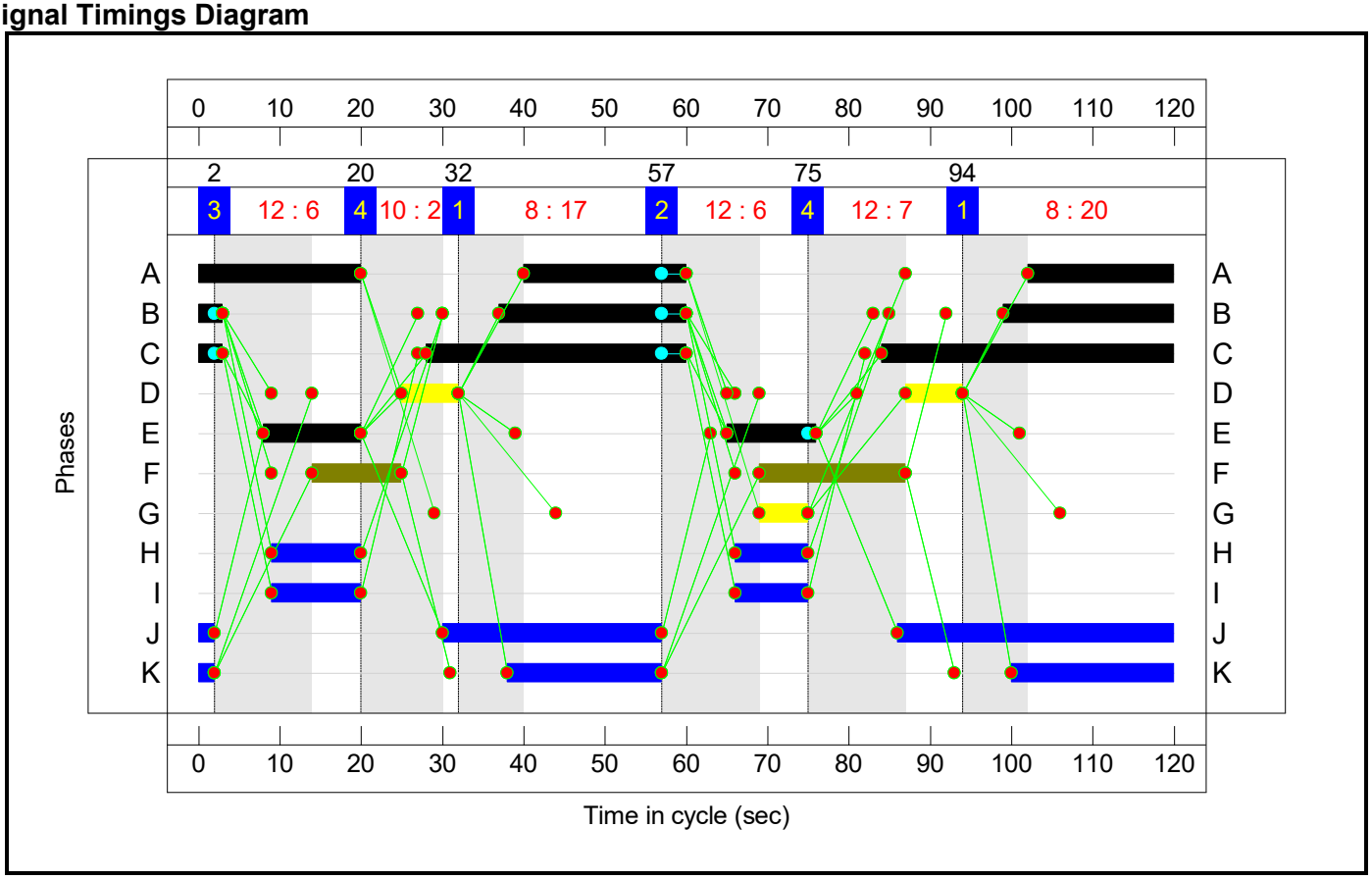




Stage Timings

Stage	1	2	4	1	3	4
Duration	17	6	7	20	6	2
Change Point	32	57	75	94	2	20

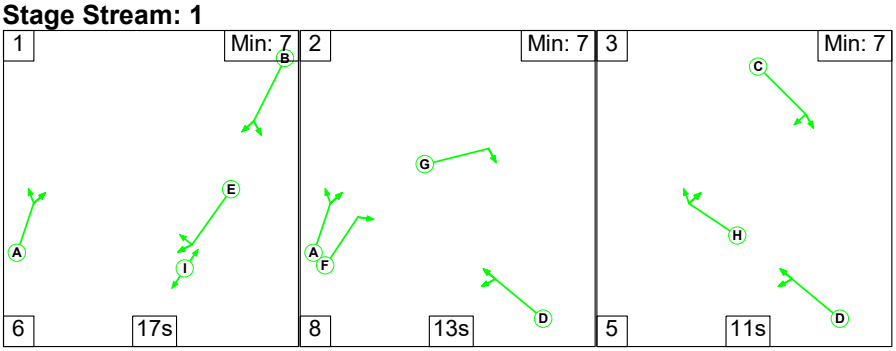
Signal Timings Diagram



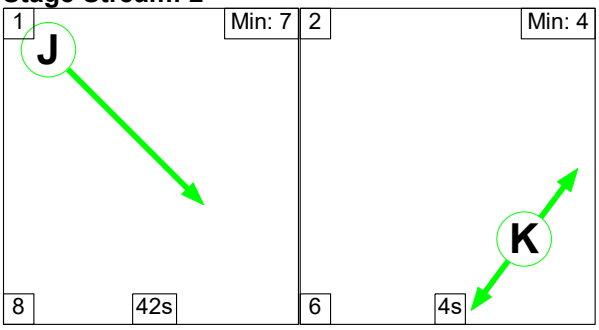
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

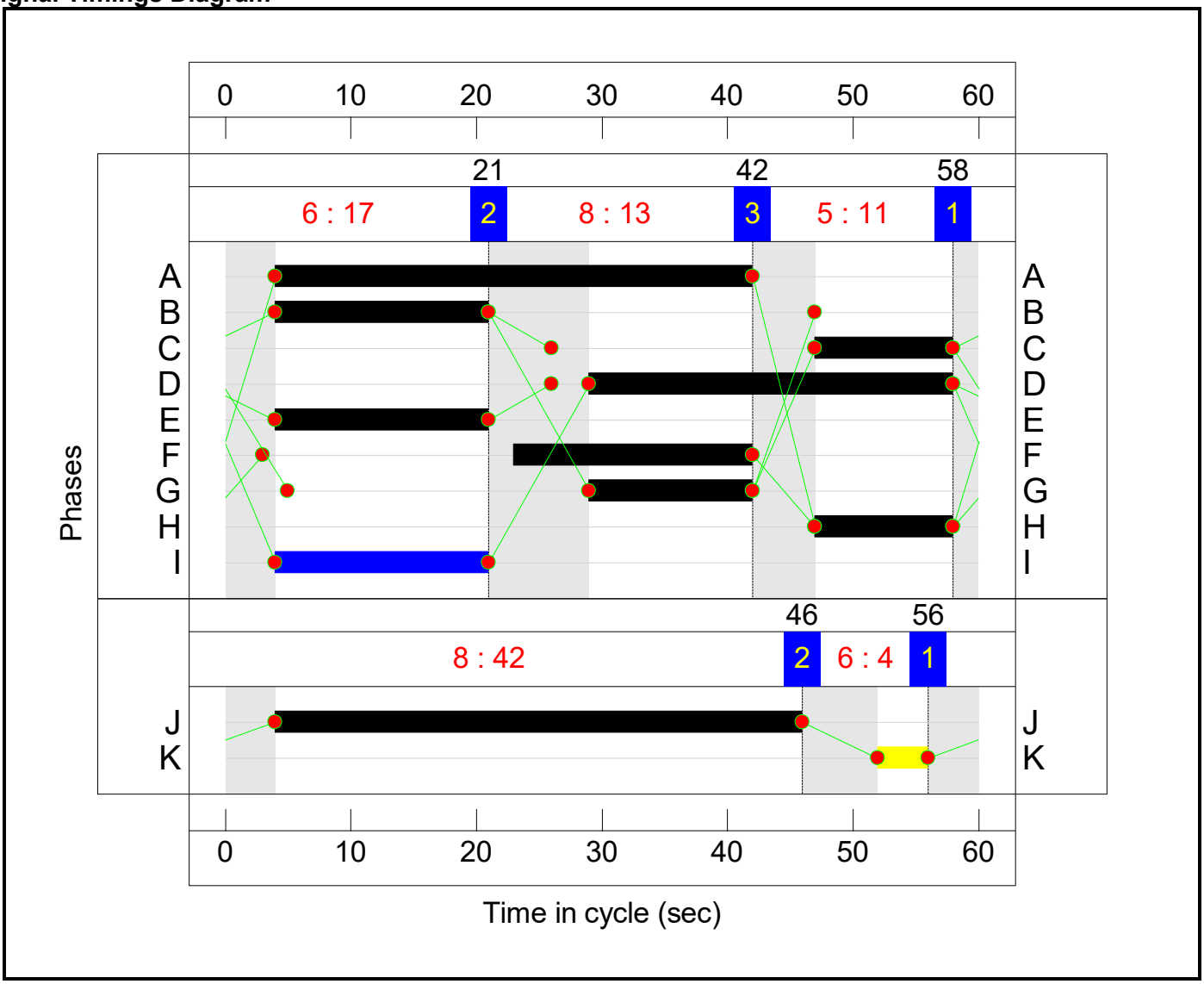
Stage Stream: 1

Stage	1	2	3
Duration	17	13	11
Change Point	58	21	42

Stage Stream: 2

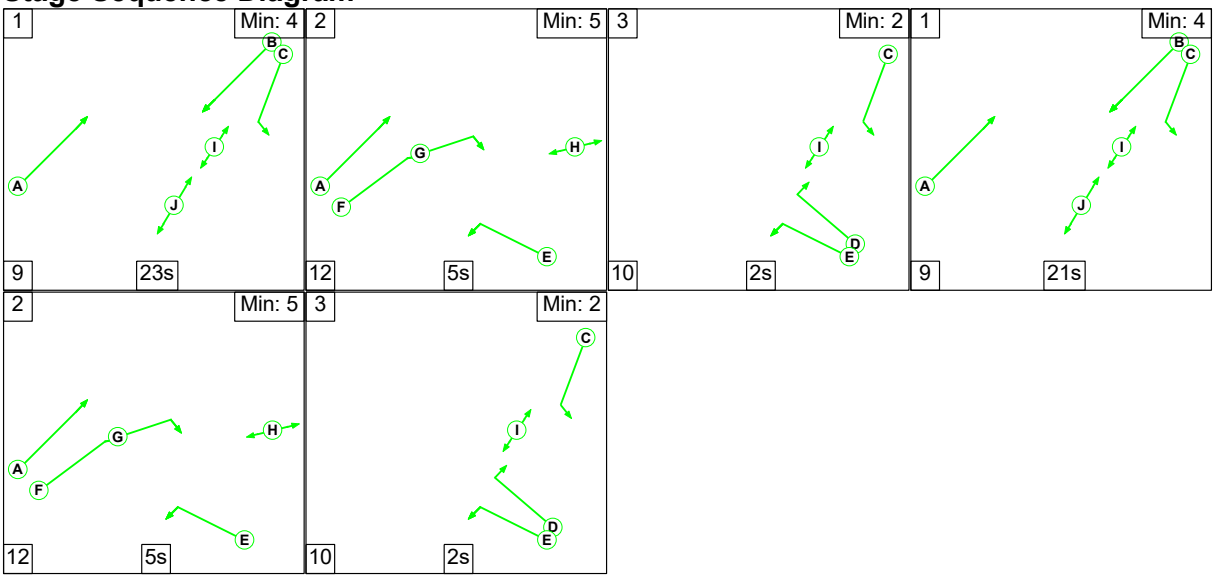
Stage	1	2
Duration	42	4
Change Point	56	46

Signal Timings Diagram



Controller :C4

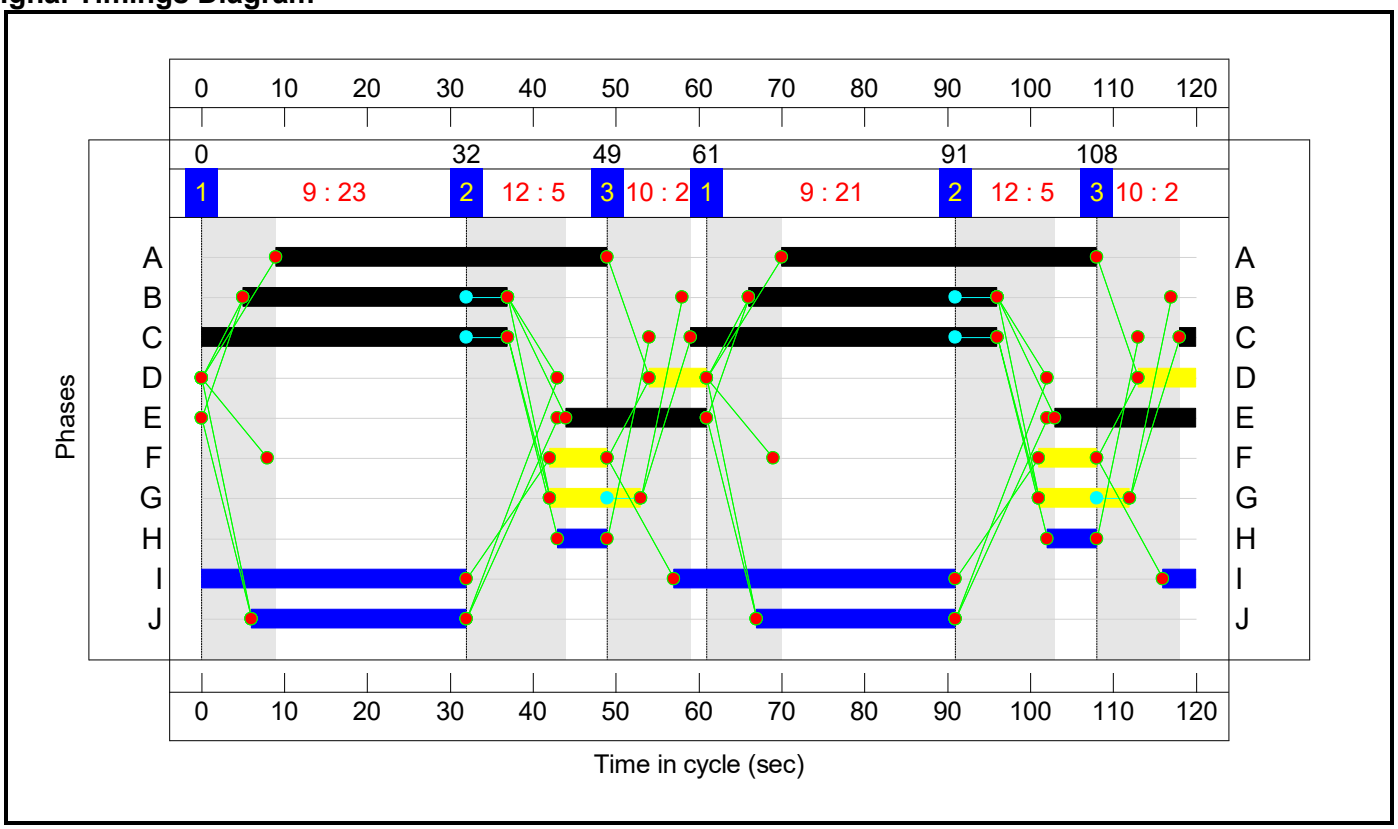
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	23	5	2	21	5	2
Change Point	0	32	49	61	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.8%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.8%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	63	0	-	702	1985:1726	1047+24	65.5 : 65.5%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	63	-	-	1363	1985:1985	714+913	83.8 : 83.8%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	78	-	-	855	1965	1294	66.1%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	78	-	-	922	1965	1294	71.3%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	14	-	-	142	1709	214	66.5%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	25	0	-	457	1786:1747	247+301	83.5 : 83.5%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.8%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	43	29:29	-	357	1764:1764	608+605	29.4 : 29.4%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	169	1805	241	70.2%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	162	1805	241	67.3%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	47:71	-	-	1309	1940:1877	771+720	87.8 : 87.8%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	47	-	-	885	1940:1940	792+132	95.8 : 95.8%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	563	1965	982	57.3%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	799	1965	982	81.3%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	203	1965	982	20.7%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	23	-	-	690	1764:1764	367+367	93.6 : 94.1%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**92.1%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	38	-	-	577	2007	1305	44.2%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	38	-	-	476	2015	1310	36.3%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	19	-	-	843	1965:1965	655+655	65.3 : 63.4%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	29	-	-	1283	1965:1965	665+982	77.9 : 77.9%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	29	-	-	518	1965	982	52.7%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	11	-	-	166	2035	441	37.6%
3/2	Right	U	3:1	N/A	C3:H		1	11	-	-	406	2035	441	92.1%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	17	-	-	523	1942	583	89.8%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	17	-	-	520	1942	583	89.3%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	17	-	-	421	1942	583	72.3%
5/1		U	3:2	N/A	C3:J		1	42	-	-	1063	1965	1408	75.5%
5/2		U	3:2	N/A	C3:J		1	42	-	-	584	1965	1408	41.5%
6/1	Right	U	3:1	N/A	C3:G		1	13	-	-	428	1980	495	86.5%
6/2	Right	U	3:1	N/A	C3:G		1	13	-	-	415	1980	495	83.8%
7/1	Ahead	U	3:1	N/A	C3:E		1	17	-	-	544	2015	638	85.3%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	17	-	-	421	2015	638	66.0%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	121	Inf	565	21.4%
10/1	Ahead	U	3:1	N/A	C3:C		1	11	-	-	112	1951	390	28.7%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	11	-	-	193	1951	390	49.5%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.8%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	81	1890:1900	567+284	9.5 : 9.5%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	76	1805	241	31.6%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	692	1915	1277	54.2%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	507	1935	1290	39.3%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	144	1895:1895	253+253	28.1 : 28.9%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	843	1937:1904	914+228	73.8 : 73.8%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	708	1917	1022	69.2%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	71	1871	374	19.0%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	73	1871	374	19.5%

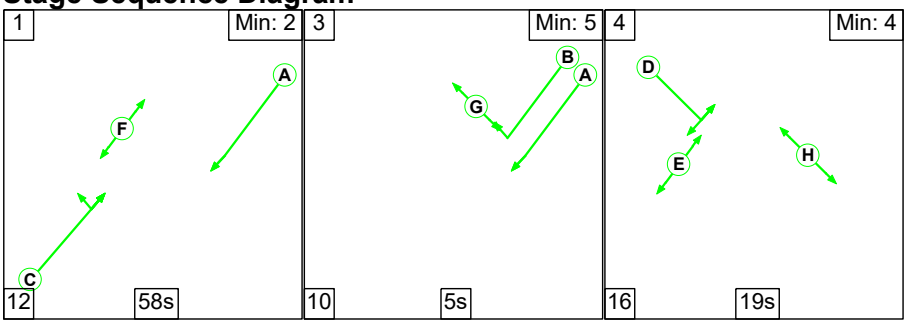
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**121**	**0**	**0**	**76.9**	**20.9**	**0.0**	**97.7**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**23.7**	**5.9**	**0.0**	**29.6**	**-**	**-**	**-**	**-**	
1/2+1/1	702	702	-	-	-	3.9	0.9	-	4.8	24.7	16.3	0.9	17.3	
1/3+1/4	1363	1363	-	-	-	7.6	2.5	-	10.2	26.8	19.3	2.5	21.9	
3/1	855	855	-	-	-	2.2	0.0	-	2.2	9.4	18.2	0.0	18.2	
3/2	922	922	-	-	-	3.0	0.0	-	3.0	11.6	20.9	0.0	20.9	
3/3	142	142	-	-	-	1.6	0.0	-	1.6	40.8	4.5	0.0	4.5	
5/1+5/2	457	457	-	-	-	5.4	2.4	-	7.8	61.6	8.9	2.4	11.3	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**20.0**	**8.4**	**0.0**	**28.4**	**-**	**-**	**-**	**-**	
1/2+1/1	357	357	-	-	-	1.3	0.2	-	1.5	15.2	2.1	0.2	2.3	
1/3	169	169	-	-	-	1.2	1.1	-	2.3	49.3	2.8	1.1	3.9	
1/4	162	162	-	-	-	1.1	1.0	-	2.1	47.1	2.7	1.0	3.7	
2/2+2/1	1309	1309	-	-	-	4.3	0.0	-	4.3	11.7	10.9	0.0	10.9	
2/3+2/4	885	885	-	-	-	4.1	0.0	-	4.1	16.5	13.4	0.0	13.4	
3/1	563	563	-	-	-	0.7	0.0	-	0.7	4.6	3.5	0.0	3.5	
3/2	799	799	-	-	-	1.2	0.0	-	1.2	5.5	18.3	0.0	18.3	
3/3	203	203	-	-	-	0.4	0.0	-	0.4	8.0	2.3	0.0	2.3	
3/4+3/5	690	690	-	-	-	5.8	6.0	-	11.8	61.6	10.7	6.0	16.8	
J3: A41/Oxford Road gyratory	**-**	**-**	**121**	**0**	**0**	**25.5**	**2.4**	**0.0**	**28.0**	**-**	**-**	**-**	**-**	
1/1	577	577	-	-	-	0.8	0.0	-	0.8	5.2	4.6	0.0	4.6	
1/2	476	476	-	-	-	0.6	0.0	-	0.6	4.8	3.6	0.0	3.6	
1/3+1/4	843	843	-	-	-	4.0	0.0	-	4.0	17.0	6.1	0.0	6.1	
2/2+2/1	1283	1283	-	-	-	4.1	1.7	-	5.8	16.3	10.4	1.7	12.2	
2/3	518	518	-	-	-	1.5	0.6	-	2.0	14.1	5.8	0.6	6.3	
3/1	166	166	-	-	-	0.7	0.0	-	0.7	15.2	2.4	0.0	2.4	

3/2	406	406	-	-	-	1.4	0.0	-	1.4	12.8	6.5	0.0	6.5	
4/1	523	523	-	-	-	2.9	0.0	-	2.9	20.1	8.3	0.0	8.3	
4/2	520	520	-	-	-	2.9	0.0	-	2.9	20.1	8.2	0.0	8.2	
4/3	421	421	-	-	-	2.2	0.0	-	2.2	18.8	6.2	0.0	6.2	
5/1	1063	1063	-	-	-	0.5	0.0	-	0.5	1.5	2.2	0.0	2.2	
5/2	584	584	-	-	-	0.4	0.0	-	0.4	2.7	2.3	0.0	2.3	
6/1	428	428	-	-	-	0.5	0.0	-	0.5	4.5	6.8	0.0	6.8	
6/2	415	415	-	-	-	0.5	0.0	-	0.5	4.4	6.4	0.0	6.4	
7/1	544	544	-	-	-	0.6	0.0	-	0.6	3.7	1.5	0.0	1.5	
7/2	421	421	-	-	-	0.2	0.0	-	0.2	1.8	0.3	0.0	0.3	
9/1	121	121	121	0	0	0.0	0.1	-	0.2	4.8	0.3	0.1	0.4	
10/1	112	112	-	-	-	0.6	0.0	-	0.6	17.8	0.9	0.0	0.9	
10/2	193	193	-	-	-	1.1	0.0	-	1.1	20.2	2.0	0.0	2.0	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**7.6**	**4.1**	**0.0**	**11.7**	**-**	**-**	**-**	**-**	
1/2+1/1	81	81	-	-	-	0.3	0.1	-	0.4	17.5	0.7	0.1	0.7	
1/3	76	76	-	-	-	0.5	0.2	-	0.7	34.5	1.2	0.2	1.4	
2/1	692	692	-	-	-	1.0	0.6	-	1.6	8.3	6.0	0.6	6.5	
2/2	507	507	-	-	-	0.6	0.3	-	1.0	6.8	3.8	0.3	4.1	
2/3+2/4	144	144	-	-	-	0.9	0.2	-	1.1	28.4	1.1	0.2	1.3	
4/2+4/1	843	843	-	-	-	2.1	1.4	-	3.5	15.0	8.9	1.4	10.3	
4/3	708	708	-	-	-	2.0	1.1	-	3.2	16.0	8.7	1.1	9.8	
6/1	71	71	-	-	-	0.0	0.1	-	0.1	6.0	0.0	0.1	0.1	
6/2	73	73	-	-	-	0.0	0.1	-	0.1	6.1	0.0	0.1	0.1	

C1		PRC for Signalled Lanes (%):	7.4	Total Delay for Signalled Lanes (pcuHr):	29.60	Cycle Time (s): 120
C2		PRC for Signalled Lanes (%):	-6.5	Total Delay for Signalled Lanes (pcuHr):	28.45	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	-2.3	Total Delay for Signalled Lanes (pcuHr):	26.90	Cycle Time (s): 60
C3	Stream: 2	PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	0.89	Cycle Time (s): 60
C4		PRC for Signalled Lanes (%):	21.9	Total Delay for Signalled Lanes (pcuHr):	11.72	Cycle Time (s): 120
		PRC Over All Lanes (%):	-6.5	Total Delay Over All Lanes(pcuHr):	97.72	

Scenario 3: '2042 DS2AwTP - AM' (FG5: '2042 DS4AwTP - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

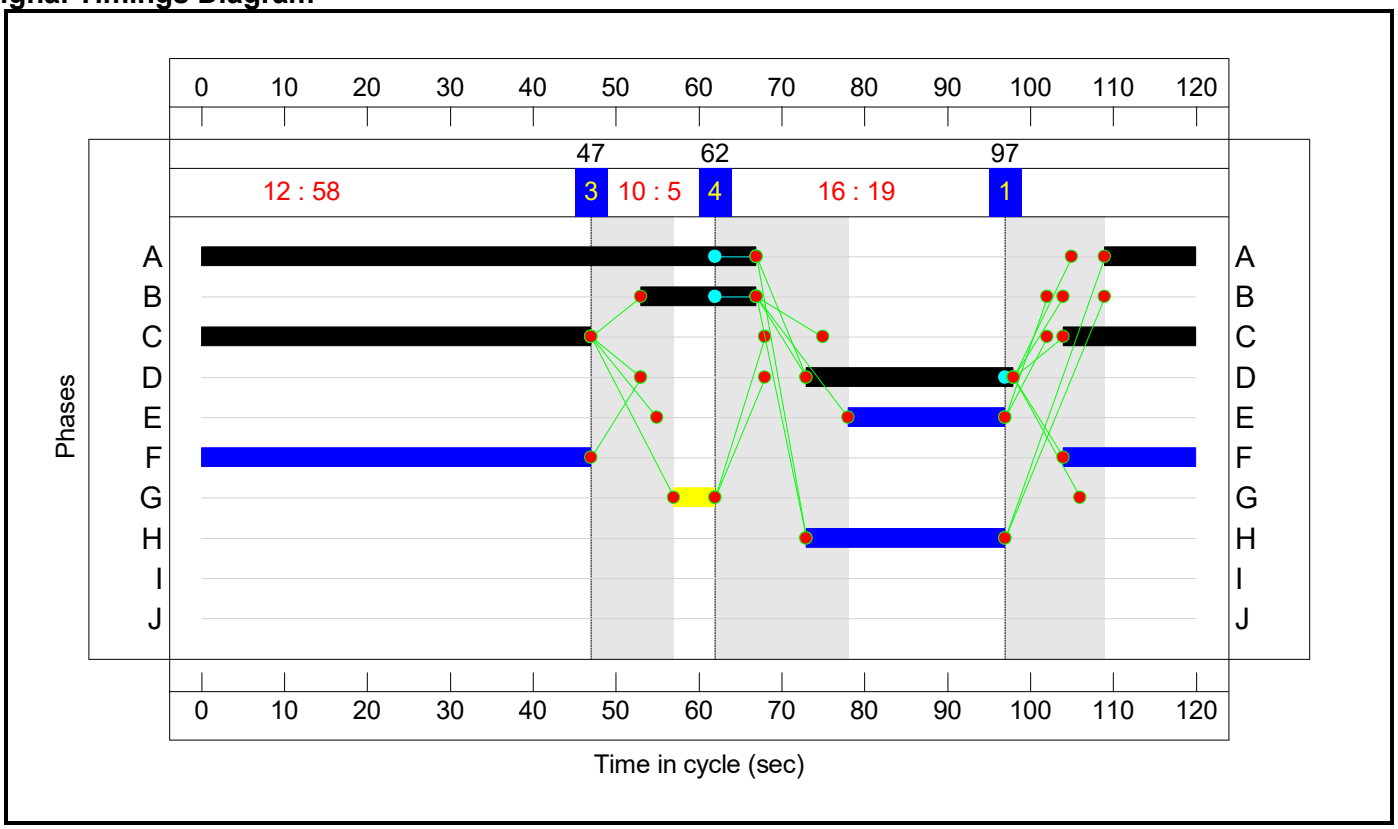
Stage Sequence Diagram



Stage Timings

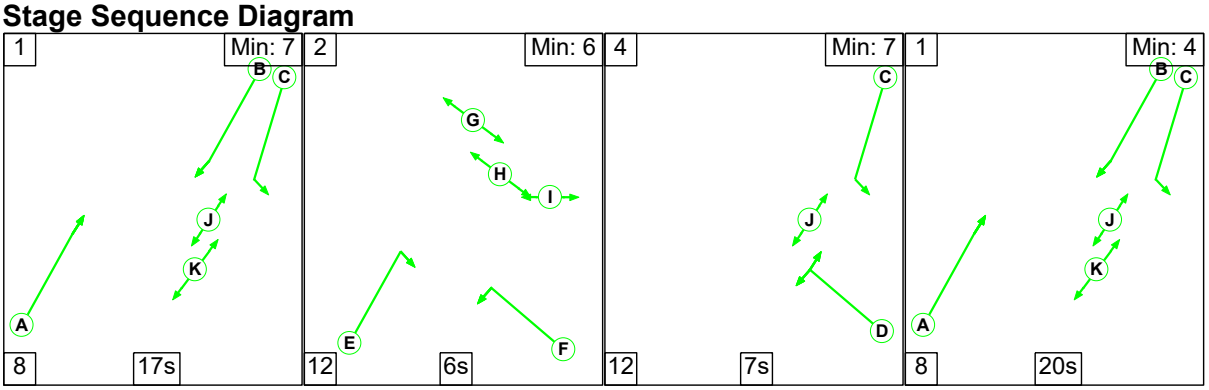
Stage	1	3	4
Duration	58	5	19
Change Point	97	47	62

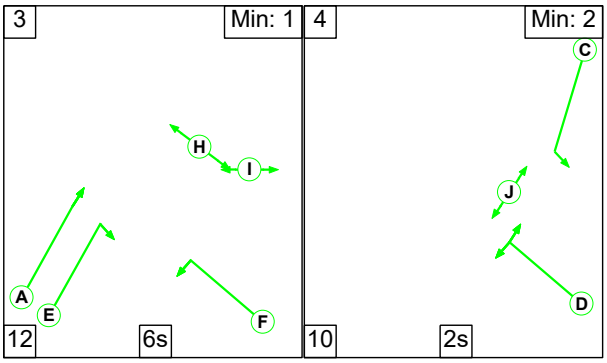
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

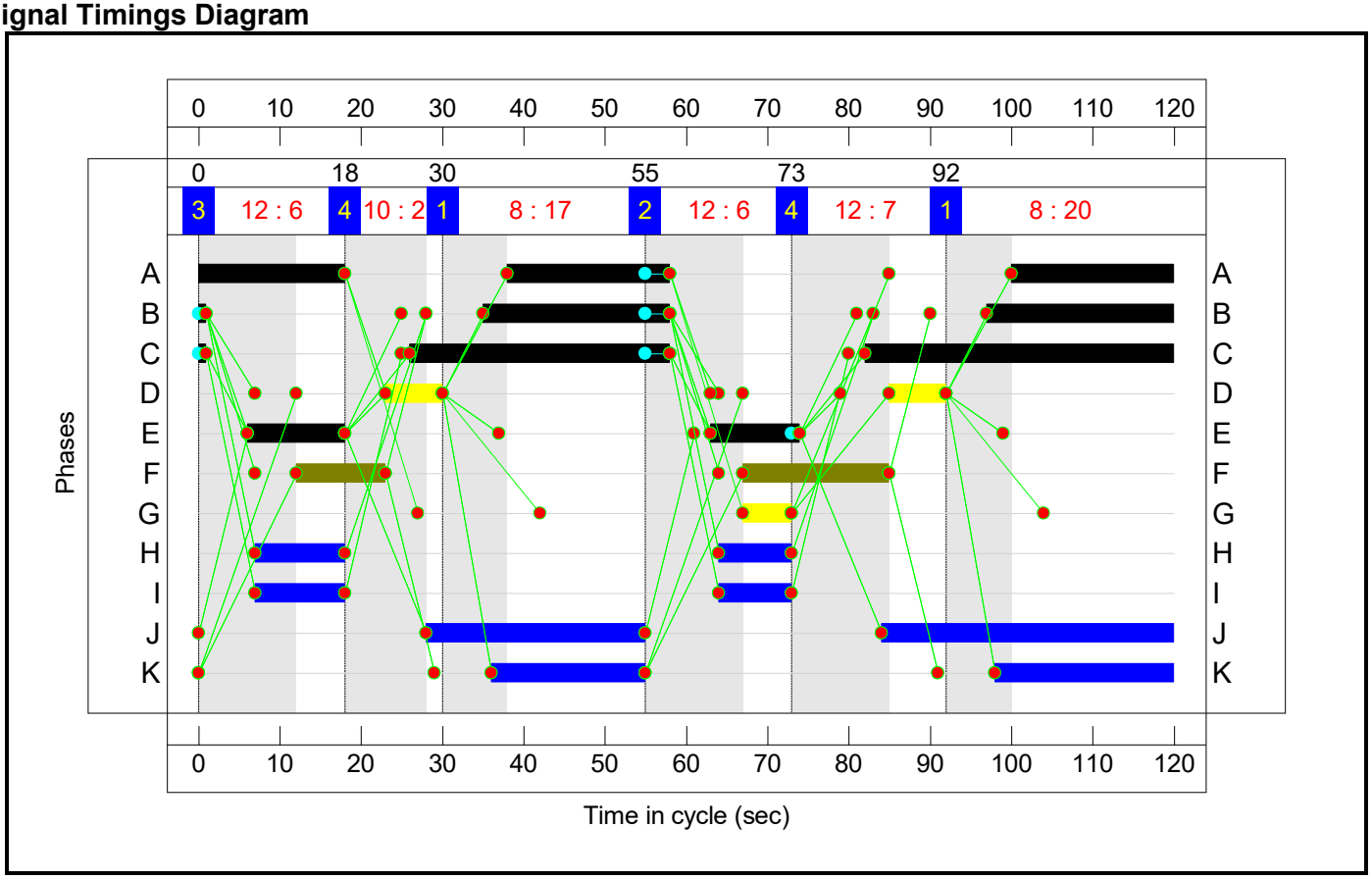




Stage Timings

Stage	1	2	4	1	3	4
Duration	17	6	7	20	6	2
Change Point	30	55	73	92	0	18

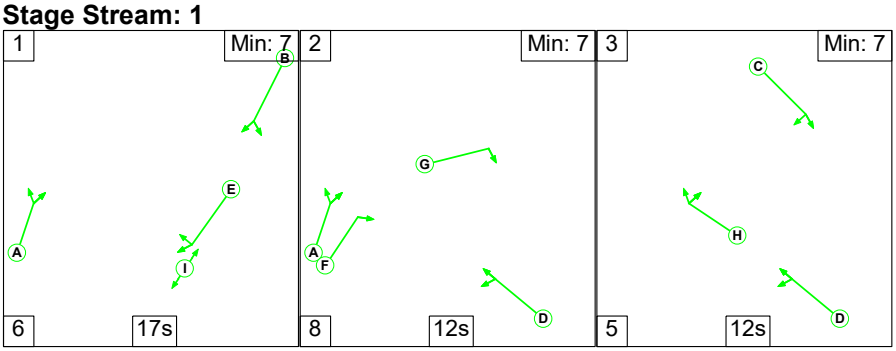
Signal Timings Diagram



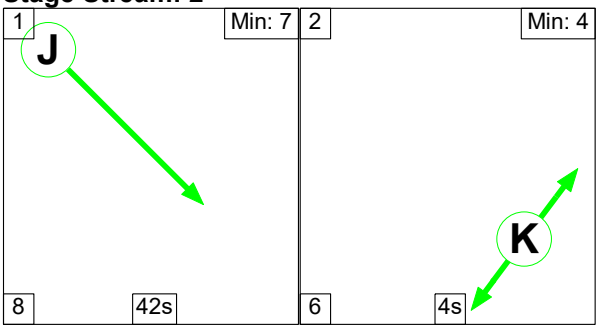
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

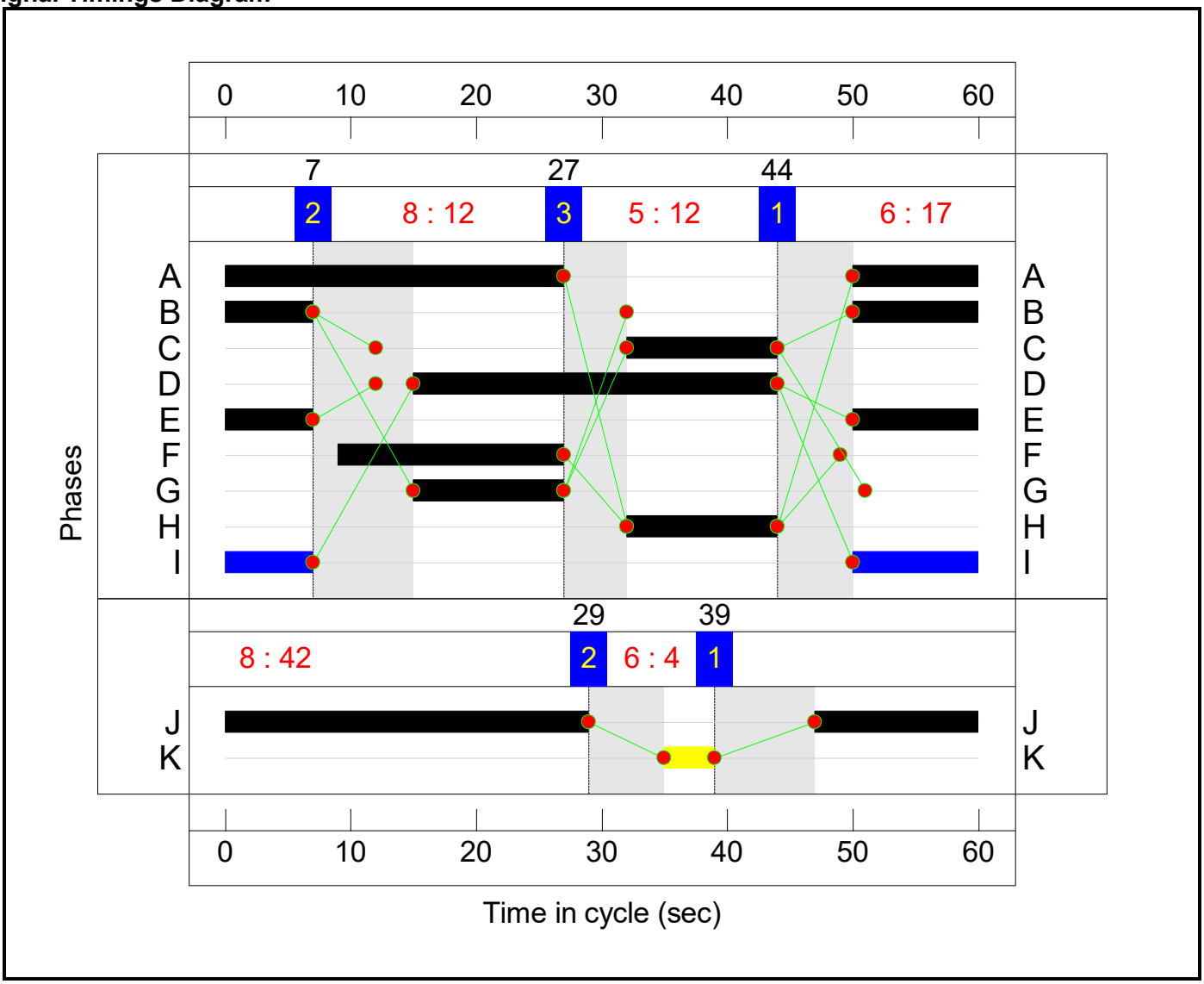
Stage Stream: 1

Stage	1	2	3
Duration	17	12	12
Change Point	44	7	27

Stage Stream: 2

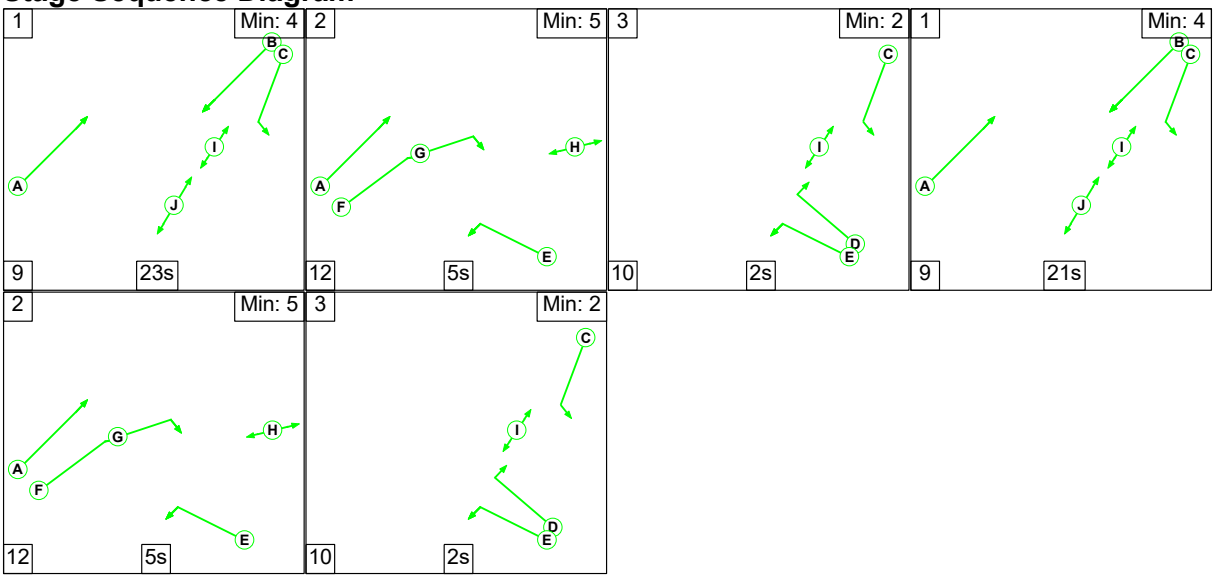
Stage	1	2
Duration	42	4
Change Point	39	29

Signal Timings Diagram



Controller :C4

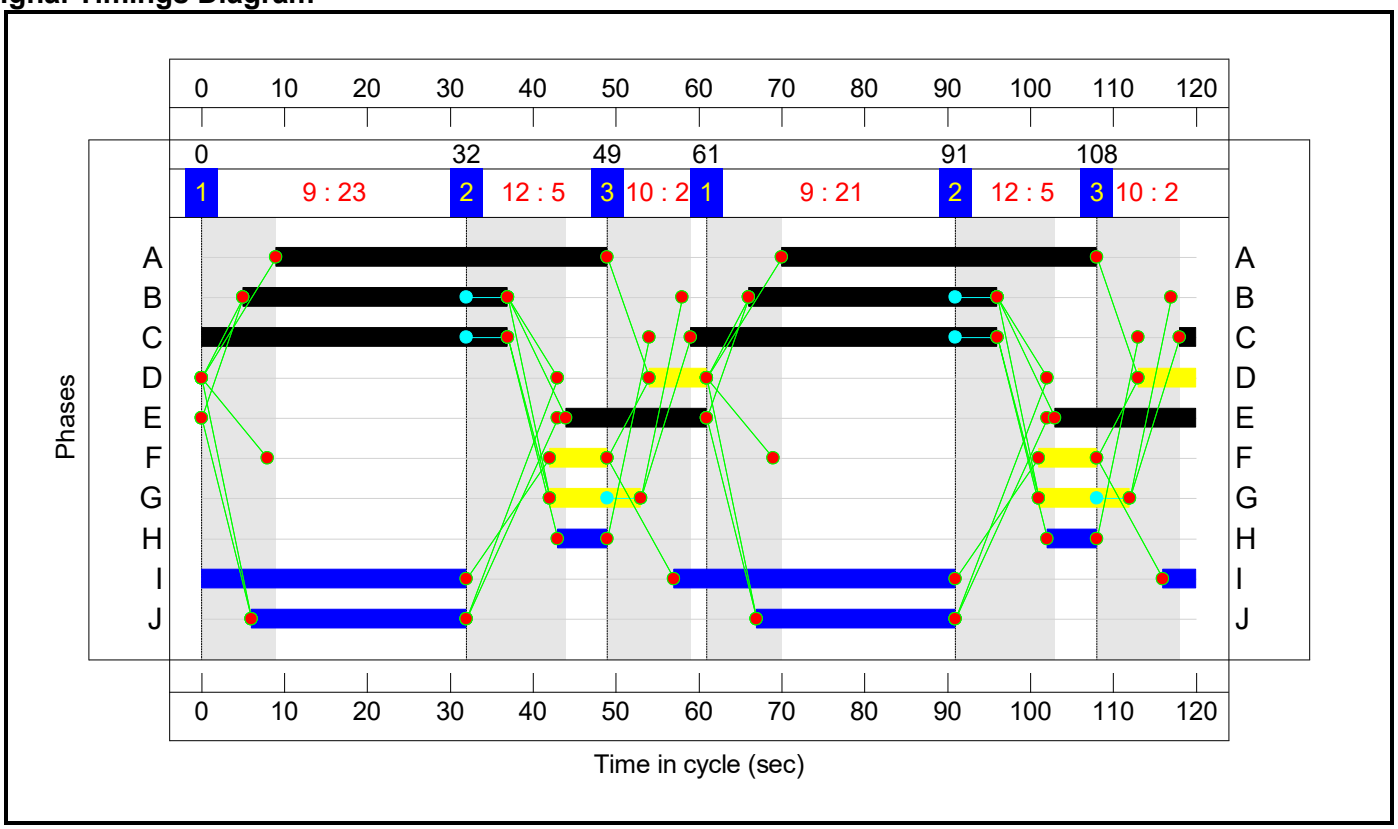
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	23	5	2	21	5	2
Change Point	0	32	49	61	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.7%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**84.7%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	63	0	-	707	1985:1726	1047+24	66.0 : 66.0%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	63	-	-	1364	1985:1985	696+915	84.7 : 84.7%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	78	-	-	874	1965	1294	67.6%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	78	-	-	901	1965	1294	69.6%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	14	-	-	142	1709	214	66.5%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	25	0	-	457	1786:1747	247+301	83.5 : 83.5%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.7%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	43	29:29	-	346	1764:1764	523+615	30.4 : 30.4%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	161	1805	241	66.9%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	14	-	-	162	1805	241	67.3%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	47:71	-	-	1325	1940:1877	771+716	89.1 : 89.1%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	47	-	-	884	1940:1940	792+132	95.7 : 95.7%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	613	1965	982	62.4%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	762	1965	982	77.6%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	58	-	-	199	1965	982	20.3%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	23	-	-	687	1764:1764	367+367	93.3 : 93.6%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**92.2%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	37	-	-	626	2008	1272	49.2%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	37	-	-	427	2015	1276	33.5%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	18	-	-	844	1965:1965	622+622	67.8 : 67.8%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	29	-	-	1293	1965:1965	693+982	77.2 : 77.2%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	29	-	-	513	1965	982	52.2%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	12	-	-	149	2035	475	31.4%
3/2	Right	U	3:1	N/A	C3:H		1	12	-	-	414	2035	475	87.2%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	17	-	-	531	1942	583	91.1%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	17	-	-	537	1942	583	92.2%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	17	-	-	399	1942	583	68.5%
5/1		U	3:2	N/A	C3:J		1	42	-	-	1074	1965	1408	76.3%
5/2		U	3:2	N/A	C3:J		1	42	-	-	576	1965	1408	40.9%
6/1	Right	U	3:1	N/A	C3:G		1	12	-	-	422	1980	462	91.3%
6/2	Right	U	3:1	N/A	C3:G		1	12	-	-	422	1980	462	91.3%
7/1	Ahead	U	3:1	N/A	C3:E		1	17	-	-	567	2015	638	88.9%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	17	-	-	399	2015	638	62.5%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	121	Inf	564	21.5%
10/1	Ahead	U	3:1	N/A	C3:C		1	12	-	-	121	1951	423	28.6%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	12	-	-	184	1951	423	43.5%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.9%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	81	1890:1900	567+300	9.3 : 9.3%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	76	1805	241	31.6%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	723	1915	1277	56.6%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	466	1935	1290	36.1%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	144	1895:1895	253+253	28.1 : 28.9%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	844	1937:1904	915+227	73.9 : 73.9%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	710	1917	1022	69.4%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	71	1871	374	19.0%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	73	1871	374	19.5%

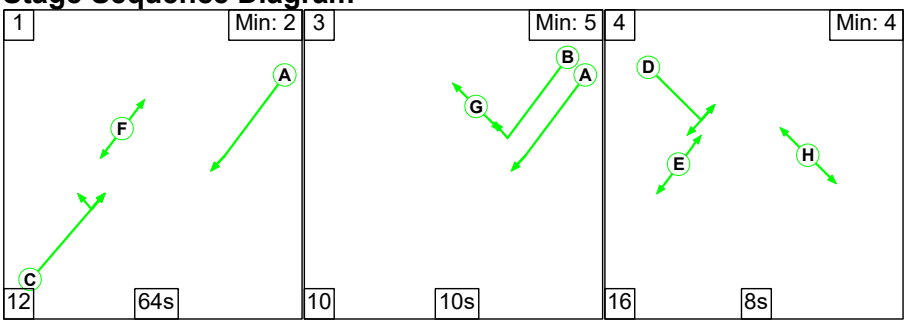
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**121**	**0**	**0**	**74.0**	**20.6**	**0.0**	**94.6**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**21.9**	**6.1**	**0.0**	**28.0**	**-**	**-**	**-**	**-**	
1/2+1/1	707	707	-	-	-	3.9	1.0	-	4.9	24.9	16.5	1.0	17.4	
1/3+1/4	1364	1364	-	-	-	7.7	2.7	-	10.4	27.3	19.6	2.7	22.3	
3/1	874	874	-	-	-	1.7	0.0	-	1.7	7.0	15.7	0.0	15.7	
3/2	901	901	-	-	-	1.6	0.0	-	1.6	6.3	16.3	0.0	16.3	
3/3	142	142	-	-	-	1.6	0.0	-	1.6	41.8	4.5	0.0	4.5	
5/1+5/2	457	457	-	-	-	5.4	2.4	-	7.8	61.6	8.9	2.4	11.3	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**19.1**	**8.0**	**0.0**	**27.0**	**-**	**-**	**-**	**-**	
1/2+1/1	346	346	-	-	-	1.3	0.2	-	1.5	15.3	2.2	0.2	2.5	
1/3	161	161	-	-	-	1.1	1.0	-	2.1	46.8	2.6	1.0	3.6	
1/4	162	162	-	-	-	1.1	1.0	-	2.1	47.1	2.7	1.0	3.7	
2/2+2/1	1325	1325	-	-	-	4.4	0.0	-	4.4	11.8	11.1	0.0	11.1	
2/3+2/4	884	884	-	-	-	4.0	0.0	-	4.0	16.5	13.4	0.0	13.4	
3/1	613	613	-	-	-	1.0	0.0	-	1.0	5.6	5.7	0.0	5.7	
3/2	762	762	-	-	-	1.7	0.0	-	1.7	7.9	14.1	0.0	14.1	
3/3	199	199	-	-	-	0.3	0.0	-	0.3	5.3	1.8	0.0	1.8	
3/4+3/5	687	687	-	-	-	4.3	5.8	-	10.0	52.5	6.5	5.8	12.3	
J3: A41/Oxford Road gyratory	**-**	**-**	**121**	**0**	**0**	**25.5**	**2.4**	**0.0**	**27.8**	**-**	**-**	**-**	**-**	
1/1	626	626	-	-	-	1.0	0.0	-	1.0	5.9	5.4	0.0	5.4	
1/2	427	427	-	-	-	0.6	0.0	-	0.6	5.1	3.2	0.0	3.2	
1/3+1/4	844	844	-	-	-	4.2	0.0	-	4.2	17.8	6.1	0.0	6.1	
2/2+2/1	1293	1293	-	-	-	4.1	1.7	-	5.8	16.1	10.1	1.7	11.8	
2/3	513	513	-	-	-	1.4	0.5	-	2.0	14.0	5.7	0.5	6.2	
3/1	149	149	-	-	-	0.6	0.0	-	0.6	14.8	2.1	0.0	2.1	

3/2	414	414	-	-	-	1.4	0.0	-	1.4	12.0	6.6	0.0	6.6	
4/1	531	531	-	-	-	3.0	0.0	-	3.0	20.2	8.4	0.0	8.4	
4/2	537	537	-	-	-	3.0	0.0	-	3.0	20.3	8.7	0.0	8.7	
4/3	399	399	-	-	-	2.1	0.0	-	2.1	18.5	5.8	0.0	5.8	
5/1	1074	1074	-	-	-	0.4	0.0	-	0.4	1.2	2.2	0.0	2.2	
5/2	576	576	-	-	-	0.4	0.0	-	0.4	2.2	2.3	0.0	2.3	
6/1	422	422	-	-	-	0.5	0.0	-	0.5	4.6	6.8	0.0	6.8	
6/2	422	422	-	-	-	0.5	0.0	-	0.5	4.6	6.8	0.0	6.8	
7/1	567	567	-	-	-	0.7	0.0	-	0.7	4.2	1.6	0.0	1.6	
7/2	399	399	-	-	-	0.2	0.0	-	0.2	1.8	0.3	0.0	0.3	
9/1	121	121	121	0	0	0.0	0.1	-	0.2	4.7	0.3	0.1	0.4	
10/1	121	121	-	-	-	0.5	0.0	-	0.5	14.8	0.9	0.0	0.9	
10/2	184	184	-	-	-	0.9	0.0	-	0.9	17.4	1.7	0.0	1.7	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**7.6**	**4.2**	**0.0**	**11.8**	**-**	**-**	**-**	**-**	
1/2+1/1	81	81	-	-	-	0.3	0.1	-	0.4	17.4	0.6	0.1	0.7	
1/3	76	76	-	-	-	0.5	0.2	-	0.7	34.5	1.2	0.2	1.4	
2/1	723	723	-	-	-	1.1	0.7	-	1.7	8.6	6.4	0.7	7.1	
2/2	466	466	-	-	-	0.6	0.3	-	0.9	6.6	3.4	0.3	3.6	
2/3+2/4	144	144	-	-	-	0.9	0.2	-	1.1	28.4	1.1	0.2	1.3	
4/2+4/1	844	844	-	-	-	2.1	1.4	-	3.5	15.0	8.9	1.4	10.3	
4/3	710	710	-	-	-	2.0	1.1	-	3.2	16.1	8.7	1.1	9.8	
6/1	71	71	-	-	-	0.0	0.1	-	0.1	6.0	0.0	0.1	0.1	
6/2	73	73	-	-	-	0.0	0.1	-	0.1	6.1	0.0	0.1	0.1	

C1		PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	27.99	Cycle Time (s):	120
C2		PRC for Signalled Lanes (%):	-6.3	Total Delay for Signalled Lanes (pcuHr):	27.04	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	-2.4	Total Delay for Signalled Lanes (pcuHr):	26.97	Cycle Time (s):	60
C3	Stream: 2	PRC for Signalled Lanes (%):	18.0	Total Delay for Signalled Lanes (pcuHr):	0.71	Cycle Time (s):	60
C4		PRC for Signalled Lanes (%):	21.8	Total Delay for Signalled Lanes (pcuHr):	11.77	Cycle Time (s):	120
		PRC Over All Lanes (%):	-6.3	Total Delay Over All Lanes(pcuHr):	94.64		

Scenario 4: '2042 RC4A - PM' (FG2: '2042 RC4A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

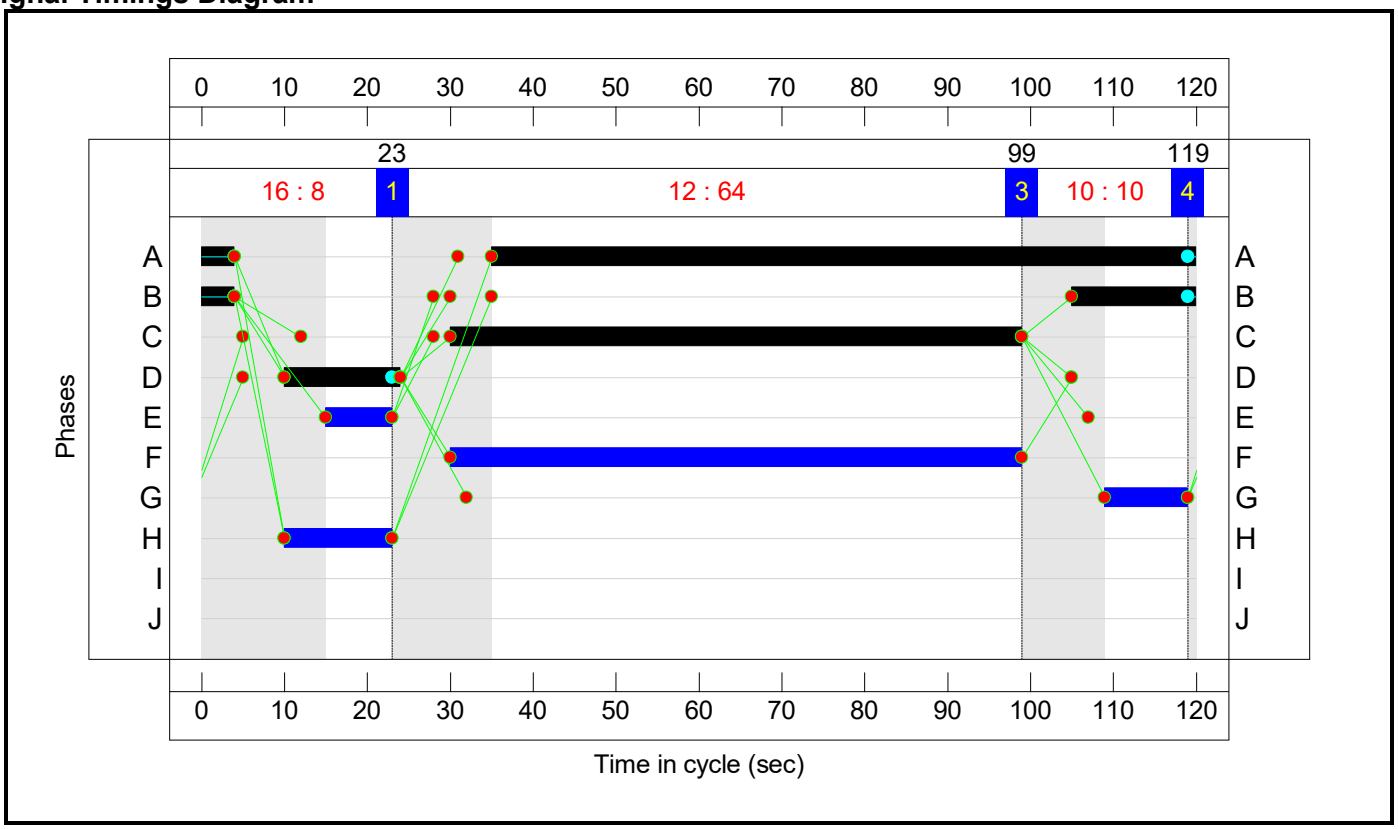
Stage Sequence Diagram



Stage Timings

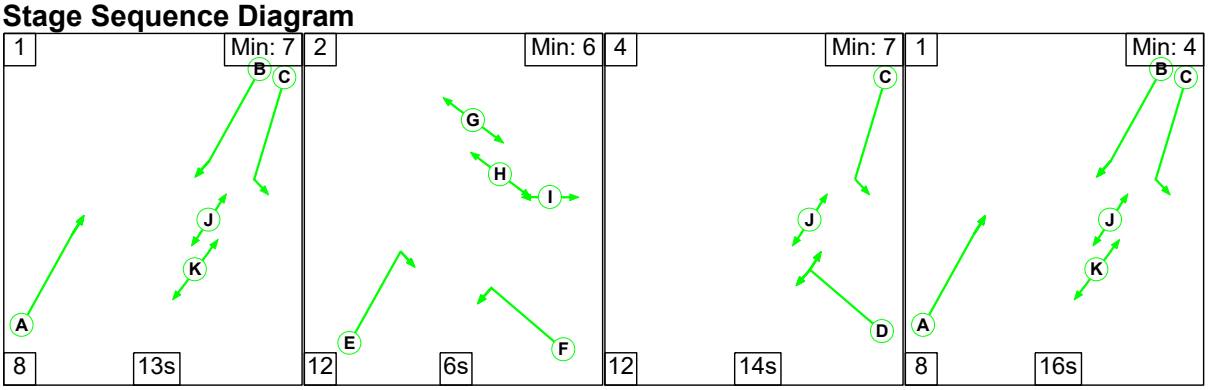
Stage	1	3	4
Duration	64	10	8
Change Point	23	99	119

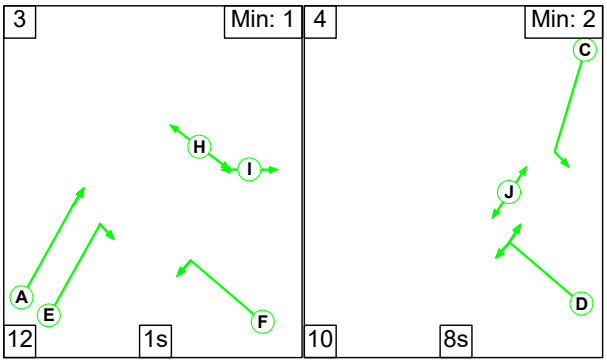
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

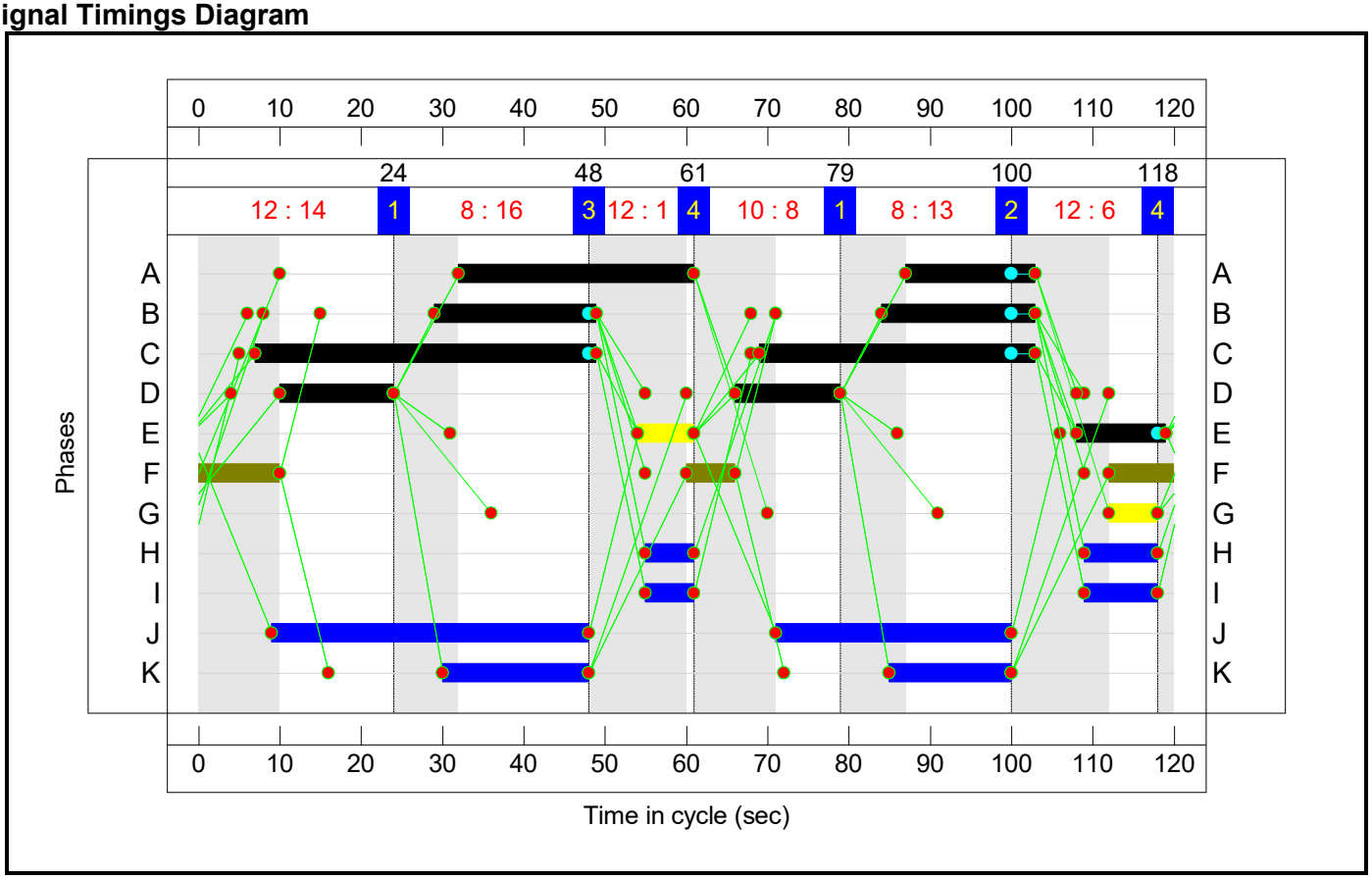




Stage Timings

Stage	1	2	4	1	3	4
Duration	13	6	14	16	1	8
Change Point	79	100	118	24	48	61

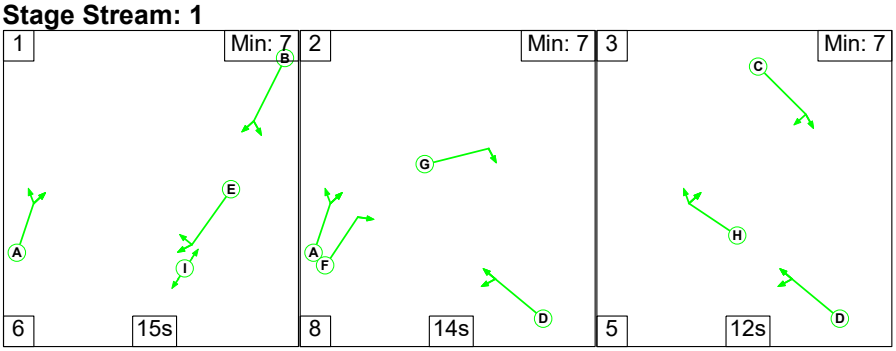
Signal Timings Diagram



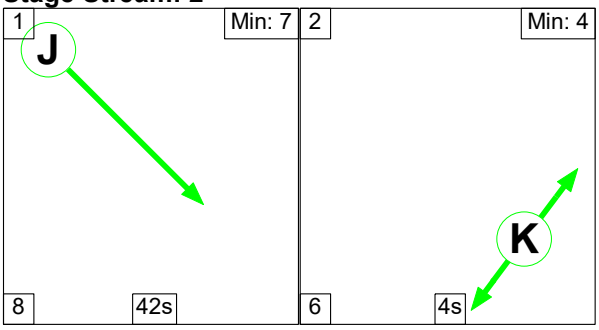
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

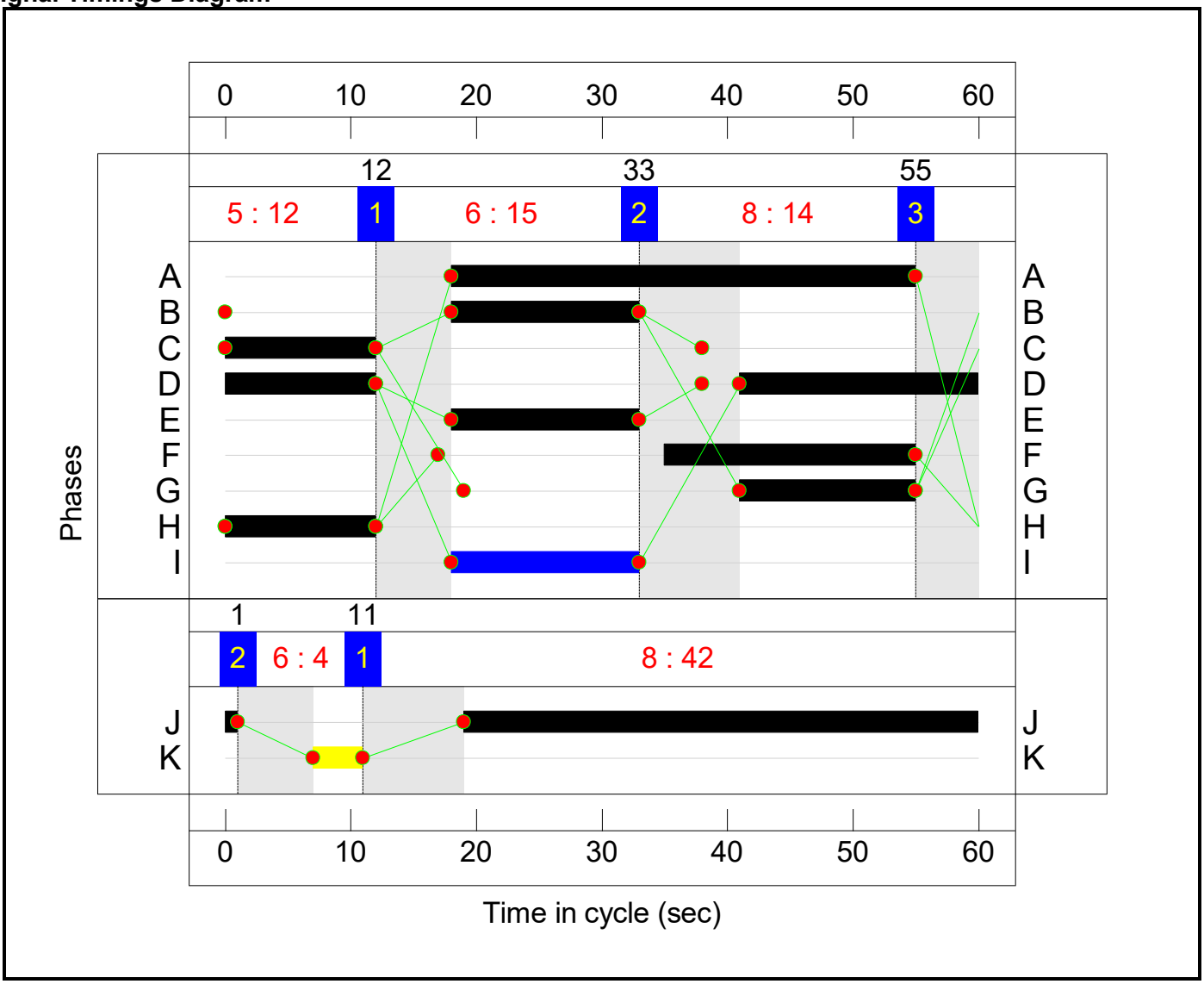
Stage Stream: 1

Stage	1	2	3
Duration	15	14	12
Change Point	12	33	55

Stage Stream: 2

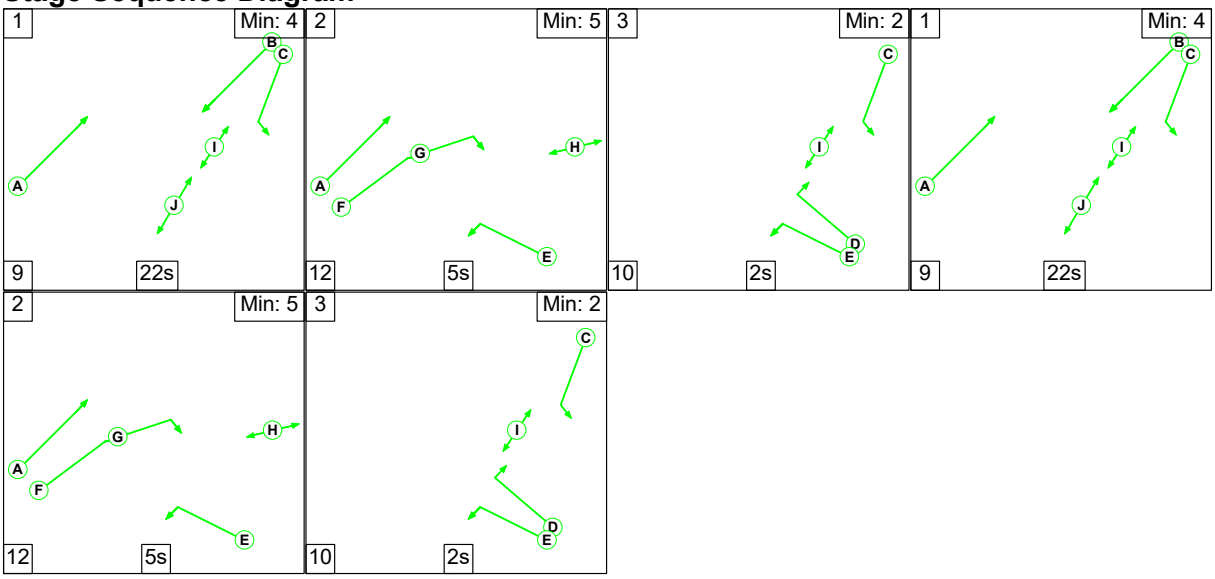
Stage	1	2
Duration	42	4
Change Point	11	1

Signal Timings Diagram



Controller :C4

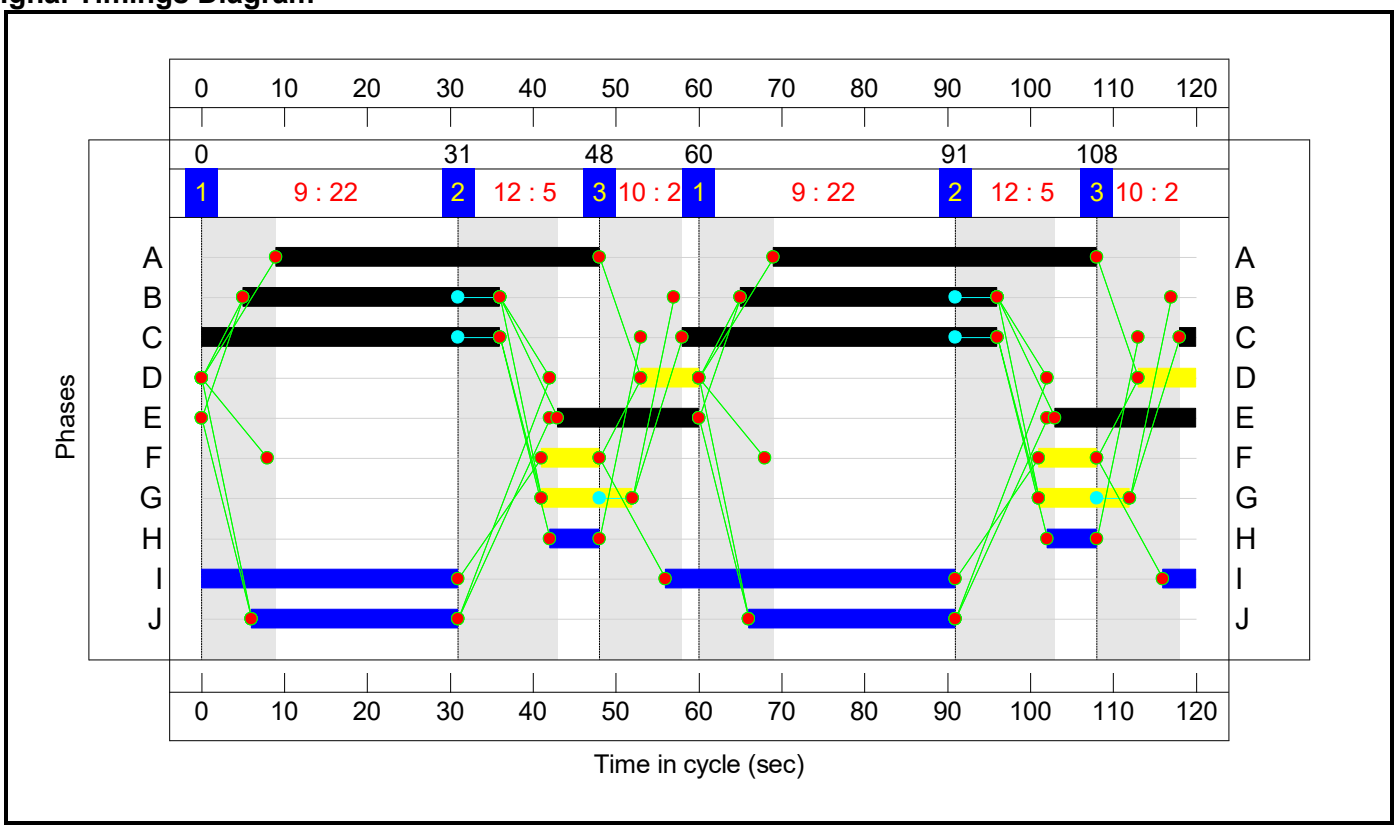
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	22	5	2	22	5	2
Change Point	0	31	48	60	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.6%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**67.1%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	69	0	-	566	1985:1726	1080+105	47.8 : 47.8%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	69	-	-	1084	1985:1985	808+961	61.3 : 61.3%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	89	-	-	978	1965	1474	66.4%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	89	-	-	979	1965	1474	66.4%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	19	-	-	187	1709	285	65.7%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	14	0	-	184	1786:1747	222+52	67.1 : 67.1%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.7%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	51	24:24	-	808	1764:1764	673+628	62.1 : 62.1%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	407	1805	436	93.3%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	337	1805	436	77.3%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	39:76	-	-	1115	1940:1877	663+594	88.7 : 88.7%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	39	-	-	748	1940:1940	663+136	93.7 : 93.7%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	412	1965	770	53.5%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	599	1965	770	77.8%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	299	1965	770	38.9%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	18	-	-	439	1764:1764	294+294	74.5 : 74.8%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.6%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	37	-	-	512	2008	1272	40.3%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	37	-	-	554	2015	1276	43.4%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	20	-	-	988	1965:1965	688+688	72.1 : 71.5%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	31	-	-	1240	1965:1965	935+1030	63.1 : 63.1%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	31	-	-	470	1965	1048	44.8%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	12	-	-	382	2035	475	80.4%
3/2	Right	U	3:1	N/A	C3:H		1	12	-	-	438	2035	475	92.2%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	15	-	-	516	1942	518	99.6%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	15	-	-	513	1942	518	99.1%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	15	-	-	508	1942	518	98.1%
5/1		U	3:2	N/A	C3:J		1	42	-	-	1019	1965	1408	72.4%
5/2		U	3:2	N/A	C3:J		1	42	-	-	598	1965	1408	42.5%
6/1	Right	U	3:1	N/A	C3:G		1	14	-	-	496	1980	528	93.9%
6/2	Right	U	3:1	N/A	C3:G		1	14	-	-	492	1980	528	93.2%
7/1	Ahead	U	3:1	N/A	C3:E		1	15	-	-	465	2015	571	81.4%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	15	-	-	508	2015	571	89.0%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	94	Inf	513	18.3%
10/1	Ahead	U	3:1	N/A	C3:C		1	12	-	-	7	1951	423	1.7%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	12	-	-	58	1951	423	13.7%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.3%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	404	1890:1900	567+357	43.7 : 43.7%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	102	1805	241	42.4%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	859	1915	1277	67.3%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	809	1935	1290	62.7%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	170	1895:1895	253+253	33.6 : 33.6%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	673	1937:1904	942+182	59.9 : 59.9%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	569	1917	1022	55.7%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	85	1871	374	22.7%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	85	1871	374	22.7%

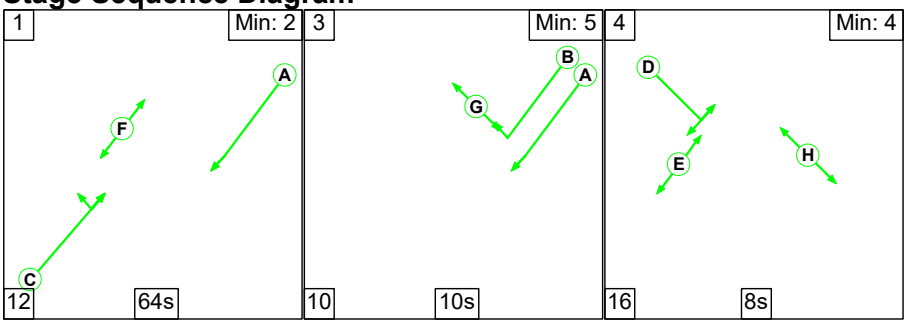
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**94**	**0**	**0**	**71.0**	**17.2**	**0.0**	**88.2**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**14.6**	**2.2**	**0.0**	**16.9**	**-**	**-**	**-**	**-**	
1/2+1/1	566	566	-	-	-	2.2	0.5	-	2.6	16.7	9.6	0.5	10.1	
1/3+1/4	1084	1084	-	-	-	4.3	0.8	-	5.1	17.0	11.6	0.8	12.4	
3/1	978	978	-	-	-	1.6	0.0	-	1.6	6.0	16.3	0.0	16.3	
3/2	979	979	-	-	-	1.5	0.0	-	1.5	5.6	16.4	0.0	16.4	
3/3	187	187	-	-	-	2.5	0.0	-	2.5	47.3	6.0	0.0	6.0	
5/1+5/2	184	184	-	-	-	2.5	1.0	-	3.5	69.1	4.7	1.0	5.7	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**19.7**	**9.1**	**0.0**	**28.8**	**-**	**-**	**-**	**-**	
1/2+1/1	808	808	-	-	-	2.7	0.8	-	3.5	15.8	5.2	0.8	6.0	
1/3	407	407	-	-	-	2.5	5.2	-	7.7	68.1	7.2	5.2	12.4	
1/4	337	337	-	-	-	2.0	1.6	-	3.6	39.0	5.7	1.6	7.4	
2/2+2/1	1115	1115	-	-	-	3.9	0.0	-	3.9	12.5	10.5	0.0	10.5	
2/3+2/4	748	748	-	-	-	3.9	0.0	-	3.9	18.7	11.4	0.0	11.4	
3/1	412	412	-	-	-	0.7	0.0	-	0.7	6.1	3.7	0.0	3.7	
3/2	599	599	-	-	-	1.2	0.0	-	1.2	7.0	9.4	0.0	9.4	
3/3	299	299	-	-	-	0.7	0.0	-	0.7	8.5	5.5	0.0	5.5	
3/4+3/5	439	439	-	-	-	2.1	1.4	-	3.6	29.2	4.3	1.4	5.8	
J3: A41/Oxford Road gyratory	**-**	**-**	**94**	**0**	**0**	**27.2**	**1.4**	**0.0**	**28.6**	**-**	**-**	**-**	**-**	
1/1	512	512	-	-	-	0.8	0.0	-	0.8	5.4	4.1	0.0	4.1	
1/2	554	554	-	-	-	0.9	0.0	-	0.9	5.6	4.6	0.0	4.6	
1/3+1/4	988	988	-	-	-	4.6	0.0	-	4.6	16.9	7.2	0.0	7.2	
2/2+2/1	1240	1240	-	-	-	3.3	0.9	-	4.1	12.0	7.4	0.9	8.3	
2/3	470	470	-	-	-	1.1	0.4	-	1.5	11.7	4.7	0.4	5.1	
3/1	382	382	-	-	-	1.8	0.0	-	1.8	16.6	6.0	0.0	6.0	

3/2	438	438	-	-	-	1.7	0.0	-	1.7	13.9	7.1	0.0	7.1
4/1	516	516	-	-	-	3.1	0.0	-	3.1	22.0	8.5	0.0	8.5
4/2	513	513	-	-	-	3.1	0.0	-	3.1	21.9	8.4	0.0	8.4
4/3	508	508	-	-	-	3.1	0.0	-	3.1	21.9	8.3	0.0	8.3
5/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
5/2	598	598	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2
6/1	496	496	-	-	-	0.6	0.0	-	0.6	4.6	8.0	0.0	8.0
6/2	492	492	-	-	-	0.6	0.0	-	0.6	4.6	7.9	0.0	7.9
7/1	465	465	-	-	-	1.0	0.0	-	1.0	7.7	1.9	0.0	1.9
7/2	508	508	-	-	-	0.9	0.0	-	0.9	6.5	1.3	0.0	1.3
9/1	94	94	94	0	0	0.0	0.1	-	0.2	6.0	0.3	0.1	0.5
10/1	7	7	-	-	-	0.0	0.0	-	0.0	19.2	0.1	0.0	0.1
10/2	58	58	-	-	-	0.4	0.0	-	0.4	22.0	0.8	0.0	0.8
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**9.4**	**4.5**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
1/2+1/1	404	404	-	-	-	1.9	0.4	-	2.2	20.0	3.3	0.4	3.7
1/3	102	102	-	-	-	0.7	0.4	-	1.0	36.8	1.6	0.4	1.9
2/1	859	859	-	-	-	1.4	1.0	-	2.5	10.3	8.6	1.0	9.6
2/2	809	809	-	-	-	1.3	0.8	-	2.1	9.5	7.6	0.8	8.5
2/3+2/4	170	170	-	-	-	1.1	0.3	-	1.4	29.0	1.3	0.3	1.5
4/2+4/1	673	673	-	-	-	1.6	0.7	-	2.3	12.4	6.2	0.7	6.9
4/3	569	569	-	-	-	1.5	0.6	-	2.1	13.3	6.2	0.6	6.8
6/1	85	85	-	-	-	0.0	0.1	-	0.1	6.3	0.0	0.1	0.2
6/2	85	85	-	-	-	0.0	0.1	-	0.1	6.3	0.0	0.1	0.2

C1		PRC for Signalled Lanes (%):	34.0	Total Delay for Signalled Lanes (pcuHr):	16.88	Cycle Time (s): 120
C2		PRC for Signalled Lanes (%):	-4.1	Total Delay for Signalled Lanes (pcuHr):	28.76	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	-10.7	Total Delay for Signalled Lanes (pcuHr):	28.33	Cycle Time (s): 60
C3	Stream: 2	PRC for Signalled Lanes (%):	24.4	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s): 60
C4		PRC for Signalled Lanes (%):	33.8	Total Delay for Signalled Lanes (pcuHr):	13.96	Cycle Time (s): 120
		PRC Over All Lanes (%):	-10.7	Total Delay Over All Lanes(pcuHr):	88.17	

Scenario 5: '2042 DS2A - PM' (FG4: '2042 DS4A - PM ', Plan 1: 'Network Control Plan 1')
Controller :C1

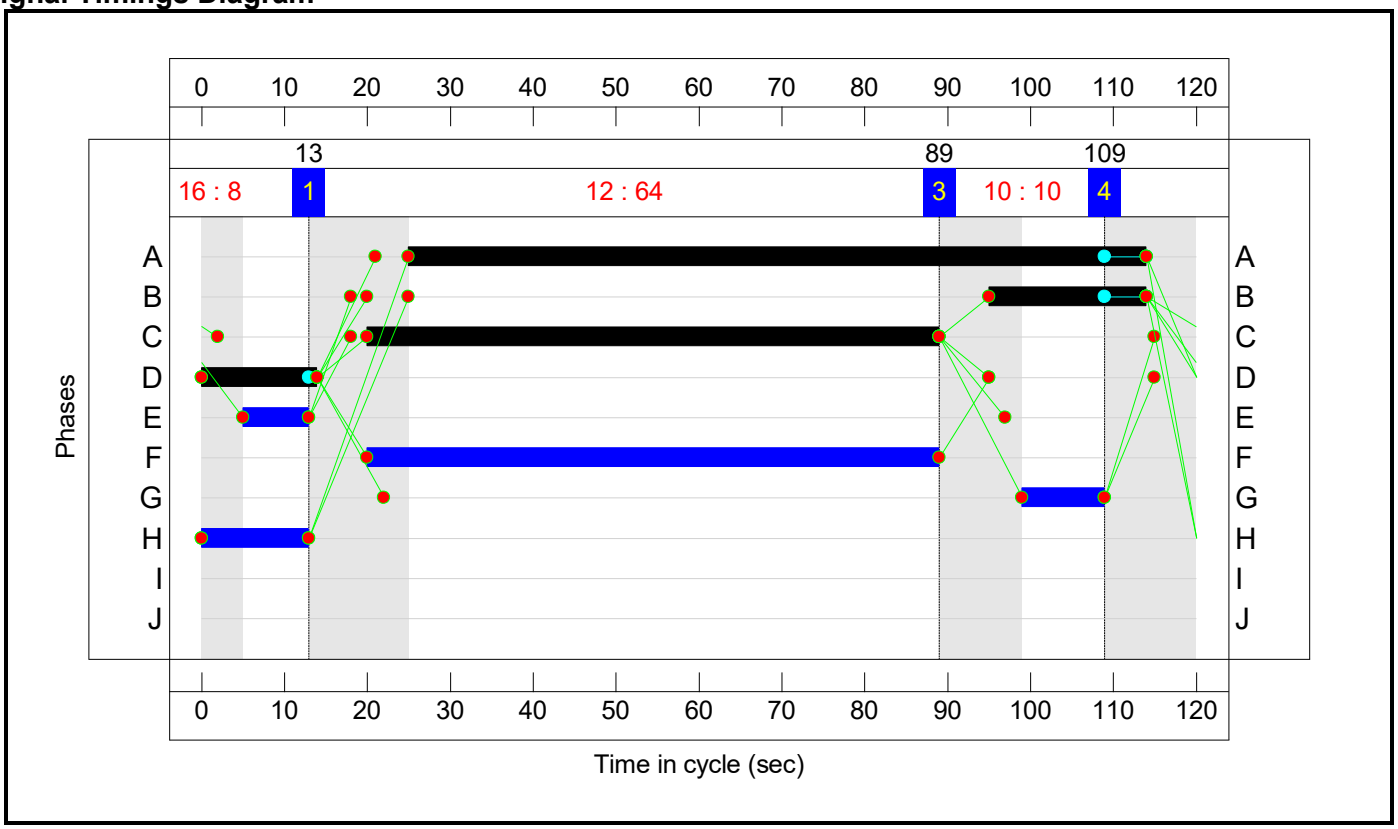
Stage Sequence Diagram



Stage Timings

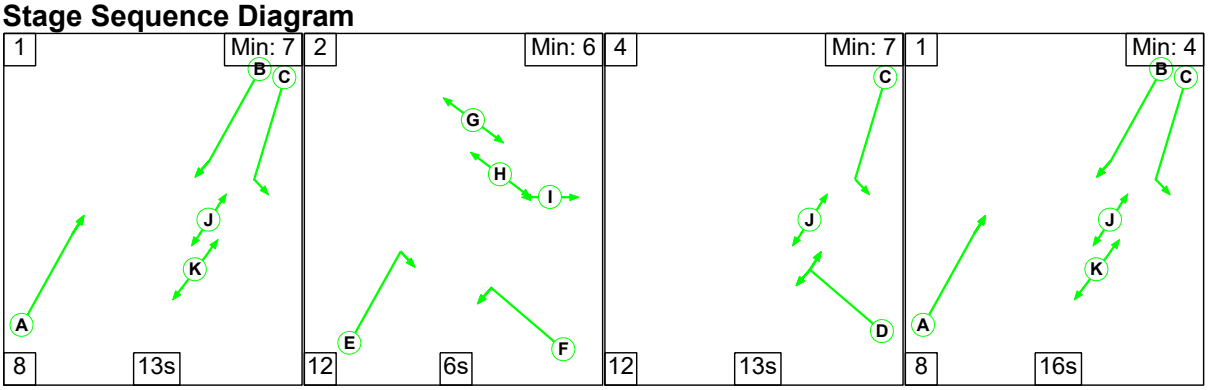
Stage	1	3	4
Duration	64	10	8
Change Point	13	89	109

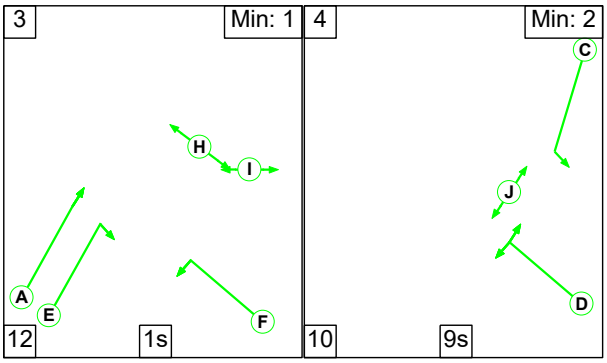
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

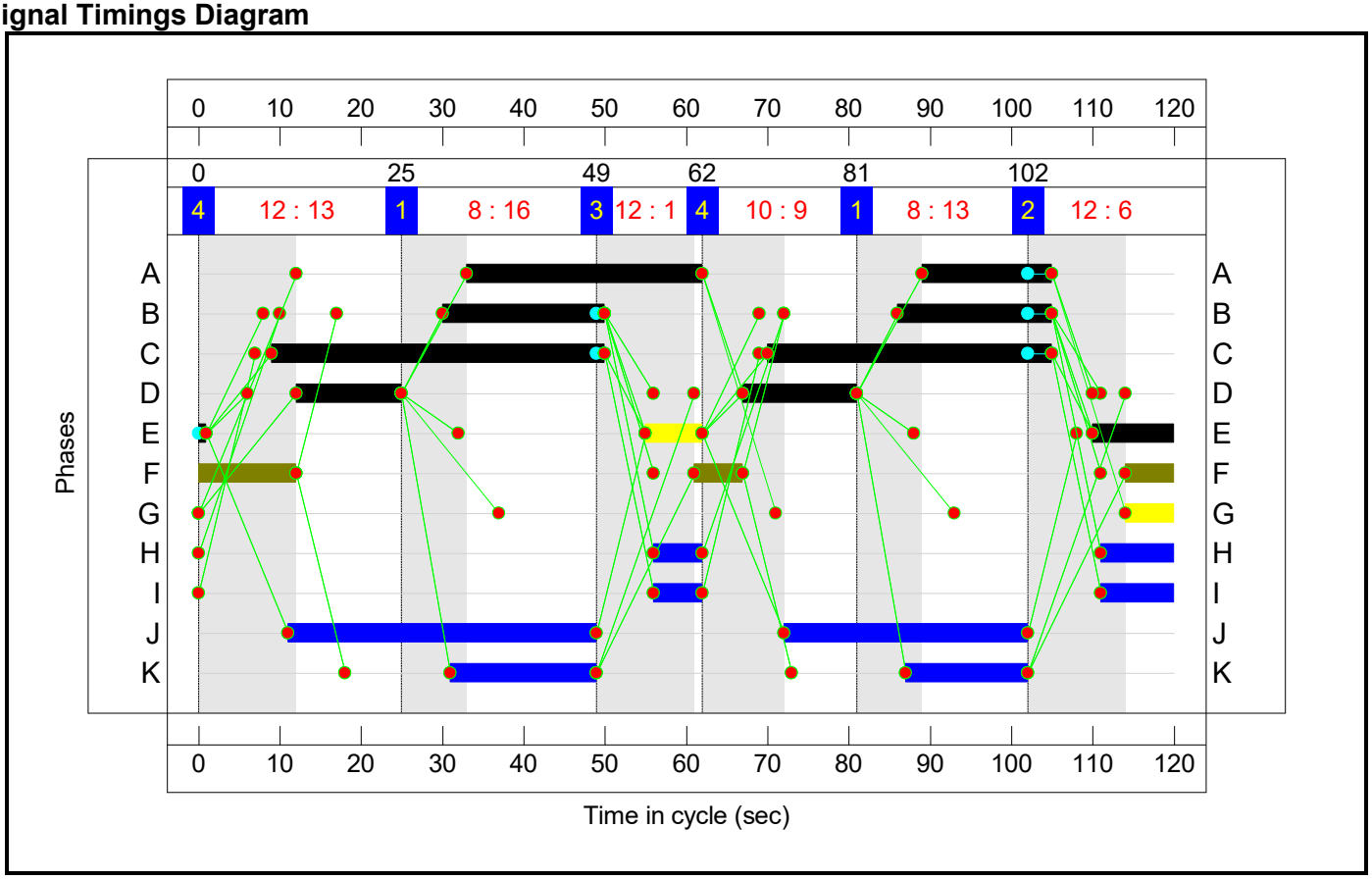




Stage Timings

Stage	1	2	4	1	3	4
Duration	13	6	13	16	1	9
Change Point	81	102	0	25	49	62

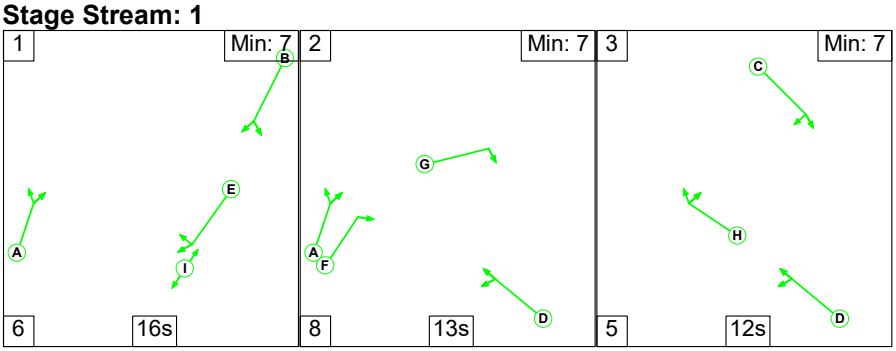
Signal Timings Diagram



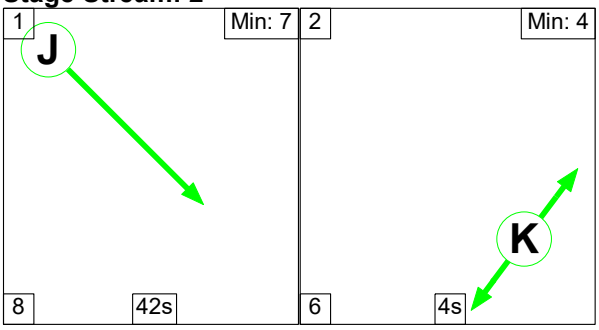
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

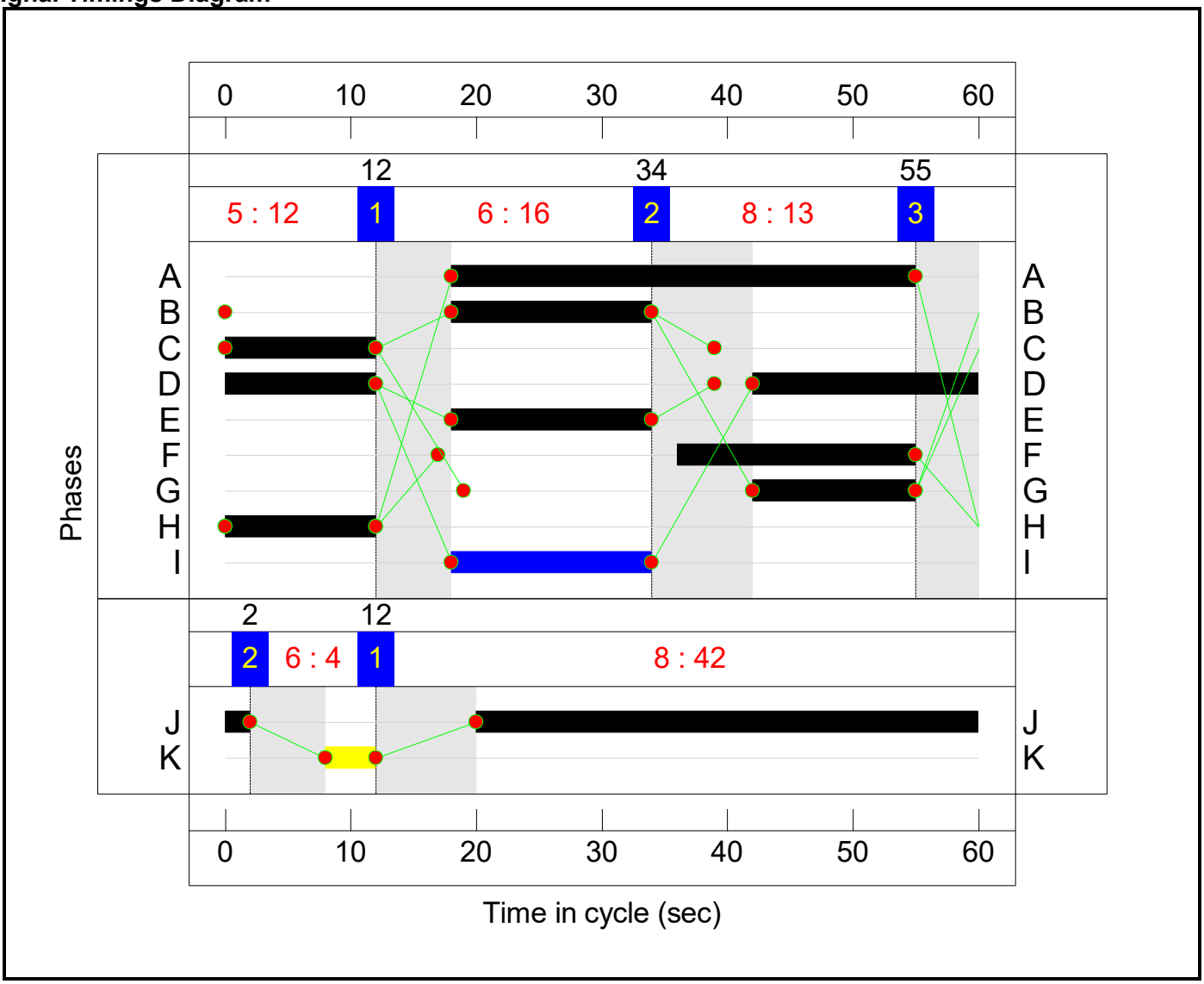
Stage Stream: 1

Stage	1	2	3
Duration	16	13	12
Change Point	12	34	55

Stage Stream: 2

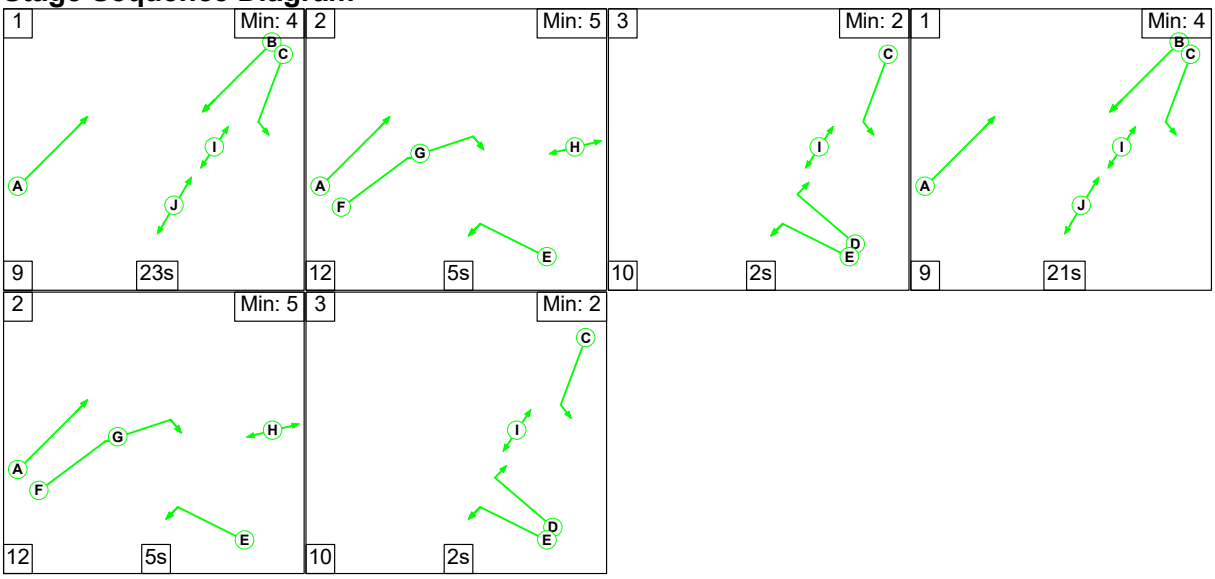
Stage	1	2
Duration	42	4
Change Point	12	2

Signal Timings Diagram



Controller :C4

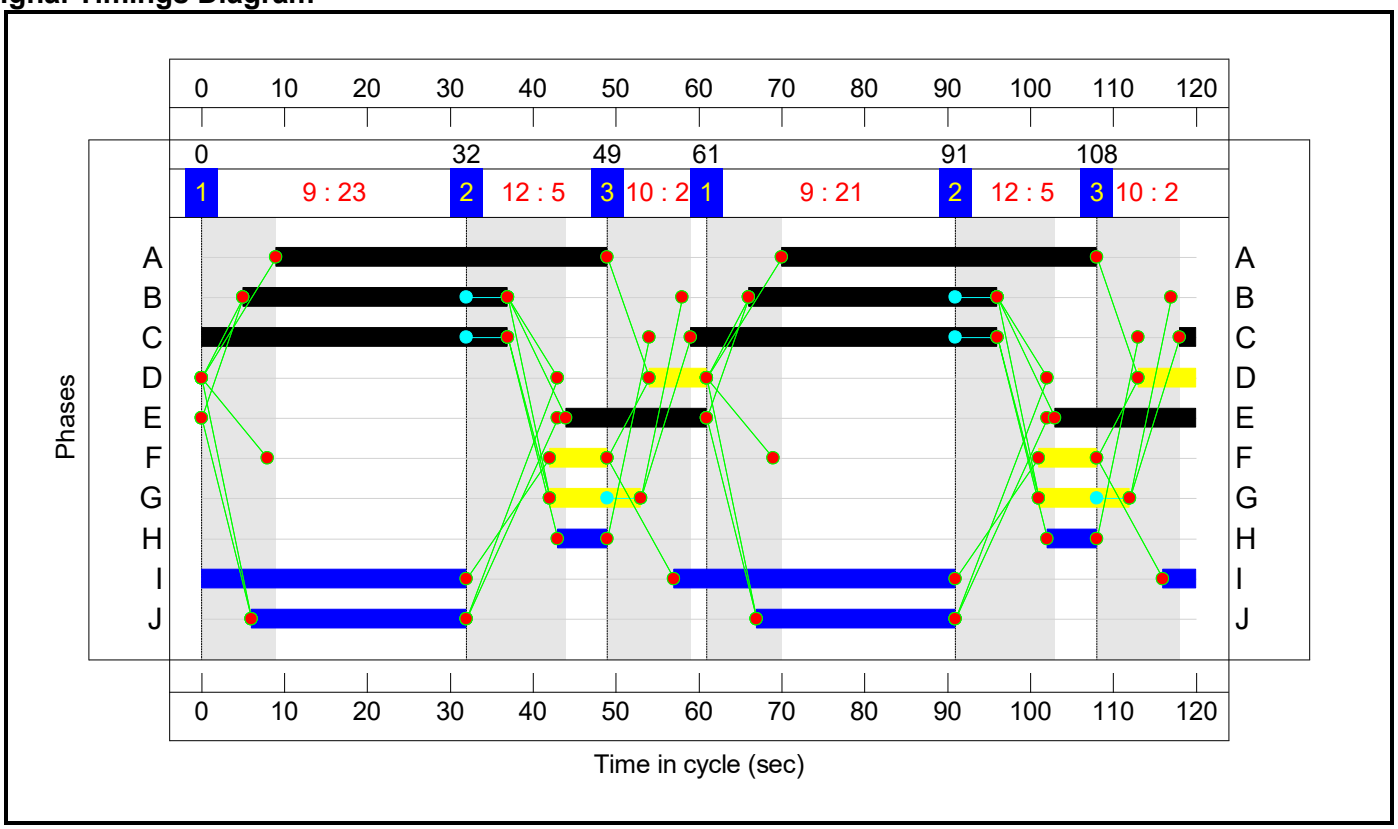
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	23	5	2	21	5	2
Change Point	0	32	49	61	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.6%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**66.1%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	69	0	-	558	1985:1726	1086+98	47.1 : 47.1%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	69	-	-	1097	1985:1985	787+964	62.7 : 62.7%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	89	-	-	967	1965	1474	65.6%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	89	-	-	974	1965	1474	66.1%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	19	-	-	180	1709	285	63.2%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	14	0	-	176	1786:1747	222+49	64.8 : 64.8%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.9%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	51	24:24	-	800	1764:1764	673+628	61.5 : 61.5%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	395	1805	436	90.6%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	332	1805	436	76.1%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	39:76	-	-	1100	1940:1877	663+592	87.7 : 87.7%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	39	-	-	740	1940:1940	663+133	92.9 : 92.9%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	414	1965	770	53.8%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	591	1965	770	76.8%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	301	1965	770	39.1%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	18	-	-	447	1764:1764	294+294	75.9 : 76.2%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.6%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	37	-	-	498	2008	1272	39.2%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	37	-	-	550	2015	1276	43.1%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	19	-	-	985	1965:1965	655+655	75.3 : 75.1%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	30	-	-	1306	1965:1965	922+1015	67.1 : 67.7%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	30	-	-	479	1965	1015	47.2%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	12	-	-	433	2035	475	91.2%
3/2	Right	U	3:1	N/A	C3:H		1	12	-	-	438	2035	475	92.2%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	16	-	-	522	1942	550	94.9%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	16	-	-	518	1942	550	94.1%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	16	-	-	513	1942	550	93.2%
5/1		U	3:2	N/A	C3:J		1	42	-	-	1037	1965	1408	73.6%
5/2		U	3:2	N/A	C3:J		1	42	-	-	628	1965	1408	44.6%
6/1	Right	U	3:1	N/A	C3:G		1	13	-	-	493	1980	495	99.6%
6/2	Right	U	3:1	N/A	C3:G		1	13	-	-	492	1980	495	99.4%
7/1	Ahead	U	3:1	N/A	C3:E		1	16	-	-	413	2015	605	68.3%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	16	-	-	513	2015	605	84.9%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	95	Inf	506	18.8%
10/1	Ahead	U	3:1	N/A	C3:C		1	12	-	-	22	1951	423	5.2%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	12	-	-	31	1951	423	7.3%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	404	1890:1900	567+395	42.0 : 42.0%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	104	1805	241	43.2%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	897	1915	1277	70.3%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	816	1935	1290	63.3%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	171	1895:1895	253+253	33.6 : 34.0%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	685	1937:1904	940+184	60.9 : 60.9%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	576	1917	1022	56.3%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	85	1871	374	22.7%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	86	1871	374	23.0%

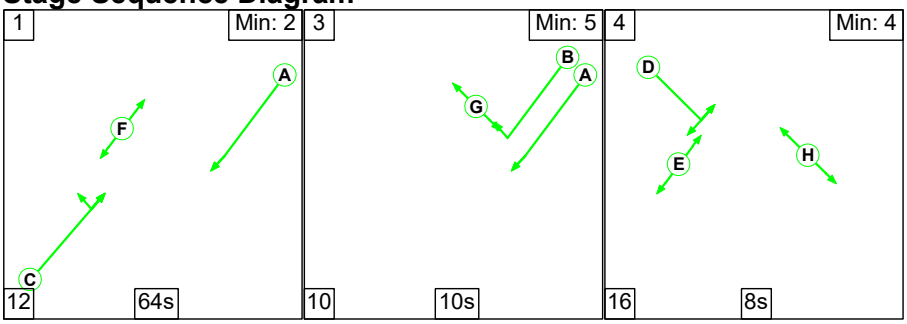
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**95**	**0**	**0**	**70.7**	**16.4**	**0.0**	**87.1**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**13.1**	**2.2**	**0.0**	**15.3**	**-**	**-**	**-**	**-**	
1/2+1/1	558	558	-	-	-	2.1	0.4	-	2.6	16.6	9.5	0.4	10.0	
1/3+1/4	1097	1097	-	-	-	4.4	0.8	-	5.2	17.2	11.9	0.8	12.7	
3/1	967	967	-	-	-	1.1	0.0	-	1.1	4.1	7.3	0.0	7.3	
3/2	974	974	-	-	-	1.0	0.0	-	1.0	3.8	6.8	0.0	6.8	
3/3	180	180	-	-	-	2.0	0.0	-	2.0	40.1	5.7	0.0	5.7	
5/1+5/2	176	176	-	-	-	2.4	0.9	-	3.3	67.9	4.6	0.9	5.5	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**21.0**	**7.9**	**0.0**	**28.9**	**-**	**-**	**-**	**-**	
1/2+1/1	800	800	-	-	-	2.7	0.8	-	3.5	15.7	5.2	0.8	6.0	
1/3	395	395	-	-	-	2.4	4.0	-	6.5	58.9	7.0	4.0	11.0	
1/4	332	332	-	-	-	2.0	1.5	-	3.5	38.1	5.6	1.5	7.2	
2/2+2/1	1100	1100	-	-	-	3.8	0.0	-	3.8	12.4	10.0	0.0	10.0	
2/3+2/4	740	740	-	-	-	3.8	0.0	-	3.8	18.4	11.0	0.0	11.0	
3/1	414	414	-	-	-	0.5	0.0	-	0.5	4.3	5.5	0.0	5.5	
3/2	591	591	-	-	-	1.1	0.0	-	1.1	6.6	12.2	0.0	12.2	
3/3	301	301	-	-	-	1.1	0.0	-	1.1	13.3	6.8	0.0	6.8	
3/4+3/5	447	447	-	-	-	3.6	1.6	-	5.2	41.7	5.1	1.6	6.7	
J3: A41/Oxford Road gyratory	**-**	**-**	**95**	**0**	**0**	**27.0**	**1.6**	**0.0**	**28.6**	**-**	**-**	**-**	**-**	
1/1	498	498	-	-	-	0.7	0.0	-	0.7	5.4	4.0	0.0	4.0	
1/2	550	550	-	-	-	0.8	0.0	-	0.8	5.6	4.6	0.0	4.6	
1/3+1/4	985	985	-	-	-	4.9	0.0	-	4.9	17.8	7.3	0.0	7.3	
2/2+2/1	1306	1306	-	-	-	3.8	1.0	-	4.8	13.4	8.4	1.0	9.4	
2/3	479	479	-	-	-	1.2	0.4	-	1.7	12.6	5.1	0.4	5.5	
3/1	433	433	-	-	-	1.9	0.0	-	1.9	15.9	7.0	0.0	7.0	

3/2	438	438	-	-	-	1.6	0.0	-	1.6	13.2	7.1	0.0	7.1	
4/1	522	522	-	-	-	3.1	0.0	-	3.1	21.1	8.4	0.0	8.4	
4/2	518	518	-	-	-	3.0	0.0	-	3.0	21.0	8.3	0.0	8.3	
4/3	513	513	-	-	-	3.0	0.0	-	3.0	20.9	8.3	0.0	8.3	
5/1	1037	1037	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2	
5/2	628	628	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2	
6/1	493	493	-	-	-	0.6	0.0	-	0.6	4.7	8.1	0.0	8.1	
6/2	492	492	-	-	-	0.6	0.0	-	0.6	4.7	8.1	0.0	8.1	
7/1	413	413	-	-	-	0.5	0.0	-	0.5	4.6	0.8	0.0	0.8	
7/2	513	513	-	-	-	0.6	0.0	-	0.6	4.1	0.8	0.0	0.8	
9/1	95	95	95	0	0	0.1	0.1	-	0.2	6.3	0.3	0.1	0.5	
10/1	22	22	-	-	-	0.1	0.0	-	0.1	22.2	0.3	0.0	0.3	
10/2	31	31	-	-	-	0.2	0.0	-	0.2	21.9	0.4	0.0	0.4	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**9.6**	**4.7**	**0.0**	**14.4**	**-**	**-**	**-**	**-**	
1/2+1/1	404	404	-	-	-	1.9	0.4	-	2.2	19.8	3.2	0.4	3.6	
1/3	104	104	-	-	-	0.7	0.4	-	1.1	37.0	1.6	0.4	2.0	
2/1	897	897	-	-	-	1.6	1.2	-	2.7	11.0	9.2	1.2	10.4	
2/2	816	816	-	-	-	1.3	0.9	-	2.2	9.6	7.7	0.9	8.6	
2/3+2/4	171	171	-	-	-	1.1	0.3	-	1.4	29.0	1.3	0.3	1.6	
4/2+4/1	685	685	-	-	-	1.6	0.8	-	2.4	12.5	6.2	0.8	7.0	
4/3	576	576	-	-	-	1.5	0.6	-	2.1	13.4	6.4	0.6	7.0	
6/1	85	85	-	-	-	0.0	0.1	-	0.1	6.3	0.0	0.1	0.2	
6/2	86	86	-	-	-	0.0	0.1	-	0.2	6.3	0.0	0.1	0.2	

C1		PRC for Signalled Lanes (%):	36.2	Total Delay for Signalled Lanes (pcuHr):	15.27	Cycle Time (s): 120
C2		PRC for Signalled Lanes (%):	-3.3	Total Delay for Signalled Lanes (pcuHr):	28.89	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	-10.7	Total Delay for Signalled Lanes (pcuHr):	28.28	Cycle Time (s): 60
C3	Stream: 2	PRC for Signalled Lanes (%):	22.2	Total Delay for Signalled Lanes (pcuHr):	0.10	Cycle Time (s): 60
C4		PRC for Signalled Lanes (%):	28.1	Total Delay for Signalled Lanes (pcuHr):	14.39	Cycle Time (s): 120
		PRC Over All Lanes (%):	-10.7	Total Delay Over All Lanes(pcuHr):	87.09	

Scenario 6: '2042 DS4AwTP - PM' (FG6: '2042 DS4AwTP - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

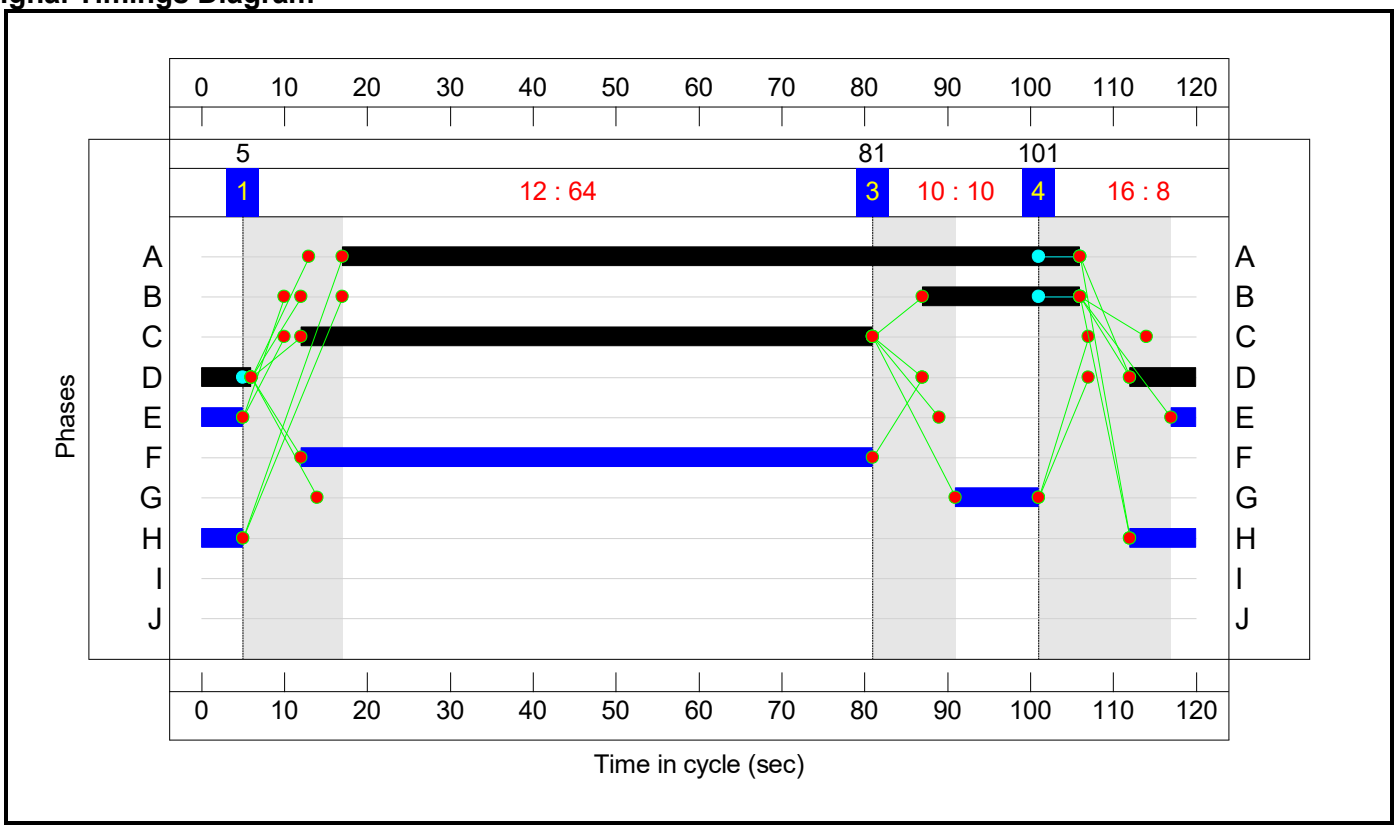
Stage Sequence Diagram



Stage Timings

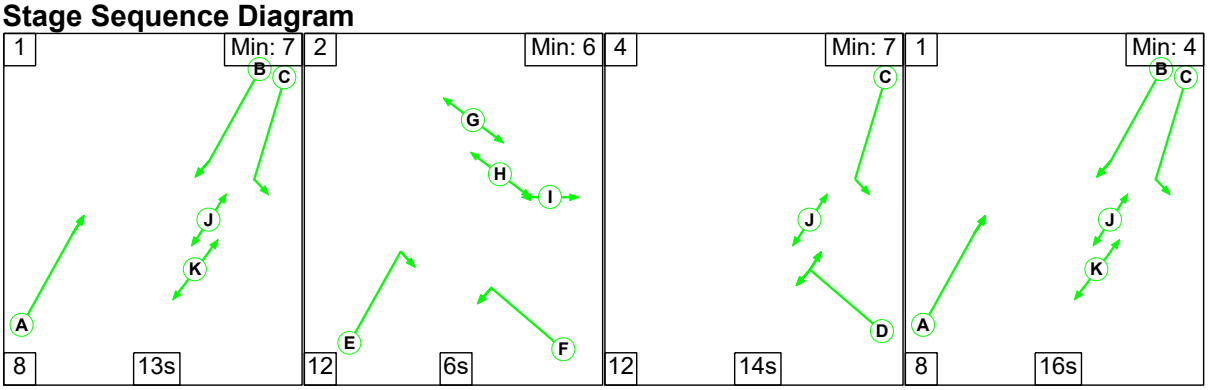
Stage	1	3	4
Duration	64	10	8
Change Point	5	81	101

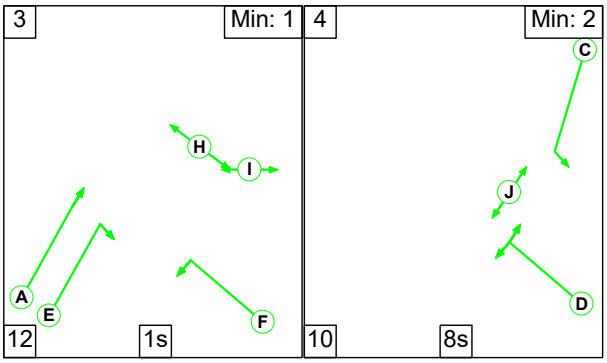
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

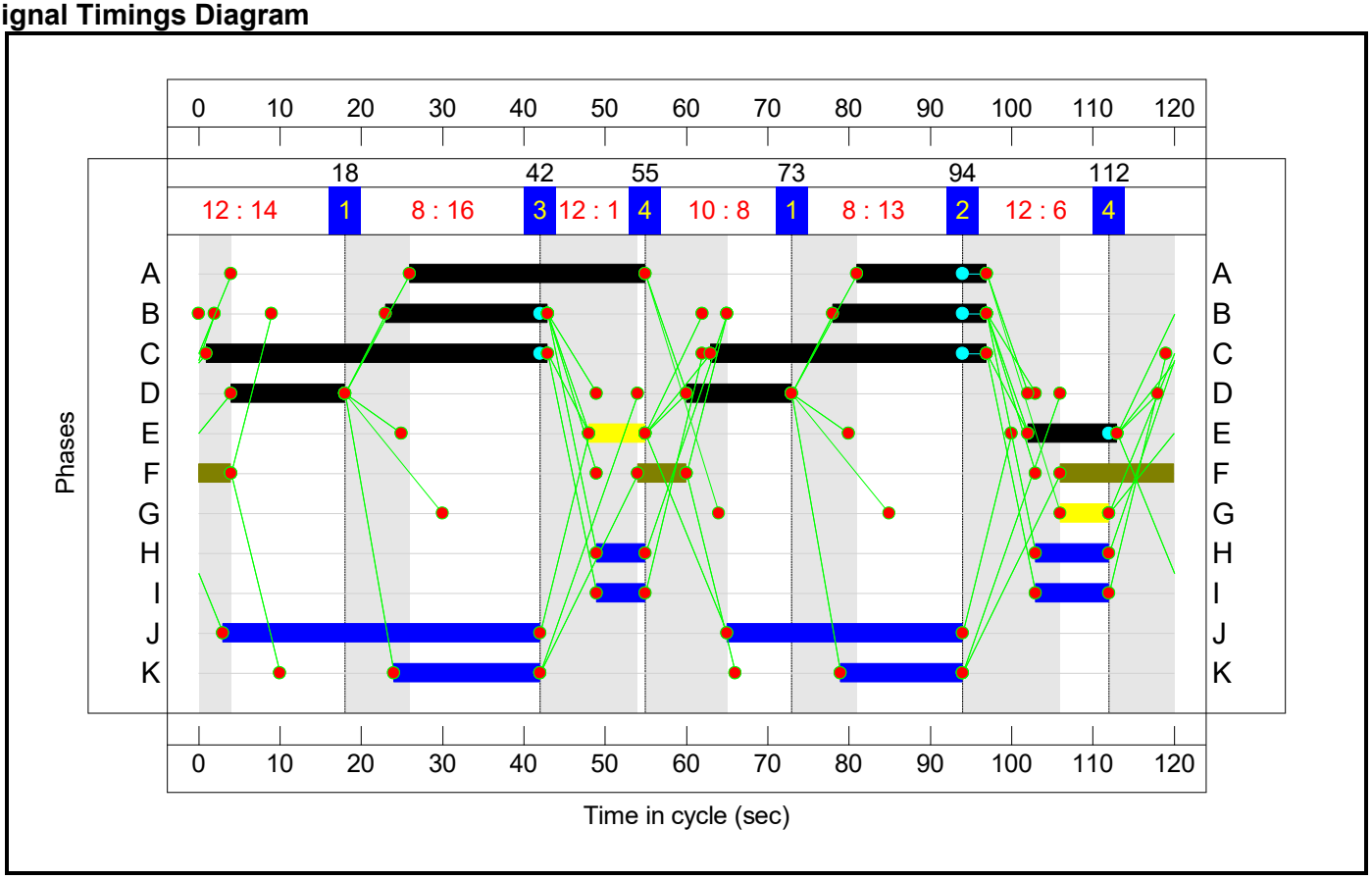




Stage Timings

Stage	1	2	4	1	3	4
Duration	13	6	14	16	1	8
Change Point	73	94	112	18	42	55

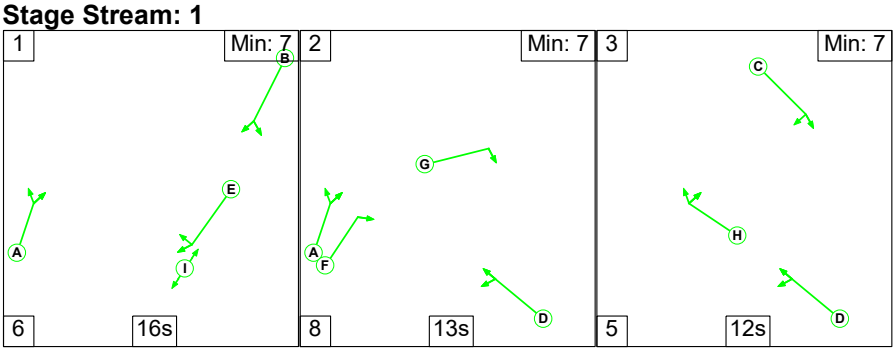
Signal Timings Diagram



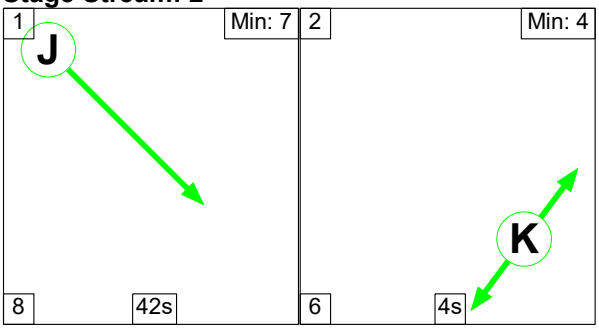
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

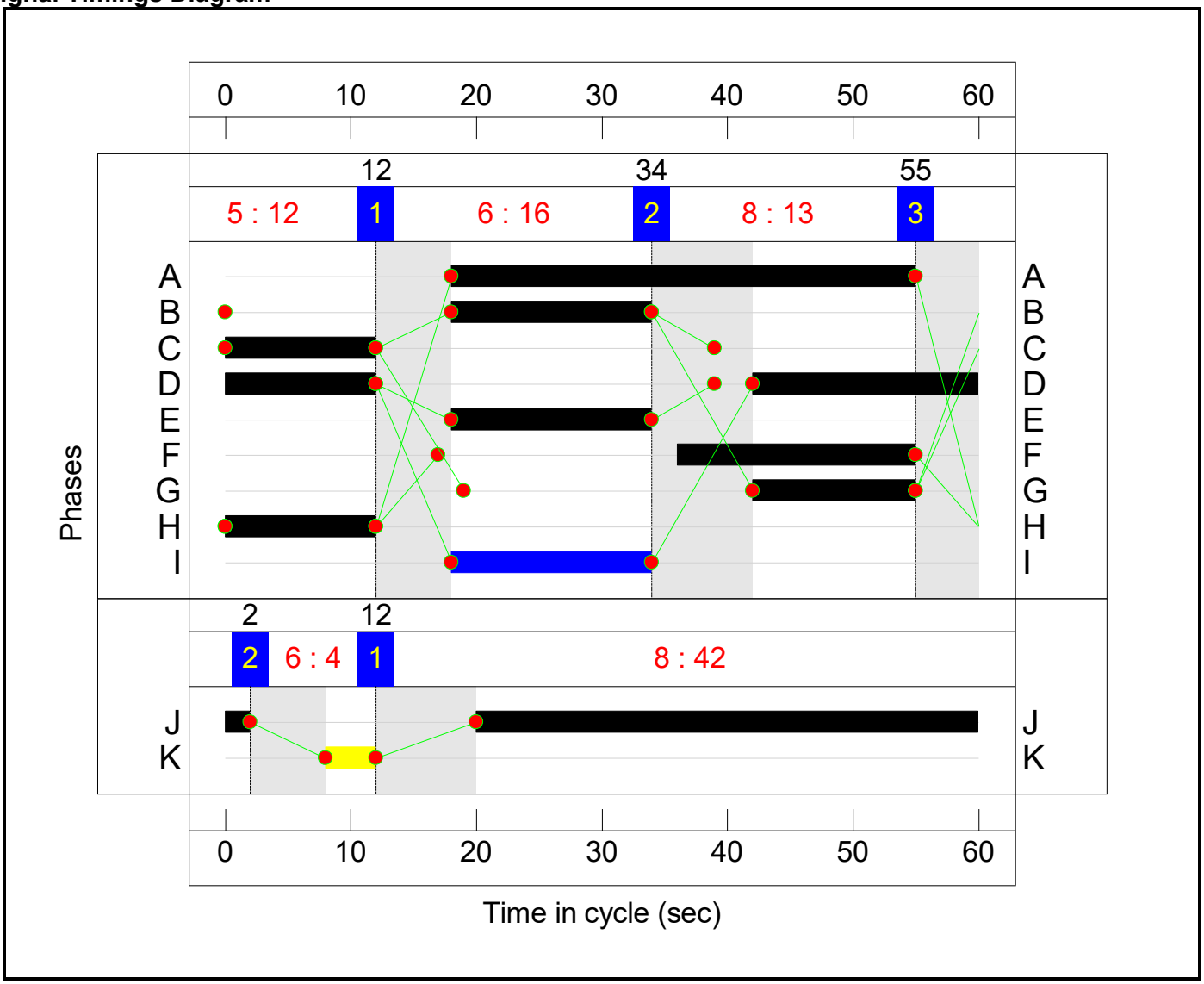
Stage Stream: 1

Stage	1	2	3
Duration	16	13	12
Change Point	12	34	55

Stage Stream: 2

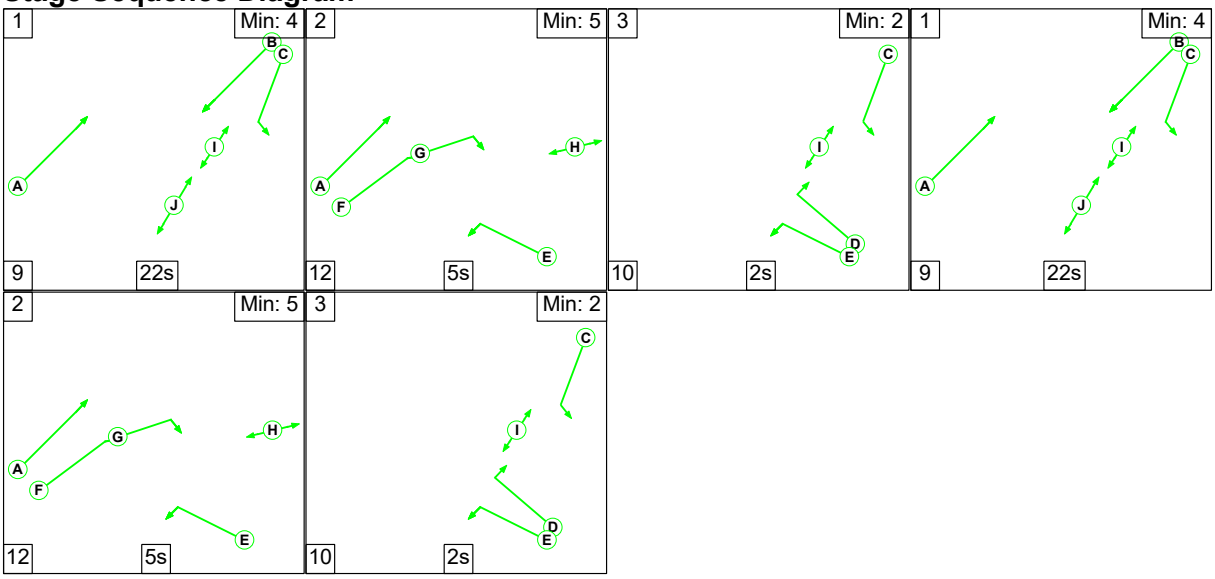
Stage	1	2
Duration	42	4
Change Point	12	2

Signal Timings Diagram



Controller :C4

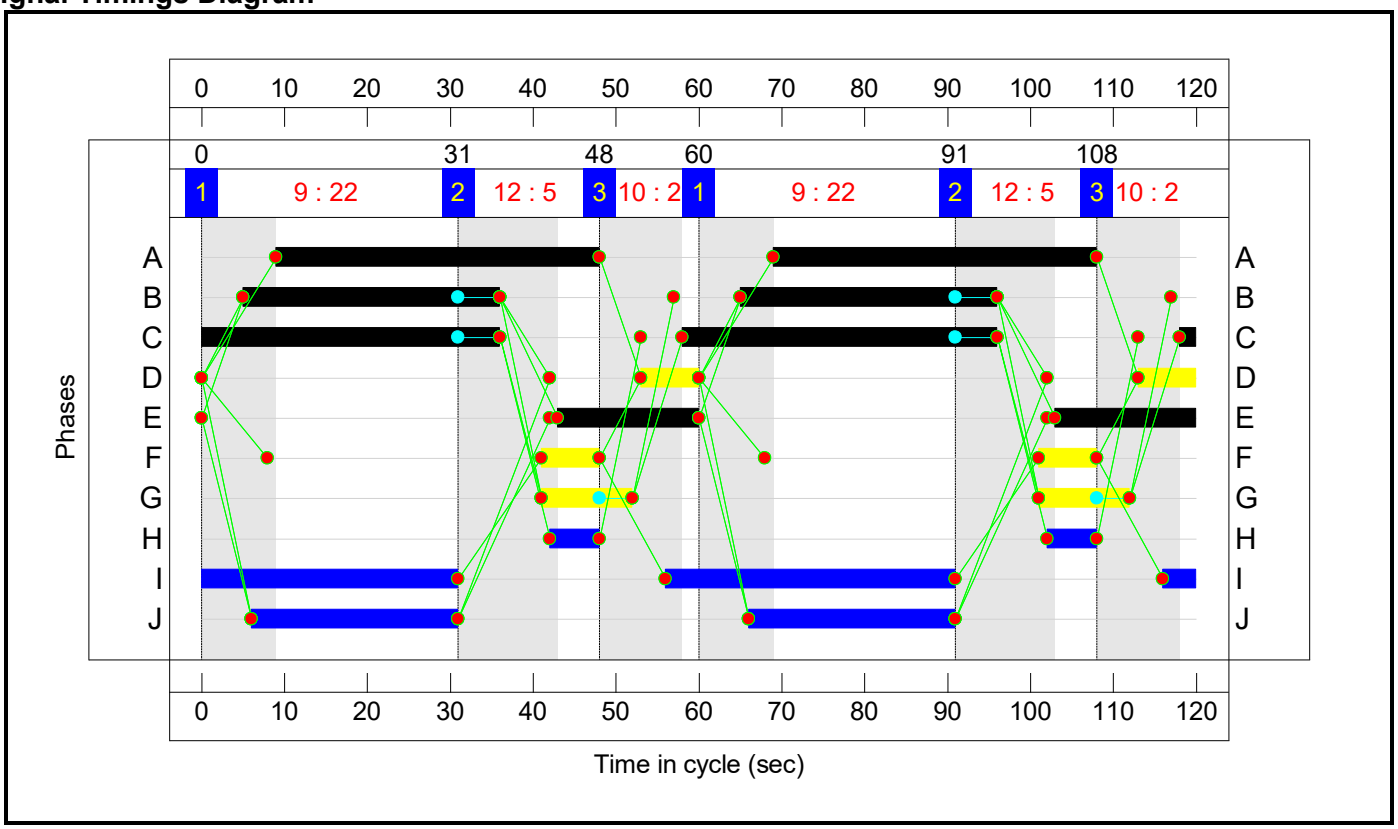
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3
Duration	22	5	2	22	5	2
Change Point	0	31	48	60	91	108

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.4%**
J1: A41 Oxford Road/Pioneer Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**66.6%**
1/2+1/1	A41 Oxford Road NB Left Ahead	U	N/A	N/A	C1:C	C1:J	1	69	0	-	553	1985:1726	1084+101	46.7 : 46.7%
1/3+1/4	A41 Oxford Road NB Ahead	U	N/A	N/A	C1:C		1	69	-	-	1093	1985:1985	870+952	60.0 : 60.0%
3/1	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	89	-	-	975	1965	1474	66.2%
3/2	A41 Oxford Road SB Ahead	U	N/A	N/A	C1:A		1	89	-	-	963	1965	1474	65.3%
3/3	A41 Oxford Road SB Right	U	N/A	N/A	C1:B		1	19	-	-	183	1709	285	64.2%
5/1+5/2	Pioneer Way Right Left	U	N/A	N/A	C1:D	C1:I	1	14	0	-	181	1786:1747	222+50	66.6 : 66.6%
J2: A41 Oxford Road/Lakeview Drive	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.4%**
1/2+1/1	Lakeview Drive Left	U	N/A	N/A	C2:D	C2:F	2	51	24:24	-	777	1764:1764	673+631	59.6 : 59.6%
1/3	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	403	1805	436	92.4%
1/4	Lakeview Drive Right	U	N/A	N/A	C2:D		2	27	-	-	334	1805	436	76.6%
2/2+2/1	A41 Oxford Road SB Ahead Left	U	N/A	N/A	C2:B C2:C		2	39:76	-	-	1124	1940:1877	663+581	90.4 : 90.4%
2/3+2/4	A41 Oxford Road SB Ahead	U	N/A	N/A	C2:B		2	39	-	-	745	1940:1940	663+157	90.8 : 90.8%
3/1	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	468	1965	770	60.8%

3/2	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	560	1965	770	72.8%
3/3	A41 Oxford Road NB Ahead	U	N/A	N/A	C2:A		2	45	-	-	278	1965	770	36.1%
3/4+3/5	A41 Oxford Road NB Right	U	N/A	N/A	C2:E		2	18	-	-	441	1764:1764	294+294	74.8 : 75.2%
J3: A41/Oxford Road gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.4%**
1/1	A41 Oxford Road NB Ahead Left	U	3:1	N/A	C3:A		1	37	-	-	484	2008	1272	38.1%
1/2	A41 Oxford Road NB Ahead	U	3:1	N/A	C3:A		1	37	-	-	576	2015	1276	45.1%
1/3+1/4	A41 Oxford Road NB Right	U	3:1	N/A	C3:F		1	19	-	-	983	1965:1965	655+655	75.0 : 75.1%
2/2+2/1	A41 East Left Ahead	U	3:1	N/A	C3:D		1	30	-	-	1321	1965:1965	965+1000	67.2 : 67.2%
2/3	A41 East Ahead	U	3:1	N/A	C3:D		1	30	-	-	454	1965	1015	44.7%
3/1	Right Ahead	U	3:1	N/A	C3:H		1	12	-	-	430	2035	475	90.6%
3/2	Right	U	3:1	N/A	C3:H		1	12	-	-	441	2035	475	92.9%
4/1	Oxford Road SB Left	U	3:1	N/A	C3:B		1	16	-	-	516	1942	550	93.8%
4/2	Oxford Road SB Left Ahead	U	3:1	N/A	C3:B		1	16	-	-	515	1942	550	93.6%
4/3	Oxford Road SB Ahead	U	3:1	N/A	C3:B		1	16	-	-	513	1942	550	93.2%
5/1		U	3:2	N/A	C3:J		1	42	-	-	1011	1965	1408	71.8%
5/2		U	3:2	N/A	C3:J		1	42	-	-	608	1965	1408	43.2%
6/1	Right	U	3:1	N/A	C3:G		1	13	-	-	491	1980	495	99.2%
6/2	Right	U	3:1	N/A	C3:G		1	13	-	-	492	1980	495	99.4%
7/1	Ahead	U	3:1	N/A	C3:E		1	16	-	-	452	2015	605	74.8%
7/2	Ahead Right	U	3:1	N/A	C3:E		1	16	-	-	513	2015	605	84.9%
9/1	Service station Ahead Left	O	N/A	N/A	-		-	-	-	-	95	Inf	509	18.7%
10/1	Ahead	U	3:1	N/A	C3:C		1	12	-	-	4	1951	423	0.9%

10/2	Ahead Right	U	3:1	N/A	C3:C		1	12	-	-	53	1951	423	12.5%
J4: Oxford Road/Pingle Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**69.3%**
1/2+1/1	Pingle Drive Left	U	N/A	N/A	C4:E		2	34	-	-	400	1890:1900	567+406	41.1 : 41.1%
1/3	Pingle Drive Right	U	N/A	N/A	C4:D		2	14	-	-	105	1805	241	43.6%
2/1	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	885	1915	1277	69.3%
2/2	Oxford Road NB Ahead	U	N/A	N/A	C4:A		2	78	-	-	831	1935	1290	64.4%
2/3+2/4	Oxford Road NB Ahead	U	N/A	N/A	C4:F		2	14	-	-	176	1895:1895	253+253	34.8 : 34.8%
4/2+4/1	Oxford Road SB Ahead Left	U	N/A	N/A	C4:B C4:C		2	62:76	-	-	682	1937:1904	940+185	60.6 : 60.6%
4/3	Oxford Road SB Ahead	U	N/A	N/A	C4:B		2	62	-	-	574	1917	1022	56.1%
6/1	Right	U	N/A	N/A	C4:G		2	22	-	-	88	1871	374	23.5%
6/2	Right	U	N/A	N/A	C4:G		2	22	-	-	88	1871	374	23.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A41 Network Model	**-**	**-**	**95**	**0**	**0**	**70.8**	**17.0**	**0.0**	**87.8**	**-**	**-**	**-**	**-**	
J1: A41 Oxford Road/Pioneer Way	**-**	**-**	**0**	**0**	**0**	**13.0**	**2.2**	**0.0**	**15.1**	**-**	**-**	**-**	**-**	
1/2+1/1	553	553	-	-	-	2.1	0.4	-	2.5	16.6	9.4	0.4	9.9	
1/3+1/4	1093	1093	-	-	-	4.4	0.7	-	5.1	16.9	11.1	0.7	11.9	
3/1	975	975	-	-	-	1.1	0.0	-	1.1	4.0	7.2	0.0	7.2	
3/2	963	963	-	-	-	1.0	0.0	-	1.0	3.8	6.9	0.0	6.9	
3/3	183	183	-	-	-	1.9	0.0	-	1.9	37.9	5.8	0.0	5.8	
5/1+5/2	181	181	-	-	-	2.5	1.0	-	3.5	68.9	4.7	1.0	5.7	
J2: A41 Oxford Road/Lakeview Drive	**-**	**-**	**0**	**0**	**0**	**21.2**	**8.5**	**0.0**	**29.7**	**-**	**-**	**-**	**-**	
1/2+1/1	777	777	-	-	-	2.6	0.7	-	3.3	15.4	5.0	0.7	5.7	
1/3	403	403	-	-	-	2.5	4.7	-	7.2	64.6	7.2	4.7	11.9	
1/4	334	334	-	-	-	2.0	1.6	-	3.6	38.5	5.7	1.6	7.2	
2/2+2/1	1124	1124	-	-	-	3.9	0.0	-	3.9	12.6	10.8	0.0	10.8	
2/3+2/4	745	745	-	-	-	3.8	0.0	-	3.8	18.3	10.9	0.0	10.9	
3/1	468	468	-	-	-	0.7	0.0	-	0.7	5.1	8.8	0.0	8.8	
3/2	560	560	-	-	-	1.0	0.0	-	1.0	6.2	11.5	0.0	11.5	
3/3	278	278	-	-	-	1.1	0.0	-	1.1	14.8	6.9	0.0	6.9	
3/4+3/5	441	441	-	-	-	3.6	1.5	-	5.1	41.6	5.1	1.5	6.6	
J3: A41/Oxford Road gyratory	**-**	**-**	**95**	**0**	**0**	**27.0**	**1.5**	**0.0**	**28.5**	**-**	**-**	**-**	**-**	
1/1	484	484	-	-	-	0.7	0.0	-	0.7	5.3	3.8	0.0	3.8	
1/2	576	576	-	-	-	0.9	0.0	-	0.9	5.7	4.8	0.0	4.8	
1/3+1/4	983	983	-	-	-	4.9	0.0	-	4.9	17.8	7.2	0.0	7.2	
2/2+2/1	1321	1321	-	-	-	3.9	1.0	-	4.9	13.3	8.2	1.0	9.2	
2/3	454	454	-	-	-	1.2	0.4	-	1.6	12.3	4.7	0.4	5.1	
3/1	430	430	-	-	-	1.9	0.0	-	1.9	15.8	7.0	0.0	7.0	

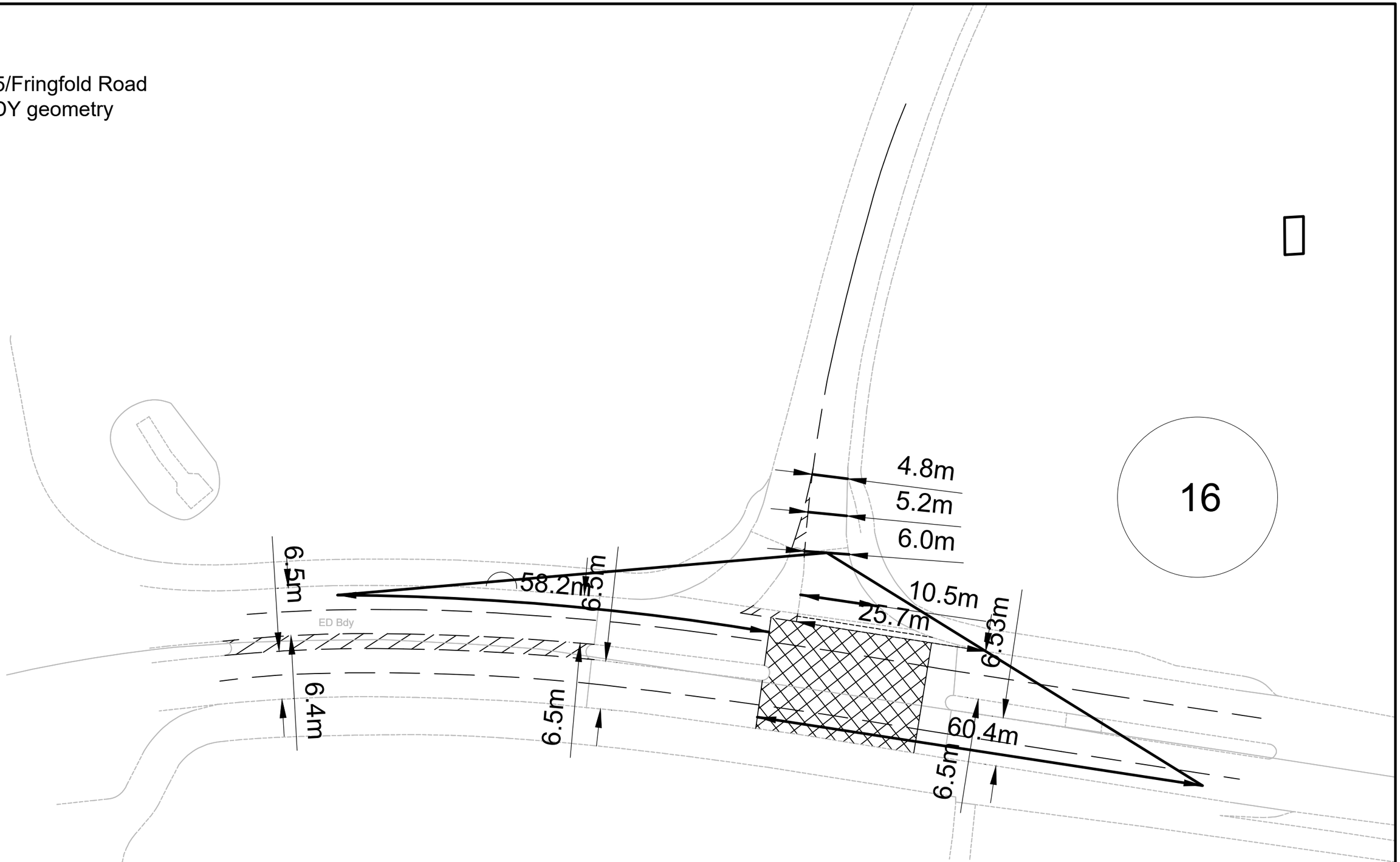
3/2	441	441	-	-	-	1.6	0.0	-	1.6	13.4	7.1	0.0	7.1	
4/1	516	516	-	-	-	3.0	0.0	-	3.0	21.0	8.3	0.0	8.3	
4/2	515	515	-	-	-	3.0	0.0	-	3.0	21.0	8.3	0.0	8.3	
4/3	513	513	-	-	-	3.0	0.0	-	3.0	20.9	8.3	0.0	8.3	
5/1	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	608	608	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	
6/1	491	491	-	-	-	0.6	0.0	-	0.6	4.7	8.0	0.0	8.0	
6/2	492	492	-	-	-	0.6	0.0	-	0.6	4.7	8.1	0.0	8.1	
7/1	452	452	-	-	-	0.7	0.0	-	0.7	5.4	1.5	0.0	1.5	
7/2	513	513	-	-	-	0.6	0.0	-	0.6	4.1	0.8	0.0	0.8	
9/1	95	95	95	0	0	0.1	0.1	-	0.2	6.3	0.3	0.1	0.5	
10/1	4	4	-	-	-	0.0	0.0	-	0.0	18.7	0.0	0.0	0.0	
10/2	53	53	-	-	-	0.3	0.0	-	0.3	22.3	0.8	0.0	0.8	
J4: Oxford Road/Pingle Drive	**-**	**-**	**0**	**0**	**0**	**9.6**	**4.7**	**0.0**	**14.4**	**-**	**-**	**-**	**-**	
1/2+1/1	400	400	-	-	-	1.8	0.3	-	2.2	19.6	3.0	0.3	3.4	
1/3	105	105	-	-	-	0.7	0.4	-	1.1	37.1	1.6	0.4	2.0	
2/1	885	885	-	-	-	1.5	1.1	-	2.6	10.8	9.1	1.1	10.2	
2/2	831	831	-	-	-	1.3	0.9	-	2.3	9.7	8.1	0.9	9.0	
2/3+2/4	176	176	-	-	-	1.2	0.3	-	1.4	29.1	1.3	0.3	1.6	
4/2+4/1	682	682	-	-	-	1.6	0.8	-	2.4	12.5	6.2	0.8	6.9	
4/3	574	574	-	-	-	1.5	0.6	-	2.1	13.3	6.2	0.6	6.9	
6/1	88	88	-	-	-	0.0	0.2	-	0.2	6.4	0.0	0.2	0.2	
6/2	88	88	-	-	-	0.0	0.2	-	0.2	6.4	0.0	0.2	0.2	

C1		PRC for Signalled Lanes (%):	35.1	Total Delay for Signalled Lanes (pcuHr):	15.14	Cycle Time (s):	120
C2		PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	29.74	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	-10.4	Total Delay for Signalled Lanes (pcuHr):	28.33	Cycle Time (s):	60
C3	Stream: 2	PRC for Signalled Lanes (%):	25.4	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	60
C4		PRC for Signalled Lanes (%):	29.8	Total Delay for Signalled Lanes (pcuHr):	14.38	Cycle Time (s):	120
		PRC Over All Lanes (%):	-10.4	Total Delay Over All Lanes(pcuHr):	87.79		

APPENDIX I

A4095 SOUTHWOLDS LANE/FRINGFORD ROAD JUNCTIONS 11 PICADY REPORT

A4095/Fringfold Road
PICADY geometry
1:500



Ordnance Survey (c) Crown Copyright 2025. All rights reserved. Licence number 100022432

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260120 A4095 Southwold Lane_Fringford Road.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\16. A4095 Southwolds Ln_Fringford Rd
Report generation date: 02/02/2026 18:12:57

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3AwTP | AM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | RC4A | PM
»D9 - 2042 | DS4A | AM
»D10 - 2042 | DS4A | PM
»D11 - 2042 | DS4AwTP | AM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	1.8	18.74	0.65	C	D2	3.2	26.80	0.77	D
Stream B-A		0.6	21.57	0.38	C		0.3	23.47	0.26	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2034 - DS3A									
Stream B-C	D3	2.8	24.62	0.75	C	D4	3.1	25.84	0.77	D
Stream B-A		0.5	22.38	0.33	C		0.3	22.19	0.22	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2034 - DS3AwTP									
Stream B-C	D5	2.8	24.70	0.74	C	D6	2.8	23.67	0.75	C
Stream B-A		0.5	22.74	0.35	C		0.3	20.80	0.21	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - RC4A									
Stream B-C	D7	0.3	10.52	0.25	B	D8	2.6	24.52	0.73	C
Stream B-A		0.5	21.48	0.34	C		0.5	26.05	0.32	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - DS4A									
Stream B-C	D9	1.5	17.23	0.60	C	D10	2.7	24.98	0.74	C
Stream B-A		0.5	21.08	0.31	C		0.4	25.51	0.28	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - DS4AwTP									
Stream B-C	D11	1.5	17.52	0.61	C	D12	2.7	24.58	0.74	C
Stream B-A		0.4	20.98	0.31	C		0.4	25.01	0.28	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	20/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2034 | RC3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		3.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.64	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4095 West		Major
B	Fringford Road		Minor
C	A4095 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4095 East	13.00	✓	2.00		0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B - Fringford Road	One lane plus flare	10.00	10.00	6.00	5.20	4.80	✓	3.00	60	58

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	534	0.065	0.164	0.103	0.234
B-C	758	0.081	0.204	-	-
C-B	574	0.155	0.155	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	682	100.000
B - Fringford Road		✓	409	100.000
C - A4095 East		✓	981	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	41	641
	B - Fringford Road	92	0	317
	C - A4095 East	981	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	9
	B - Fringford Road	0	0	0
	C - A4095 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.65	18.74	1.8	C
B-A	0.38	21.57	0.6	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	239	0.00	618	0.386	236	0.6	9.380	A
B-A	69	0.00	364	0.190	68	0.2	12.129	B
C-AB	0	0.00	476	0.000	0	0.0	0.000	A
C-A	739	0.00			739			
A-B	31	0.00			31			
A-C	483	0.00			483			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	285	0.00	587	0.485	284	0.9	11.821	B
B-A	83	0.00	328	0.252	82	0.3	14.631	B
C-AB	0	0.00	460	0.000	0	0.0	0.000	A
C-A	882	0.00			882			
A-B	37	0.00			37			
A-C	576	0.00			576			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	0.00	541	0.645	346	1.7	18.138	C
B-A	101	0.00	269	0.377	100	0.6	21.205	C
C-AB	0	0.00	437	0.000	0	0.0	0.000	A
C-A	1080	0.00			1080			
A-B	45	0.00			45			
A-C	706	0.00			706			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	0.00	540	0.646	349	1.8	18.745	C
B-A	101	0.00	268	0.378	101	0.6	21.566	C
C-AB	0	0.00	437	0.000	0	0.0	0.000	A
C-A	1080	0.00			1080			
A-B	45	0.00			45			
A-C	706	0.00			706			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	285	0.00	586	0.486	288	1.0	12.204	B
B-A	83	0.00	327	0.253	84	0.3	14.825	B
C-AB	0	0.00	460	0.000	0	0.0	0.000	A
C-A	882	0.00			882			
A-B	37	0.00			37			
A-C	576	0.00			576			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	239	0.00	617	0.387	240	0.6	9.585	A
B-A	69	0.00	364	0.190	70	0.2	12.245	B
C-AB	0	0.00	476	0.000	0	0.0	0.000	A
C-A	739	0.00			739			
A-B	31	0.00			31			
A-C	483	0.00			483			

D2 - 2034 | RC3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		5.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	818	100.000
B - Fringford Road		✓	459	100.000
C - A4095 East		✓	1086	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	257	561
	B - Fringford Road	49	0	410
	C - A4095 East	1086	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	8
	B - Fringford Road	0	0	0
	C - A4095 East	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.77	26.80	3.2	D
B-A	0.26	23.47	0.3	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	309	0.00	649	0.475	305	0.9	10.356	B
B-A	37	0.00	343	0.108	36	0.1	11.725	B
C-AB	0	0.00	469	0.000	0	0.0	0.000	A
C-A	818	0.00			818			
A-B	193	0.00			193			
A-C	422	0.00			422			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	369	0.00	622	0.592	367	1.4	13.947	B
B-A	44	0.00	298	0.148	44	0.2	14.131	B
C-AB	0	0.00	449	0.000	0	0.0	0.000	A
C-A	976	0.00			976			
A-B	231	0.00			231			
A-C	504	0.00			504			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	451	0.00	584	0.773	445	3.1	24.770	C
B-A	54	0.00	212	0.255	53	0.3	22.605	C
C-AB	0	0.00	423	0.000	0	0.0	0.000	A
C-A	1196	0.00			1196			
A-B	283	0.00			283			
A-C	618	0.00			618			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	451	0.00	583	0.774	451	3.2	26.798	D
B-A	54	0.00	207	0.260	54	0.3	23.470	C
C-AB	0	0.00	423	0.000	0	0.0	0.000	A
C-A	1196	0.00			1196			
A-B	283	0.00			283			
A-C	618	0.00			618			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	369	0.00	622	0.593	375	1.5	14.971	B
B-A	44	0.00	296	0.149	45	0.2	14.373	B
C-AB	0	0.00	449	0.000	0	0.0	0.000	A
C-A	976	0.00			976			
A-B	231	0.00			231			
A-C	504	0.00			504			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	309	0.00	649	0.476	311	0.9	10.722	B
B-A	37	0.00	342	0.108	37	0.1	11.806	B
C-AB	0	0.00	469	0.000	0	0.0	0.000	A
C-A	818	0.00			818			
A-B	193	0.00			193			
A-C	422	0.00			422			

D3 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		5.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	654	100.000
B - Fringford Road		✓	458	100.000
C - A4095 East		✓	931	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	40	614
	B - Fringford Road	73	0	385
	C - A4095 East	931	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	10
	B - Fringford Road	0	0	0
	C - A4095 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.75	24.62	2.8	C
B-A	0.33	22.38	0.5	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	0.00	638	0.454	287	0.8	10.141	B
B-A	55	0.00	360	0.153	54	0.2	11.755	B
C-AB	0	0.00	476	0.000	0	0.0	0.000	A
C-A	701	0.00			701			
A-B	30	0.00			30			
A-C	462	0.00			462			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	346	0.00	610	0.567	344	1.3	13.442	B
B-A	66	0.00	320	0.205	65	0.3	14.124	B
C-AB	0	0.00	461	0.000	0	0.0	0.000	A
C-A	837	0.00			837			
A-B	36	0.00			36			
A-C	552	0.00			552			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	424	0.00	569	0.745	418	2.7	23.071	C
B-A	80	0.00	244	0.329	79	0.5	21.709	C
C-AB	0	0.00	439	0.000	0	0.0	0.000	A
C-A	1025	0.00			1025			
A-B	44	0.00			44			
A-C	676	0.00			676			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	424	0.00	568	0.746	423	2.8	24.617	C
B-A	80	0.00	241	0.333	80	0.5	22.381	C
C-AB	0	0.00	439	0.000	0	0.0	0.000	A
C-A	1025	0.00			1025			
A-B	44	0.00			44			
A-C	676	0.00			676			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	346	0.00	610	0.568	352	1.4	14.256	B
B-A	66	0.00	318	0.206	67	0.3	14.358	B
C-AB	0	0.00	461	0.000	0	0.0	0.000	A
C-A	837	0.00			837			
A-B	36	0.00			36			
A-C	552	0.00			552			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	0.00	638	0.454	292	0.8	10.462	B
B-A	55	0.00	359	0.153	55	0.2	11.853	B
C-AB	0	0.00	476	0.000	0	0.0	0.000	A
C-A	701	0.00			701			
A-B	30	0.00			30			
A-C	462	0.00			462			

D4 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		4.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	748	100.000
B - Fringford Road		✓	456	100.000
C - A4095 East		✓	1089	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	169	579
	B - Fringford Road	41	0	415
	C - A4095 East	1089	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	8
	B - Fringford Road	0	0	0
	C - A4095 East	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.77	25.84	3.1	D
B-A	0.22	22.19	0.3	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	312	0.00	656	0.476	309	0.9	10.256	B
B-A	31	0.00	343	0.090	30	0.1	11.505	B
C-AB	0	0.00	477	0.000	0	0.0	0.000	A
C-A	820	0.00			820			
A-B	127	0.00			127			
A-C	436	0.00			436			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	373	0.00	631	0.591	371	1.4	13.741	B
B-A	37	0.00	298	0.124	37	0.1	13.746	B
C-AB	0	0.00	459	0.000	0	0.0	0.000	A
C-A	979	0.00			979			
A-B	152	0.00			152			
A-C	521	0.00			521			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	457	0.00	594	0.769	451	3.0	24.003	C
B-A	45	0.00	212	0.213	45	0.3	21.469	C
C-AB	0	0.00	434	0.000	0	0.0	0.000	A
C-A	1199	0.00			1199			
A-B	186	0.00			186			
A-C	637	0.00			637			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	457	0.00	594	0.769	456	3.1	25.836	D
B-A	45	0.00	207	0.218	45	0.3	22.191	C
C-AB	0	0.00	434	0.000	0	0.0	0.000	A
C-A	1199	0.00			1199			
A-B	186	0.00			186			
A-C	637	0.00			637			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	373	0.00	631	0.592	380	1.5	14.696	B
B-A	37	0.00	296	0.125	37	0.1	13.955	B
C-AB	0	0.00	459	0.000	0	0.0	0.000	A
C-A	979	0.00			979			
A-B	152	0.00			152			
A-C	521	0.00			521			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	312	0.00	656	0.476	315	0.9	10.613	B
B-A	31	0.00	342	0.090	31	0.1	11.572	B
C-AB	0	0.00	477	0.000	0	0.0	0.000	A
C-A	820	0.00			820			
A-B	127	0.00			127			
A-C	436	0.00			436			

D5 - 2034 | DS3AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		5.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	656	100.000
B - Fringford Road		✓	459	100.000
C - A4095 East		✓	922	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	40	616
	B - Fringford Road	78	0	381
	C - A4095 East	922	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	10
	B - Fringford Road	0	0	0
	C - A4095 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.74	24.70	2.8	C
B-A	0.35	22.74	0.5	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	287	0.00	635	0.452	284	0.8	10.152	B
B-A	59	0.00	361	0.162	58	0.2	11.833	B
C-AB	0	0.00	476	0.000	0	0.0	0.000	A
C-A	694	0.00			694			
A-B	30	0.00			30			
A-C	464	0.00			464			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	343	0.00	606	0.565	341	1.3	13.454	B
B-A	70	0.00	322	0.218	70	0.3	14.261	B
C-AB	0	0.00	460	0.000	0	0.0	0.000	A
C-A	829	0.00			829			
A-B	36	0.00			36			
A-C	554	0.00			554			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	419	0.00	564	0.744	414	2.6	23.142	C
B-A	86	0.00	247	0.347	85	0.5	22.039	C
C-AB	0	0.00	439	0.000	0	0.0	0.000	A
C-A	1015	0.00			1015			
A-B	44	0.00			44			
A-C	678	0.00			678			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	419	0.00	563	0.744	419	2.8	24.697	C
B-A	86	0.00	244	0.352	86	0.5	22.740	C
C-AB	0	0.00	439	0.000	0	0.0	0.000	A
C-A	1015	0.00			1015			
A-B	44	0.00			44			
A-C	678	0.00			678			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	343	0.00	606	0.565	348	1.3	14.269	B
B-A	70	0.00	320	0.219	71	0.3	14.513	B
C-AB	0	0.00	460	0.000	0	0.0	0.000	A
C-A	829	0.00			829			
A-B	36	0.00			36			
A-C	554	0.00			554			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	287	0.00	635	0.452	289	0.8	10.474	B
B-A	59	0.00	361	0.163	59	0.2	11.940	B
C-AB	0	0.00	476	0.000	0	0.0	0.000	A
C-A	694	0.00			694			
A-B	30	0.00			30			
A-C	464	0.00			464			

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		4.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	735	100.000
B - Fringford Road		✓	446	100.000
C - A4095 East		✓	1082	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	161	574
	B - Fringford Road	42	0	404
	C - A4095 East	1082	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	8
	B - Fringford Road	0	0	0
	C - A4095 East	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.75	23.67	2.8	C
B-A	0.21	20.80	0.3	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	304	0.00	657	0.463	301	0.8	10.013	B
B-A	32	0.00	346	0.091	31	0.1	11.430	B
C-AB	0	0.00	478	0.000	0	0.0	0.000	A
C-A	815	0.00			815			
A-B	121	0.00			121			
A-C	432	0.00			432			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	363	0.00	632	0.575	361	1.3	13.221	B
B-A	38	0.00	303	0.125	38	0.1	13.545	B
C-AB	0	0.00	461	0.000	0	0.0	0.000	A
C-A	973	0.00			973			
A-B	145	0.00			145			
A-C	516	0.00			516			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	445	0.00	595	0.747	439	2.7	22.273	C
B-A	46	0.00	223	0.208	46	0.3	20.284	C
C-AB	0	0.00	437	0.000	0	0.0	0.000	A
C-A	1191	0.00			1191			
A-B	177	0.00			177			
A-C	632	0.00			632			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	445	0.00	595	0.747	444	2.8	23.671	C
B-A	46	0.00	219	0.211	46	0.3	20.796	C
C-AB	0	0.00	437	0.000	0	0.0	0.000	A
C-A	1191	0.00			1191			
A-B	177	0.00			177			
A-C	632	0.00			632			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	363	0.00	631	0.575	369	1.4	13.991	B
B-A	38	0.00	301	0.125	38	0.1	13.714	B
C-AB	0	0.00	461	0.000	0	0.0	0.000	A
C-A	973	0.00			973			
A-B	145	0.00			145			
A-C	516	0.00			516			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	304	0.00	657	0.463	306	0.9	10.331	B
B-A	32	0.00	345	0.092	32	0.1	11.491	B
C-AB	0	0.00	478	0.000	0	0.0	0.000	A
C-A	815	0.00			815			
A-B	121	0.00			121			
A-C	432	0.00			432			

D7 - 2042 | RC4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	978	100.000
B - Fringford Road		✓	182	100.000
C - A4095 East		✓	959	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	47	931
	B - Fringford Road	80	0	102
	C - A4095 East	959	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	6
	B - Fringford Road	0	0	0
	C - A4095 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.25	10.52	0.3	B
B-A	0.34	21.48	0.5	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	0.00	544	0.141	76	0.2	7.691	A
B-A	60	0.00	356	0.169	59	0.2	12.121	B
C-AB	0	0.00	443	0.000	0	0.0	0.000	A
C-A	722	0.00			722			
A-B	35	0.00			35			
A-C	701	0.00			701			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	0.00	508	0.181	91	0.2	8.643	A
B-A	72	0.00	314	0.229	72	0.3	14.844	B
C-AB	0	0.00	420	0.000	0	0.0	0.000	A
C-A	862	0.00			862			
A-B	42	0.00			42			
A-C	837	0.00			837			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	0.00	455	0.247	112	0.3	10.474	B
B-A	88	0.00	256	0.345	87	0.5	21.278	C
C-AB	0	0.00	388	0.000	0	0.0	0.000	A
C-A	1056	0.00			1056			
A-B	52	0.00			52			
A-C	1025	0.00			1025			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	0.00	455	0.247	112	0.3	10.519	B
B-A	88	0.00	256	0.345	88	0.5	21.476	C
C-AB	0	0.00	388	0.000	0	0.0	0.000	A
C-A	1056	0.00			1056			
A-B	52	0.00			52			
A-C	1025	0.00			1025			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	0.00	507	0.181	92	0.2	8.689	A
B-A	72	0.00	314	0.229	73	0.3	14.977	B
C-AB	0	0.00	420	0.000	0	0.0	0.000	A
C-A	862	0.00			862			
A-B	42	0.00			42			
A-C	837	0.00			837			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	0.00	543	0.141	77	0.2	7.735	A
B-A	60	0.00	356	0.169	61	0.2	12.208	B
C-AB	0	0.00	443	0.000	0	0.0	0.000	A
C-A	722	0.00			722			
A-B	35	0.00			35			
A-C	701	0.00			701			

D8 - 2042 | RC4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	1022	100.000
B - Fringford Road		✓	411	100.000
C - A4095 East		✓	1142	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	346	676
	B - Fringford Road	58	0	353
	C - A4095 East	1142	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	8
	B - Fringford Road	0	0	0
	C - A4095 East	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.73	24.52	2.6	C
B-A	0.32	26.05	0.5	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	266	0.00	617	0.431	263	0.7	10.090	B
B-A	44	0.00	324	0.135	43	0.2	12.771	B
C-AB	0	0.00	442	0.000	0	0.0	0.000	A
C-A	860	0.00			860			
A-B	260	0.00			260			
A-C	509	0.00			509			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	317	0.00	584	0.544	316	1.2	13.353	B
B-A	52	0.00	280	0.186	52	0.2	15.741	C
C-AB	0	0.00	418	0.000	0	0.0	0.000	A
C-A	1027	0.00			1027			
A-B	311	0.00			311			
A-C	608	0.00			608			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	389	0.00	535	0.727	384	2.4	23.068	C
B-A	64	0.00	204	0.312	63	0.4	25.316	D
C-AB	0	0.00	385	0.000	0	0.0	0.000	A
C-A	1257	0.00			1257			
A-B	381	0.00			381			
A-C	744	0.00			744			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	389	0.00	534	0.728	388	2.6	24.518	C
B-A	64	0.00	202	0.316	64	0.5	26.050	D
C-AB	0	0.00	385	0.000	0	0.0	0.000	A
C-A	1257	0.00			1257			
A-B	381	0.00			381			
A-C	744	0.00			744			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	317	0.00	583	0.544	323	1.2	14.097	B
B-A	52	0.00	279	0.187	53	0.2	15.988	C
C-AB	0	0.00	418	0.000	0	0.0	0.000	A
C-A	1027	0.00			1027			
A-B	311	0.00			311			
A-C	608	0.00			608			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	266	0.00	616	0.431	268	0.8	10.379	B
B-A	44	0.00	324	0.135	44	0.2	12.869	B
C-AB	0	0.00	442	0.000	0	0.0	0.000	A
C-A	860	0.00			860			
A-B	260	0.00			260			
A-C	509	0.00			509			

D9 - 2042 | DS4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	858	100.000
B - Fringford Road		✓	352	100.000
C - A4095 East		✓	919	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	46	812
	B - Fringford Road	71	0	281
	C - A4095 East	919	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	7
	B - Fringford Road	0	0	0
	C - A4095 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.60	17.23	1.5	C
B-A	0.31	21.08	0.5	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	212	0.00	602	0.352	209	0.5	9.127	A
B-A	53	0.00	345	0.155	53	0.2	12.271	B
C-AB	0	0.00	454	0.000	0	0.0	0.000	A
C-A	692	0.00			692			
A-B	35	0.00			35			
A-C	611	0.00			611			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	253	0.00	568	0.445	252	0.8	11.344	B
B-A	64	0.00	308	0.208	64	0.3	14.733	B
C-AB	0	0.00	434	0.000	0	0.0	0.000	A
C-A	826	0.00			826			
A-B	41	0.00			41			
A-C	730	0.00			730			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	309	0.00	518	0.597	307	1.4	16.821	C
B-A	78	0.00	249	0.314	77	0.4	20.850	C
C-AB	0	0.00	406	0.000	0	0.0	0.000	A
C-A	1012	0.00			1012			
A-B	51	0.00			51			
A-C	894	0.00			894			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	309	0.00	518	0.598	309	1.5	17.234	C
B-A	78	0.00	249	0.314	78	0.5	21.084	C
C-AB	0	0.00	406	0.000	0	0.0	0.000	A
C-A	1012	0.00			1012			
A-B	51	0.00			51			
A-C	894	0.00			894			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	253	0.00	567	0.445	255	0.8	11.622	B
B-A	64	0.00	307	0.208	65	0.3	14.873	B
C-AB	0	0.00	434	0.000	0	0.0	0.000	A
C-A	826	0.00			826			
A-B	41	0.00			41			
A-C	730	0.00			730			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	212	0.00	601	0.352	213	0.6	9.291	A
B-A	53	0.00	345	0.155	54	0.2	12.359	B
C-AB	0	0.00	454	0.000	0	0.0	0.000	A
C-A	692	0.00			692			
A-B	35	0.00			35			
A-C	611	0.00			611			

D10 - 2042 | DS4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		4.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	934	100.000
B - Fringford Road		✓	418	100.000
C - A4095 East		✓	1154	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	253	681
	B - Fringford Road	51	0	367
	C - A4095 East	1154	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	9
	B - Fringford Road	0	0	0
	C - A4095 East	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.74	24.98	2.7	C
B-A	0.28	25.51	0.4	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	276	0.00	625	0.442	273	0.8	10.145	B
B-A	38	0.00	324	0.119	38	0.1	12.580	B
C-AB	0	0.00	449	0.000	0	0.0	0.000	A
C-A	869	0.00			869			
A-B	190	0.00			190			
A-C	513	0.00			513			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	330	0.00	593	0.556	328	1.2	13.483	B
B-A	46	0.00	279	0.165	46	0.2	15.428	C
C-AB	0	0.00	427	0.000	0	0.0	0.000	A
C-A	1037	0.00			1037			
A-B	227	0.00			227			
A-C	612	0.00			612			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	404	0.00	547	0.739	399	2.6	23.424	C
B-A	56	0.00	200	0.281	55	0.4	24.772	C
C-AB	0	0.00	397	0.000	0	0.0	0.000	A
C-A	1271	0.00			1271			
A-B	279	0.00			279			
A-C	750	0.00			750			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	404	0.00	546	0.739	404	2.7	24.981	C
B-A	56	0.00	197	0.285	56	0.4	25.508	D
C-AB	0	0.00	397	0.000	0	0.0	0.000	A
C-A	1271	0.00			1271			
A-B	279	0.00			279			
A-C	750	0.00			750			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	330	0.00	593	0.557	336	1.3	14.281	B
B-A	46	0.00	277	0.165	47	0.2	15.661	C
C-AB	0	0.00	427	0.000	0	0.0	0.000	A
C-A	1037	0.00			1037			
A-B	227	0.00			227			
A-C	612	0.00			612			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	276	0.00	625	0.442	278	0.8	10.451	B
B-A	38	0.00	323	0.119	39	0.1	12.667	B
C-AB	0	0.00	449	0.000	0	0.0	0.000	A
C-A	869	0.00			869			
A-B	190	0.00			190			
A-C	513	0.00			513			

D11 - 2042 | DS4AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	848	100.000
B - Fringford Road		✓	358	100.000
C - A4095 East		✓	915	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	46	802
	B - Fringford Road	71	0	287
	C - A4095 East	915	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	7
	B - Fringford Road	0	0	0
	C - A4095 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.61	17.52	1.5	C
B-A	0.31	20.98	0.4	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	216	0.00	604	0.358	214	0.5	9.176	A
B-A	53	0.00	347	0.154	53	0.2	12.224	B
C-AB	0	0.00	455	0.000	0	0.0	0.000	A
C-A	689	0.00			689			
A-B	35	0.00			35			
A-C	604	0.00			604			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	258	0.00	570	0.452	257	0.8	11.444	B
B-A	64	0.00	309	0.207	64	0.3	14.661	B
C-AB	0	0.00	435	0.000	0	0.0	0.000	A
C-A	823	0.00			823			
A-B	41	0.00			41			
A-C	721	0.00			721			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	316	0.00	521	0.606	313	1.5	17.084	C
B-A	78	0.00	250	0.312	77	0.4	20.751	C
C-AB	0	0.00	408	0.000	0	0.0	0.000	A
C-A	1007	0.00			1007			
A-B	51	0.00			51			
A-C	883	0.00			883			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	316	0.00	521	0.607	316	1.5	17.524	C
B-A	78	0.00	250	0.313	78	0.4	20.983	C
C-AB	0	0.00	408	0.000	0	0.0	0.000	A
C-A	1007	0.00			1007			
A-B	51	0.00			51			
A-C	883	0.00			883			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	258	0.00	570	0.453	261	0.8	11.739	B
B-A	64	0.00	309	0.207	65	0.3	14.802	B
C-AB	0	0.00	435	0.000	0	0.0	0.000	A
C-A	823	0.00			823			
A-B	41	0.00			41			
A-C	721	0.00			721			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	216	0.00	603	0.358	217	0.6	9.346	A
B-A	53	0.00	347	0.154	54	0.2	12.310	B
C-AB	0	0.00	455	0.000	0	0.0	0.000	A
C-A	689	0.00			689			
A-B	35	0.00			35			
A-C	604	0.00			604			

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Fringford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4095 Southwold lane/Fringford Road	T-Junction	Two-way	Two-way	Two-way		3.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 West		✓	918	100.000
B - Fringford Road		✓	418	100.000
C - A4095 East		✓	1148	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	251	667
	B - Fringford Road	51	0	367
	C - A4095 East	1148	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4095 West	B - Fringford Road	C - A4095 East
From	A - A4095 West	0	0	10
	B - Fringford Road	0	0	0
	C - A4095 East	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.74	24.58	2.7	C
B-A	0.28	25.01	0.4	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	276	0.00	627	0.441	273	0.8	10.101	B
B-A	38	0.00	325	0.118	38	0.1	12.508	B
C-AB	0	0.00	450	0.000	0	0.0	0.000	A
C-A	864	0.00			864			
A-B	189	0.00			189			
A-C	502	0.00			502			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	330	0.00	595	0.554	328	1.2	13.391	B
B-A	46	0.00	281	0.163	46	0.2	15.297	C
C-AB	0	0.00	428	0.000	0	0.0	0.000	A
C-A	1032	0.00			1032			
A-B	226	0.00			226			
A-C	600	0.00			600			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	404	0.00	549	0.735	399	2.5	23.094	C
B-A	56	0.00	203	0.277	55	0.4	24.321	C
C-AB	0	0.00	398	0.000	0	0.0	0.000	A
C-A	1264	0.00			1264			
A-B	276	0.00			276			
A-C	734	0.00			734			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	404	0.00	549	0.736	404	2.7	24.577	C
B-A	56	0.00	200	0.281	56	0.4	25.008	D
C-AB	0	0.00	398	0.000	0	0.0	0.000	A
C-A	1264	0.00			1264			
A-B	276	0.00			276			
A-C	734	0.00			734			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	330	0.00	595	0.555	335	1.3	14.162	B
B-A	46	0.00	279	0.164	47	0.2	15.520	C
C-AB	0	0.00	428	0.000	0	0.0	0.000	A
C-A	1032	0.00			1032			
A-B	226	0.00			226			
A-C	600	0.00			600			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	276	0.00	626	0.441	278	0.8	10.404	B
B-A	38	0.00	325	0.118	39	0.1	12.593	B
C-AB	0	0.00	450	0.000	0	0.0	0.000	A
C-A	864	0.00			864			
A-B	189	0.00			189			
A-C	502	0.00			502			

APPENDIX J

A4260 OXFORD ROAD/B4030 (HOPCROFTS HOLT) LINSIG REPORT

NOTES:

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, ROAD SAFETY AUDIT, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;

2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;

3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;

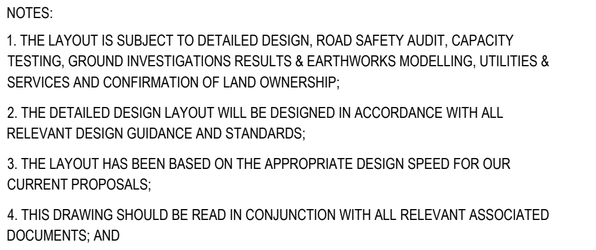
4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND

5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS;

6. EXISTING ROAD MARKINGS HAVE BEEN DRAWN INDICATIVELY

KEY:

- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY PBA
- 215M STOPPING SIGHT DISTANCE TO JUNCTION NEAR-SIDE SIGNAL HEAD IN ACCORDANCE WITH DMRB FOR A 60MPH ROAD
- STOPPING SIGHT DISTANCE (MAXIMUM ACHIEVABLE) TO JUNCTION NEAR-SIDE SIGNAL HEAD WITHIN ADOPTED HIGHWAY LAND
- STOPPING SIGHT DISTANCE (MAXIMUM ACHIEVABLE) TO JUNCTION OFF-SIDE SIGNAL HEAD WITHIN ADOPTED HIGHWAY LAND
- JUNCTION INTERVISIBILITY TO DMRB
- RELOCATED PRIMARY TRAFFIC SIGNAL HEAD AND POLE
- EXISTING PRIMARY TRAFFIC SIGNAL HEAD AND POLE
- EXISTING SECONDARY TRAFFIC SIGNAL HEAD AND POLE



SSD TO SIGNAL HEAD OF 215.0M (NATIONAL SPEED LIMIT) ACHIEVABLE

SMOOTHER KERB ALIGNMENT PROVIDED INTO THE TWO-LANE ON APPROACH TO THE SIGNAL JUNCTION

HIGHWAY IMPROVEMENT SCHEME TO TIE BACK INTO EXISTING LAYOUT

ACCESS TO FILLING STATION

REALIGN EXISTING CENTRELINE TO PROVIDE EXTENDED FLARE IMPROVING JUNCTION CAPACITY

WIDENING OF B4030 EAST (UNNAMED ROAD) WITHIN THE ADOPTED HIGHWAY TO PROVIDE CARRIAGEWAY WIDTH FOR IMPROVED FLARE

LOCATION OF REFUGE ISLAND IS NOT SHOWN ACCURATELY UPON OS. TOPOGRAPHICAL SURVEY REQUIRED TO ACCURATELY DEFINE POSITION

WIDENING OF B4030 WEST (UNNAMED ROAD) WITHIN THE ADOPTED HIGHWAY TO PROVIDE CARRIAGEWAY WIDTH FOR IMPROVED FLARE

EXISTING SERVICE COVERS TO BE RELOCATED INTO VERGE IF IMPACTED BY CARRIAGEWAY WIDENING WORKS

THE EXISTING VEGETATION TO BE CUT BACK OR REMOVED, WHERE ACHIEVABLE, TO ENSURE ADEQUATE SSD VISIBILITY TO THE PROPOSED TRAFFIC SIGNAL JUNCTION IS PROVIDED

112M MAXIMUM ACHIEVABLE SSD TO NEARSIDE AND OFFSIDE SIGNAL HEAD (THE SAME AS EXISTING SITUATION)

EXISTING LAYOUT OF BANBURY ROAD TO BE RETAINED

SSD TO SIGNAL HEAD OF 215.0M (NATIONAL SPEED LIMIT) ACHIEVABLE

SSD TO SIGNAL HEAD OF 215.0M (NATIONAL SPEED LIMIT) ACHIEVABLE

Filling Station

A 4260 Hopcrofts Holt

R10.000
3.500
3.300
R12.000
3.250
3.250
R10.000
3.000
3.000

Reproduced from/based upon Ordnance Survey material with the permission of Ordnance Survey ® on behalf of The Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 0100031673 Year of Publication 2016 Owner/Purchaser of Mapping PBA

Mark	Revision	Date	Drawn	Chkd	Appd
F	ADDITIONAL ANNOTATIONS SHOWN IN RESPONSE TO RSA	15.03.18	PC	PR	MW
E	REVISED FOLLOWING STAGE 1 RSA COMMENTS	06.03.18	JDS	PR	-
D	ANNOTATION TO SERVICE STATION REMOVED	08.12.17	PC	PC	-
C	ADDED SIGNAL HEADS AND STAGE DIAGRAM	06.12.17	LB	PC	-
B	REVISION TO FILLING STATION ACCESS TIE IN	15.11.17	LB	PC	-
A	REVISION TO FLARE LENGTH AND ROAD MARKINGS	18.08.17	JHo	PR	-

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

FOR DISCUSSION

HEYFORD PARK, TRANCHE 2

HOPCROFTS HOLT JUNCTION (J15) POTENTIAL MITIGATION SCHEMES

Client

DORCHESTER GROUP

Date of 1st Issue	Designed	Drawn
08.05.2017	JDS	JDS
A1 Scale	Checked	Approved
1:500	-	-

Drawing Number: 39304/5501/SK03

Revision: F

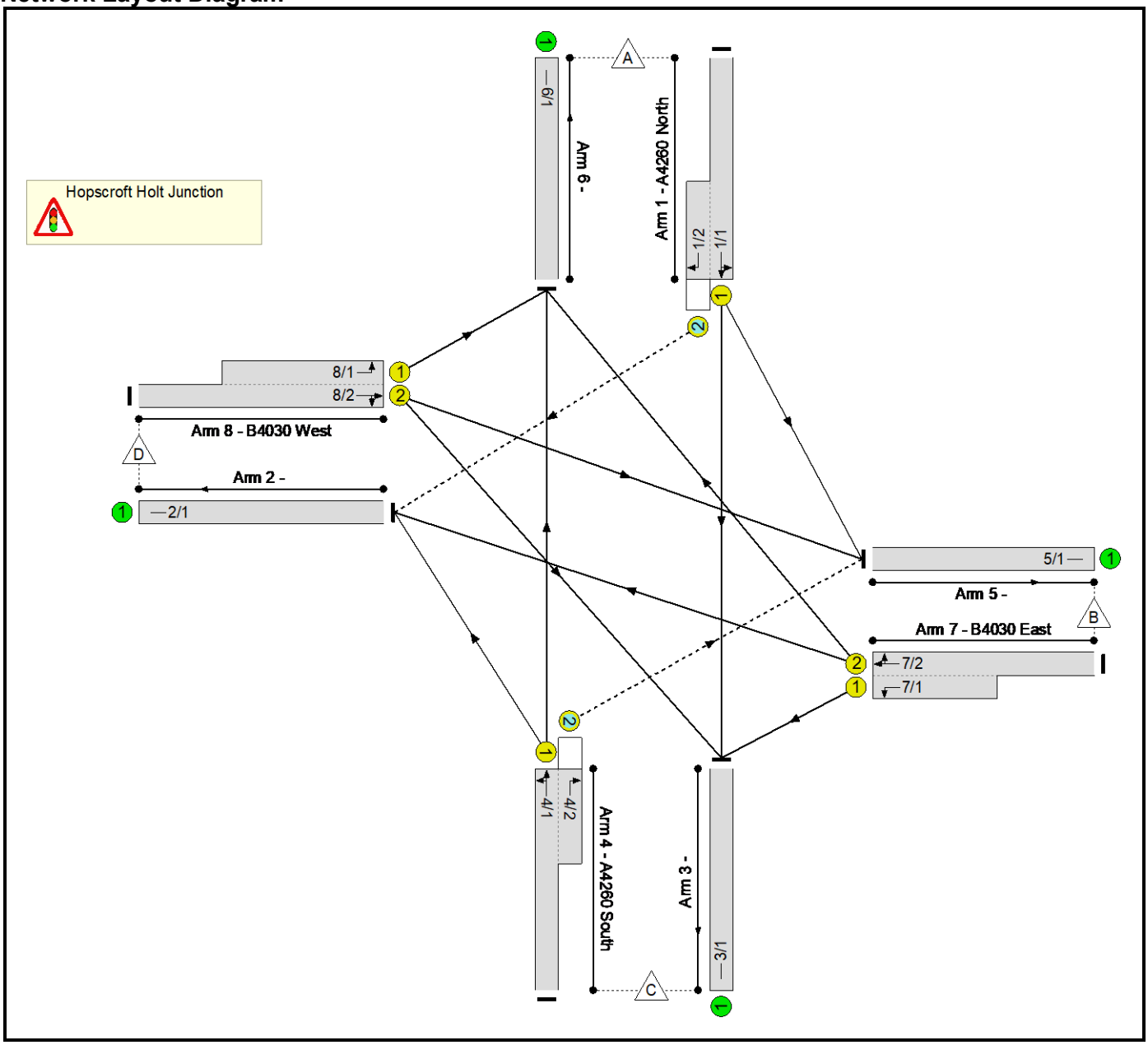
peterbrett
Offices throughout the UK and Europe
www.peterbrett.com
© Peter Brett Associates LLP
BRISTOL
Tel: 0117 928 1560

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Hopscroft Holt Junction (A4260/B4030 Crossroads)**
Location:	
Additional detail:	Consented scheme
File name:	260114 A4260_B4030 crossroads.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



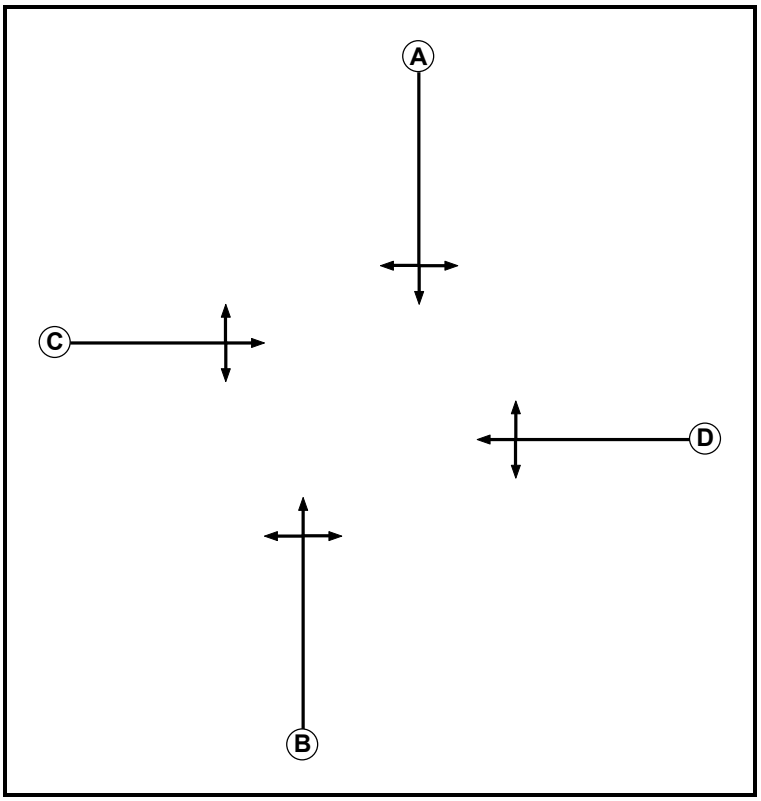
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2034 RC3A - AM Peak	2034 RC3A - AM Peak	Network Control Plan 1	08:00 - 09:00	120	-3.5	24.83
2	2034 DS3A - AM Peak	2034 DS3A - AM Peak	Network Control Plan 1	08:00 - 09:00	120	-5.8	32.66
3	2034 DS3AwTP - AM Peak	2034 DS3AwTP - AM Peak	Network Control Plan 1	08:00 - 09:00	120	-6.0	32.73
4	2034 RC3A - PM Peak	2034 RC3A - PM Peak	Network Control Plan 1	17:00 - 18:00	120	1.1	21.45
5	2034 DS3A - PM Peak	2034 DS3A - PM Peak	Network Control Plan 1	17:00 - 18:00	120	1.9	21.22
6	2034 DS3AwTP - PM Peak	2034 DS3AwTP - PM Peak	Network Control Plan 1	17:00 - 18:00	120	0.5	21.59
7	2042 RC4A - AM Peak	2042 RC4A - AM Peak	Network Control Plan 1	08:00 - 09:00	120	-8.9	37.79
8	2042 DS4A - AM Peak	2042 DS4A - AM Peak	Network Control Plan 1	08:00 - 09:00	120	-9.7	38.57
9	2042 DS4AwTP - AM Peak	2042 DS4AwTP - AM Peak	Network Control Plan 1	08:00 - 09:00	120	-9.7	38.11
10	2042 RC4A - PM Peak	2042 RC4A - PM Peak	Network Control Plan 1	17:00 - 18:00	120	-6.6	31.44
11	2042 DS4A - PM Peak	2042 DS4A - PM Peak	Network Control Plan 1	17:00 - 18:00	120	-4.2	29.34
12	2042 DS4AwTP - PM Peak	2042 DS4AwTP - PM Peak	Network Control Plan 1	17:00 - 18:00	120	-4.4	29.27

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	4	3	Hopscroft Holt Junction	

Phase Diagram



Phase Input Data

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

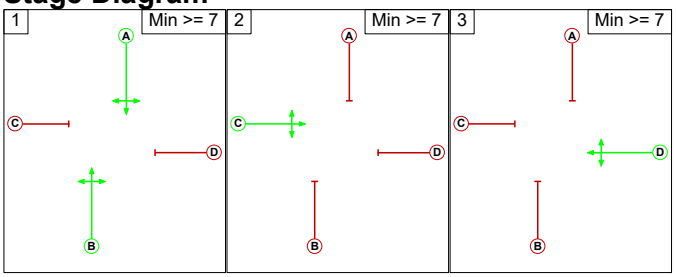
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	6	9
	B	-		9	6
	C	7	8		9
	D	8	7	9	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		9	9
	2	8		9
	3	8	9	

Lane Input Data

Junction: Hopscroft Holt Junction												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A4260 North)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Ahead	Inf
											Arm 5 Left	13.00
1/2 (A4260 North)	O	A	2	3	6.3	Geom	-	3.00	0.00	N	Arm 2 Right	12.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A4260 South)	U	B	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 2 Left	15.00
											Arm 6 Ahead	Inf
4/2 (A4260 South)	O	B	2	3	6.1	Geom	-	2.70	0.00	N	Arm 5 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B4030 East)	U	D	2	3	8.0	Geom	-	3.25	0.00	Y	Arm 3 Left	10.00
7/2 (B4030 East)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
											Arm 6 Right	13.00
8/1 (B4030 West)	U	C	2	3	10.4	Geom	-	3.50	0.00	Y	Arm 6 Left	13.00
8/2 (B4030 West)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Right	14.00
											Arm 5 Ahead	Inf

Give-Way Lane Input Data

Junction: Hopscroft Holt Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (A4260 North)	2/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
4/2 (A4260 South)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Lane Connector Input Data

Junction: Hopscroft Holt Junction				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
1/1	3/1	Internal	5	35
1/1	5/1	Internal	5	35
1/2	2/1	Internal	5	35
4/1	2/1	Internal	5	35
4/1	6/1	Internal	5	35
4/2	5/1	Internal	5	35
7/1	3/1	Internal	5	35
7/2	2/1	Internal	5	35
7/2	6/1	Internal	5	35
8/1	6/1	Internal	5	35
8/2	3/1	Internal	5	35
8/2	5/1	Internal	5	35

Lane Saturation Flows

Scenario 1: '2034 RC3A - AM Peak' (FG1: '2034 RC3A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	92.8 %	1899	1899
				Arm 5 Left	13.00	7.2 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.3 %	1884	1884
				Arm 6 Ahead	Inf	99.7 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	69.7 %	1875	1875
				Arm 6 Right	13.00	30.3 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	15.6 %	1933	1933
				Arm 5 Ahead	Inf	84.4 %		

Scenario 2: '2034 DS3A - AM Peak' (FG3: '2034 DS3A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	94.1 %	1902	1902
				Arm 5 Left	13.00	5.9 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.3 %	1884	1884
				Arm 6 Ahead	Inf	99.7 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	74.1 %	1884	1884
				Arm 6 Right	13.00	25.9 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	10.2 %	1944	1944
				Arm 5 Ahead	Inf	89.8 %		

Scenario 3: '2034 DS3AwTP - AM Peak' (FG5: '2034 DS3AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	94.1 %	1902	1902
				Arm 5 Left	13.00	5.9 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.3 %	1884	1884
				Arm 6 Ahead	Inf	99.7 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	74.2 %	1884	1884
				Arm 6 Right	13.00	25.8 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	10.3 %	1944	1944
				Arm 5 Ahead	Inf	89.7 %		

Scenario 4: '2034 RC3A - PM Peak' (FG2: '2034 RC3A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	83.1 %	1878	1878
				Arm 5 Left	13.00	16.9 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.8 %	1883	1883
				Arm 6 Ahead	Inf	99.2 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	55.5 %	1845	1845
				Arm 6 Right	13.00	44.5 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	14.5 %	1935	1935
				Arm 5 Ahead	Inf	85.5 %		

Scenario 5: '2034 DS3A - PM Peak' (FG4: '2034 DS3A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	82.8 %	1878	1878
				Arm 5 Left	13.00	17.2 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.9 %	1883	1883
				Arm 6 Ahead	Inf	99.1 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	62.1 %	1859	1859
				Arm 6 Right	13.00	37.9 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	15.4 %	1933	1933
				Arm 5 Ahead	Inf	84.6 %		

Scenario 6: '2034 DS3AwTP - PM Peak' (FG6: '2034 DS3AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	82.8 %	1878	1878
				Arm 5 Left	13.00	17.2 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.9 %	1883	1883
				Arm 6 Ahead	Inf	99.1 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	61.6 %	1858	1858
				Arm 6 Right	13.00	38.4 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	14.4 %	1935	1935
				Arm 5 Ahead	Inf	85.6 %		

Scenario 7: '2042 RC4A - AM Peak' (FG7: '2042 RC4A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	96.6 %	1907	1907
				Arm 5 Left	13.00	3.4 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.3 %	1884	1884
				Arm 6 Ahead	Inf	99.7 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	71.0 %	1877	1877
				Arm 6 Right	13.00	29.0 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	16.6 %	1931	1931
				Arm 5 Ahead	Inf	83.4 %		

Scenario 8: '2042 DS4A - AM Peak' (FG9: '2042 DS4A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	96.5 %	1907	1907
				Arm 5 Left	13.00	3.5 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.3 %	1884	1884
				Arm 6 Ahead	Inf	99.7 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	79.5 %	1895	1895
				Arm 6 Right	13.00	20.5 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	9.9 %	1944	1944
				Arm 5 Ahead	Inf	90.1 %		

Scenario 9: '2042 DS4AwTP - AM Peak' (FG11: '2042 DS4AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	96.5 %	1907	1907
				Arm 5 Left	13.00	3.5 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.3 %	1884	1884
				Arm 6 Ahead	Inf	99.7 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	79.5 %	1895	1895
				Arm 6 Right	13.00	20.5 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	10.0 %	1944	1944
				Arm 5 Ahead	Inf	90.0 %		

Scenario 10: '2042 RC4A - PM Peak' (FG8: '2042 RC4A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	81.7 %	1875	1875
				Arm 5 Left	13.00	18.3 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.7 %	1884	1884
				Arm 6 Ahead	Inf	99.3 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	51.7 %	1838	1838
				Arm 6 Right	13.00	48.3 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	14.6 %	1935	1935
				Arm 5 Ahead	Inf	85.4 %		

Scenario 11: '2042 DS4A - PM Peak' (FG10: '2042 DS4A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	81.1 %	1874	1874
				Arm 5 Left	13.00	18.9 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.6 %	1884	1884
				Arm 6 Ahead	Inf	99.4 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	57.7 %	1850	1850
				Arm 6 Right	13.00	42.3 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	14.2 %	1936	1936
				Arm 5 Ahead	Inf	85.8 %		

Scenario 12: '2042 DS4AwTP - PM Peak' (FG12: '2042 DS4AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Hopscroft Holt Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4260 North)	3.00	0.00	Y	Arm 3 Ahead	Inf	80.9 %	1874	1874
				Arm 5 Left	13.00	19.1 %		
1/2 (A4260 North)	3.00	0.00	N	Arm 2 Right	12.00	100.0 %	1827	1827
2/1	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1 (A4260 South)	2.70	0.00	Y	Arm 2 Left	15.00	0.5 %	1884	1884
				Arm 6 Ahead	Inf	99.5 %		
4/2 (A4260 South)	2.70	0.00	N	Arm 5 Right	10.00	100.0 %	1761	1761
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.25	0.00	Y	Arm 3 Left	10.00	0.0 %	1940	1940
7/2 (B4030 East)	3.25	0.00	Y	Arm 2 Ahead	Inf	57.1 %	1848	1848
				Arm 6 Right	13.00	42.9 %		
8/1 (B4030 West)	3.50	0.00	Y	Arm 6 Left	13.00	100.0 %	1762	1762
8/2 (B4030 West)	3.50	0.00	Y	Arm 3 Right	14.00	14.3 %	1935	1935
				Arm 5 Ahead	Inf	85.7 %		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 RC3A - AM Peak'	08:00	09:00	01:00	
2: '2034 RC3A - PM Peak'	17:00	18:00	01:00	
3: '2034 DS3A - AM Peak'	08:00	09:00	01:00	
4: '2034 DS3A - PM Peak'	17:00	18:00	01:00	
5: '2034 DS3AwTP - AM Peak'	08:00	09:00	01:00	
6: '2034 DS3AwTP - PM Peak'	17:00	18:00	01:00	
7: '2042 RC4A - AM Peak'	08:00	09:00	01:00	
8: '2042 RC4A - PM Peak'	17:00	18:00	01:00	
9: '2042 DS4A - AM Peak'	08:00	09:00	01:00	
10: '2042 DS4A - PM Peak'	17:00	18:00	01:00	
11: '2042 DS4AwTP - AM Peak'	08:00	09:00	01:00	
12: '2042 DS4AwTP - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2034 RC3A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	81	1042	41	1164
	B	36	0	0	83	119
	C	327	58	0	1	386
	D	15	152	28	0	195
	Tot.	378	291	1070	125	1864

FG2: '2034 RC3A - PM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	73	359	16	448
	B	93	0	0	116	209
	C	934	81	0	8	1023
	D	21	112	19	0	152
	Tot.	1048	266	378	140	1832

FG3: '2034 DS3A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	67	1064	29	1160
	B	41	0	0	117	158
	C	329	58	0	1	388
	D	15	176	20	0	211
	Tot.	385	301	1084	147	1917

FG4: '2034 DS3A - PM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	74	356	17	447
	B	83	0	0	136	219
	C	930	77	0	8	1015
	D	20	104	19	0	143
	Tot.	1033	255	375	161	1824

FG5: '2034 DS3AwTP - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	67	1066	29	1162
	B	41	0	0	118	159
	C	328	58	0	1	387
	D	15	174	20	0	209
	Tot.	384	299	1086	148	1917

FG6: '2034 DS3AwTP - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	74	356	17	447
	B	83	0	0	133	216
	C	931	76	0	8	1015
	D	20	113	19	0	152
	Tot.	1034	263	375	158	1830

FG7: '2042 RC4A - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	41	1155	50	1246
	B	36	0	0	88	124
	C	364	53	0	1	418
	D	15	156	31	0	202
	Tot.	415	250	1186	139	1990

FG8: '2042 RC4A - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	93	416	16	525
	B	115	0	0	123	238
	C	1016	62	0	7	1085
	D	20	123	21	0	164
	Tot.	1151	278	437	146	2012

FG9: '2042 DS4A - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	41	1135	30	1206
	B	32	0	0	124	156
	C	365	51	0	1	417
	D	13	182	20	0	215
	Tot.	410	274	1155	155	1994

FG10: '2042 DS4A - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	88	377	16	481
	B	101	0	0	138	239
	C	985	71	0	6	1062
	D	19	127	21	0	167
	Tot.	1105	286	398	160	1949

FG11: '2042 DS4AwTP - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	41	1135	30	1206
	B	32	0	0	124	156
	C	366	51	0	1	418
	D	13	180	20	0	213
	Tot.	411	272	1155	155	1993

FG12: '2042 DS4AwTP - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	89	377	16	482
	B	103	0	0	137	240
	C	985	71	0	5	1061
	D	19	126	21	0	166
	Tot.	1107	286	398	158	1949

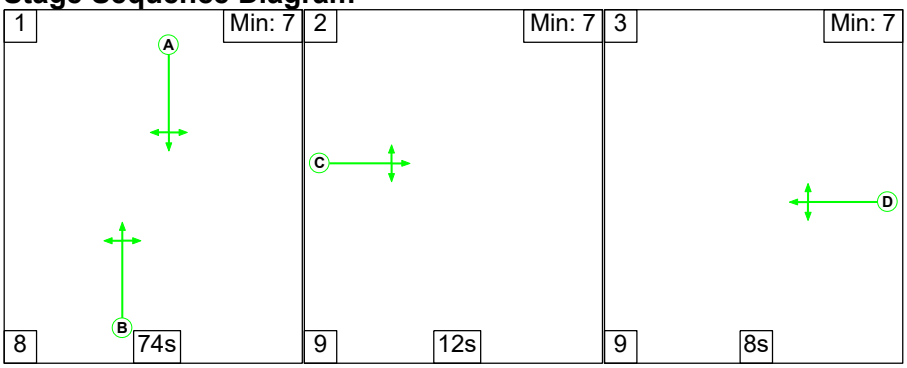
Traffic Lane Flows

Lane	Scenario 1: 2034 RC3A - AM Peak	Scenario 2: 2034 DS3A - AM Peak	Scenario 3: 2034 DS3AwTP - AM Peak	Scenario 4: 2034 RC3A - PM Peak	Scenario 5: 2034 DS3A - PM Peak	Scenario 6: 2034 DS3AwTP - PM Peak
Junction: Hopscroft Holt Junction						
1/1 (with short)	1164(In) 1123(Out)	1160(In) 1131(Out)	1162(In) 1133(Out)	448(In) 432(Out)	447(In) 430(Out)	447(In) 430(Out)
1/2 (short)	41	29	29	16	17	17
2/1	125	147	148	140	161	158
3/1	1070	1084	1086	378	375	375
4/1 (with short)	386(In) 328(Out)	388(In) 330(Out)	387(In) 329(Out)	1023(In) 942(Out)	1015(In) 938(Out)	1015(In) 939(Out)
4/2 (short)	58	58	58	81	77	76
5/1	291	301	299	266	255	263
6/1	378	385	384	1048	1033	1034
7/1 (short)	0	0	0	0	0	0
7/2 (with short)	119(In) 119(Out)	158(In) 158(Out)	159(In) 159(Out)	209(In) 209(Out)	219(In) 219(Out)	216(In) 216(Out)
8/1 (short)	15	15	15	21	20	20
8/2 (with short)	195(In) 180(Out)	211(In) 196(Out)	209(In) 194(Out)	152(In) 131(Out)	143(In) 123(Out)	152(In) 132(Out)

Lane	Scenario 7: 2042 RC4A - AM Peak	Scenario 8: 2042 DS4A - AM Peak	Scenario 9: 2042 DS4AwTP - AM Peak	Scenario 10: 2042 RC4A - PM Peak	Scenario 11: 2042 DS4A - PM Peak	Scenario 12: 2042 DS4AwTP - PM Peak
Junction: Hopscroft Holt Junction						
1/1 (with short)	1246(In) 1196(Out)	1206(In) 1176(Out)	1206(In) 1176(Out)	525(In) 509(Out)	481(In) 465(Out)	482(In) 466(Out)
1/2 (short)	50	30	30	16	16	16
2/1	139	155	155	146	160	158
3/1	1186	1155	1155	437	398	398
4/1 (with short)	418(In) 365(Out)	417(In) 366(Out)	418(In) 367(Out)	1085(In) 1023(Out)	1062(In) 991(Out)	1061(In) 990(Out)
4/2 (short)	53	51	51	62	71	71
5/1	250	274	272	278	286	286
6/1	415	410	411	1151	1105	1107
7/1 (short)	0	0	0	0	0	0
7/2 (with short)	124(In) 124(Out)	156(In) 156(Out)	156(In) 156(Out)	238(In) 238(Out)	239(In) 239(Out)	240(In) 240(Out)
8/1 (short)	15	13	13	20	19	19
8/2 (with short)	202(In) 187(Out)	215(In) 202(Out)	213(In) 200(Out)	164(In) 144(Out)	167(In) 148(Out)	166(In) 147(Out)

Scenario 1: '2034 RC3A - AM Peak' (FG1: '2034 RC3A - AM Peak', Plan 1: 'Network Control Plan 1')

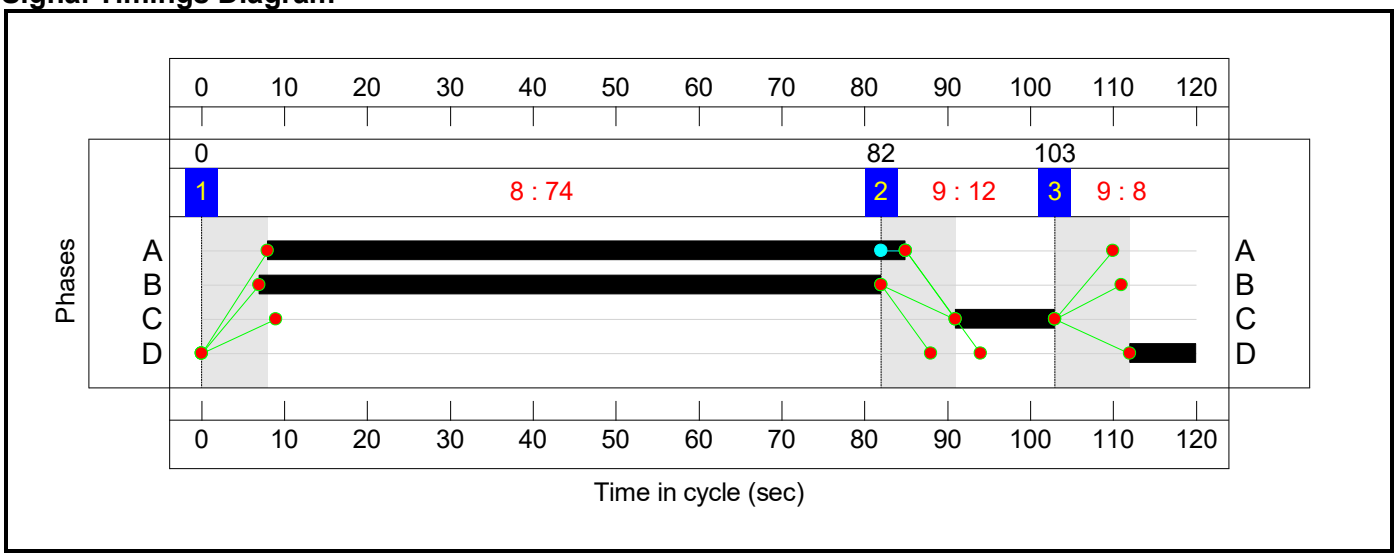
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	74	12	8
Change Point	0	82	103

Signal Timings Diagram



Network Results

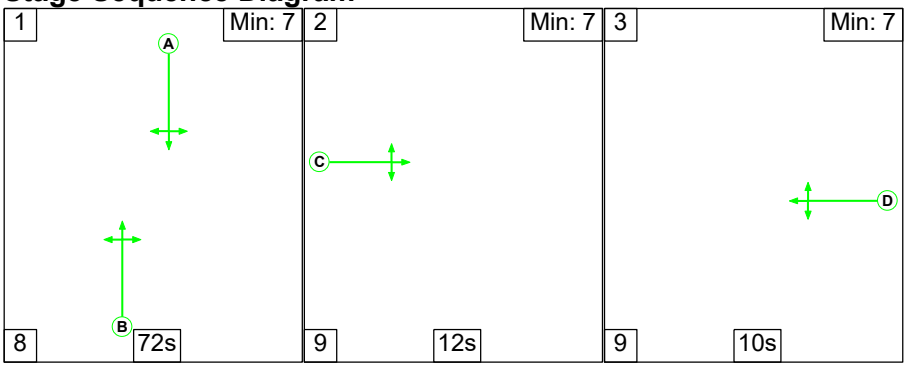
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.1%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.1%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	77	-	-	1164	1899:1827	1206+44	93.1 : 93.1%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	75	-	-	386	1884:1761	430+76	76.2 : 76.2%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	8	-	-	119	1875:1940	141+0	84.6 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	12	-	-	195	1933:1762	209+17	86.0 : 86.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**65**	**0**	**34**	**11.6**	**12.4**	**0.9**	**24.8**	-	-	-	-	
Hopscroft Holt Junction	-	-	**65**	**0**	**34**	**11.6**	**12.4**	**0.9**	**24.8**	-	-	-	-	
1/1+1/2	1164	1164	40	0	1	5.9	5.9	0.0	11.9	36.7	33.7	5.9	39.7	
4/1+4/2	386	386	25	0	33	1.0	1.6	0.8	3.4	32.0	4.8	1.6	6.4	
7/2+7/1	119	119	-	-	-	1.8	2.3	-	4.1	123.6	3.9	2.3	6.2	
8/2+8/1	195	195	-	-	-	2.8	2.6	-	5.5	100.8	5.9	2.6	8.5	

C1 PRC for Signalled Lanes (%): -3.5 Total Delay for Signalled Lanes (pcuHr): 24.83 Cycle Time (s): 120
PRC Over All Lanes (%): -3.5 Total Delay Over All Lanes(pcuHr): 24.83

Scenario 2: '2034 DS3A - AM Peak' (FG3: '2034 DS3A - AM Peak', Plan 1: 'Network Control Plan 1')

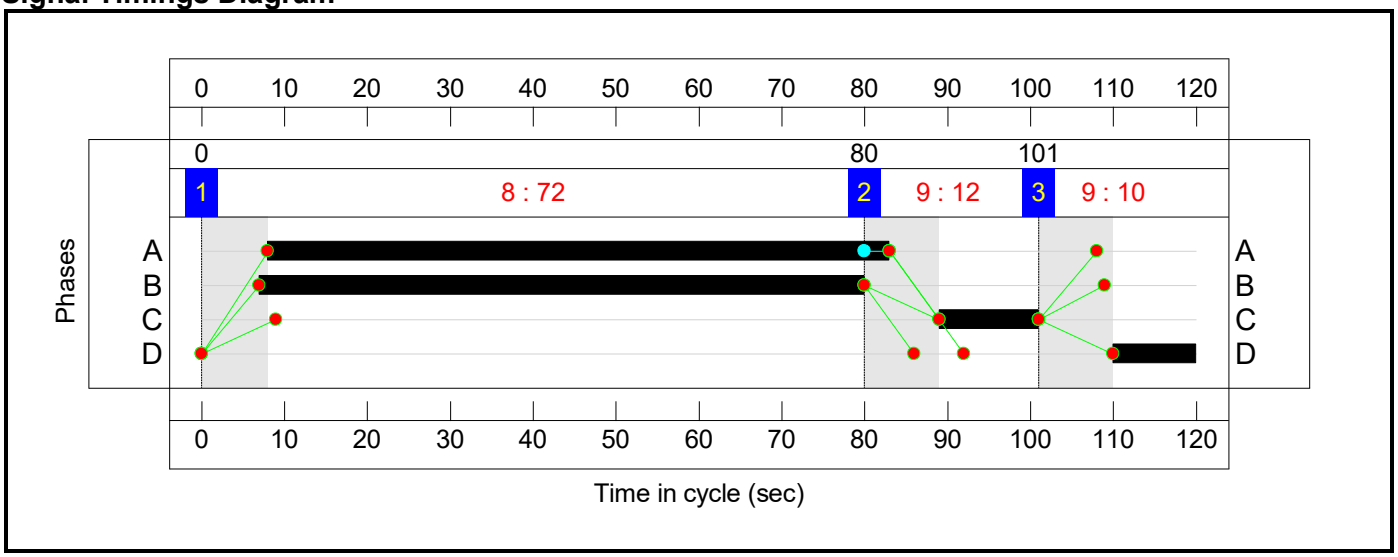
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	72	12	10
Change Point	0	80	101

Signal Timings Diagram



Network Results

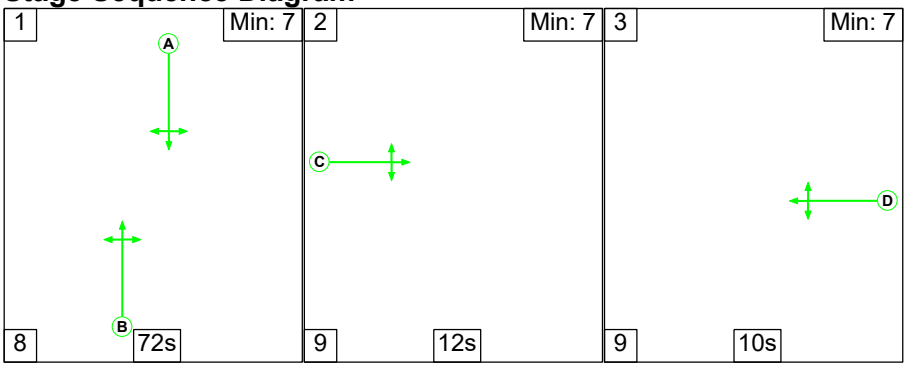
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.2%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.2%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	75	-	-	1160	1902:1827	1188+30	95.2 : 95.2%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	73	-	-	388	1884:1761	380+67	86.7 : 86.7%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	10	-	-	158	1884:1940	173+0	91.5 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	12	-	-	211	1944:1762	211+16	93.1 : 93.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**44**	**0**	**43**	**13.0**	**18.7**	**0.9**	**32.7**	-	-	-	-	
Hopscroft Holt Junction	-	-	**44**	**0**	**43**	**13.0**	**18.7**	**0.9**	**32.7**	-	-	-	-	
1/1+1/2	1160	1160	28	0	0	6.5	7.8	0.0	14.3	44.4	35.3	7.8	43.1	
4/1+4/2	388	388	15	0	43	1.1	3.0	0.9	5.0	46.1	5.0	3.0	8.0	
7/2+7/1	158	158	-	-	-	2.4	3.6	-	6.0	136.2	5.2	3.6	8.8	
8/2+8/1	211	211	-	-	-	3.1	4.3	-	7.4	126.6	6.4	4.3	10.8	

C1 PRC for Signalled Lanes (%): -5.8 Total Delay for Signalled Lanes (pcuHr): 32.66 Cycle Time (s): 120
PRC Over All Lanes (%): -5.8 Total Delay Over All Lanes(pcuHr): 32.66

Scenario 3: '2034 DS3AwTP - AM Peak' (FG5: '2034 DS3AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

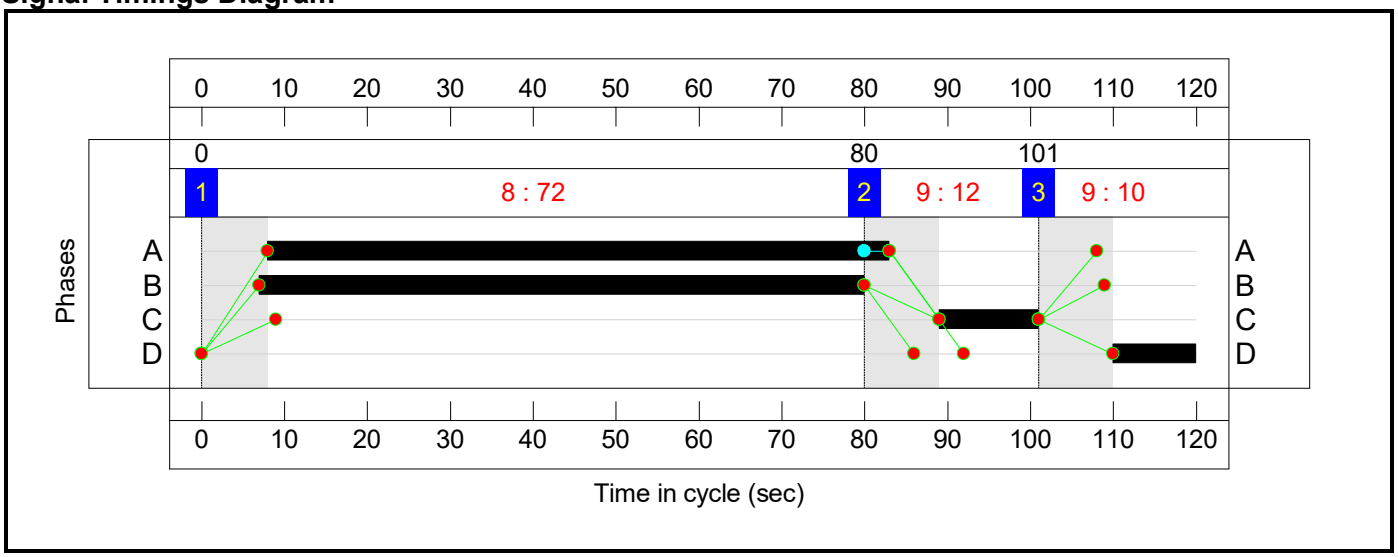
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	72	12	10
Change Point	0	80	101

Signal Timings Diagram



Network Results

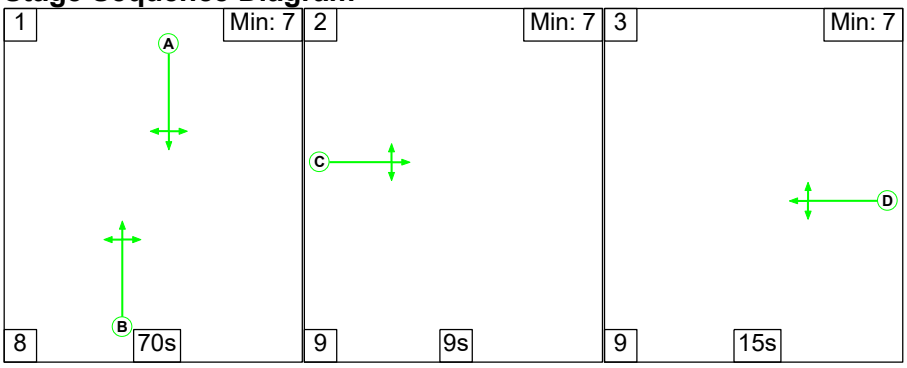
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.4%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.4%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	75	-	-	1162	1902:1827	1188+30	95.4 : 95.4%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	73	-	-	387	1884:1761	379+67	86.8 : 86.8%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	10	-	-	159	1884:1940	173+0	92.1 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	12	-	-	209	1944:1762	211+16	92.1 : 92.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**44**	**0**	**43**	**13.1**	**18.8**	**0.9**	**32.7**	-	-	-	-	
Hopscroft Holt Junction	-	-	**44**	**0**	**43**	**13.1**	**18.8**	**0.9**	**32.7**	-	-	-	-	
1/1+1/2	1162	1162	28	0	0	6.5	8.0	0.0	14.5	45.0	35.3	8.0	43.4	
4/1+4/2	387	387	15	0	43	1.1	3.0	0.9	5.0	46.3	5.0	3.0	8.0	
7/2+7/1	159	159	-	-	-	2.4	3.8	-	6.1	139.0	5.3	3.8	9.0	
8/2+8/1	209	209	-	-	-	3.1	4.0	-	7.1	122.0	6.4	4.0	10.4	

C1 PRC for Signalled Lanes (%): -6.0 Total Delay for Signalled Lanes (pcuHr): 32.73 Cycle Time (s): 120
PRC Over All Lanes (%): -6.0 Total Delay Over All Lanes(pcuHr): 32.73

Scenario 4: '2034 RC3A - PM Peak' (FG2: '2034 RC3A - PM Peak', Plan 1: 'Network Control Plan 1')

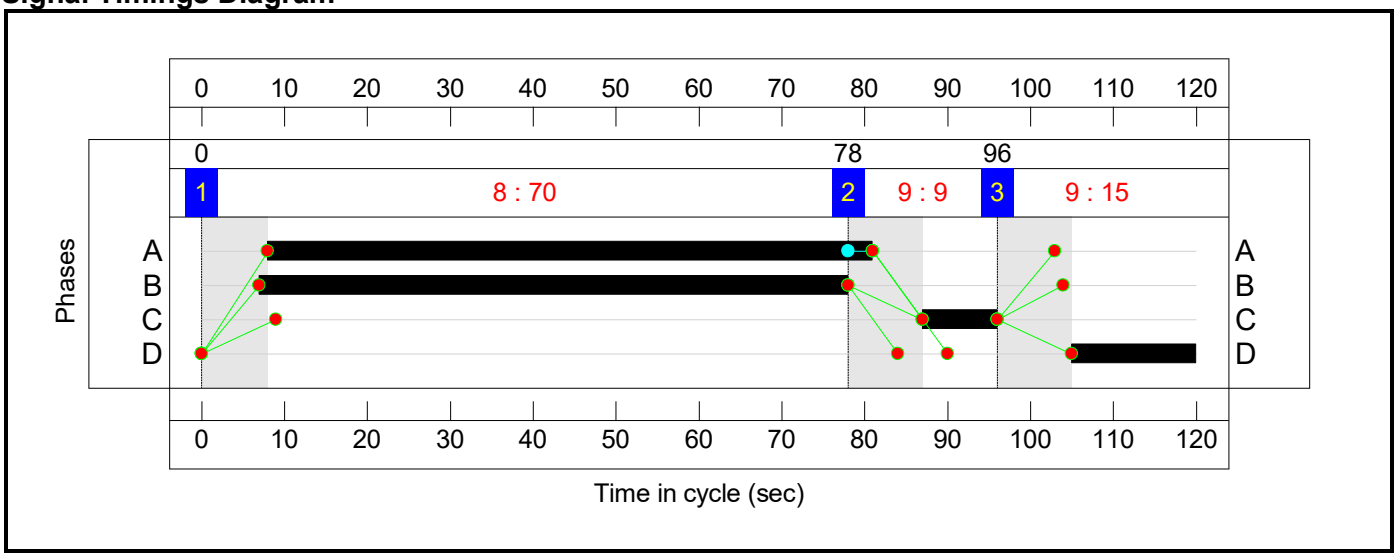
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	70	9	15
Change Point	0	78	96

Signal Timings Diagram



Network Results

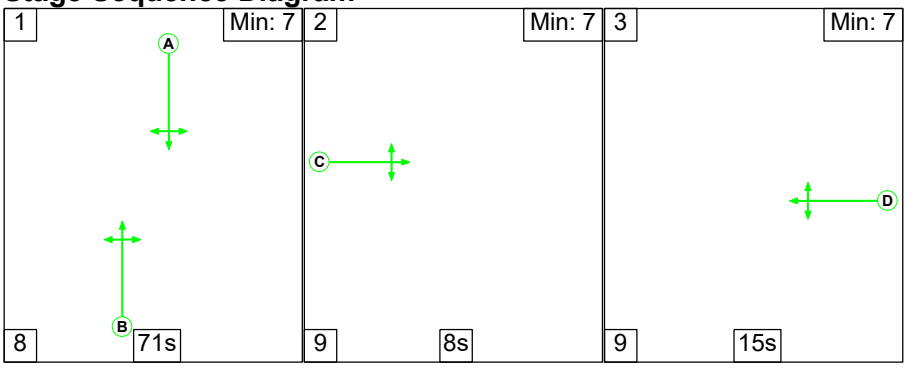
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.0%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.0%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	73	-	-	448	1878:1827	1119+41	38.6 : 38.6%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	71	-	-	1023	1883:1761	1058+91	89.0 : 89.0%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	15	-	-	209	1845:1940	240+0	87.1 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	9	-	-	152	1935:1762	161+26	81.2 : 81.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**97**	**0**	**0**	**12.3**	**8.9**	**0.2**	**21.4**	-	-	-	-	
Hopscroft Holt Junction	-	-	**97**	**0**	**0**	**12.3**	**8.9**	**0.2**	**21.4**	-	-	-	-	
1/1+1/2	448	448	16	0	0	1.4	0.3	0.1	1.9	15.1	7.3	0.3	7.6	
4/1+4/2	1023	1023	81	0	0	5.7	3.8	0.1	9.6	33.6	28.5	3.8	32.3	
7/2+7/1	209	209	-	-	-	3.0	2.8	-	5.8	99.9	6.8	2.8	9.6	
8/2+8/1	152	152	-	-	-	2.3	1.9	-	4.2	99.8	4.3	1.9	6.2	

C1 PRC for Signalled Lanes (%): 1.1 Total Delay for Signalled Lanes (pcuHr): 21.45 Cycle Time (s): 120
PRC Over All Lanes (%): 1.1 Total Delay Over All Lanes(pcuHr): 21.45

Scenario 5: '2034 DS3A - PM Peak' (FG4: '2034 DS3A - PM Peak', Plan 1: 'Network Control Plan 1')

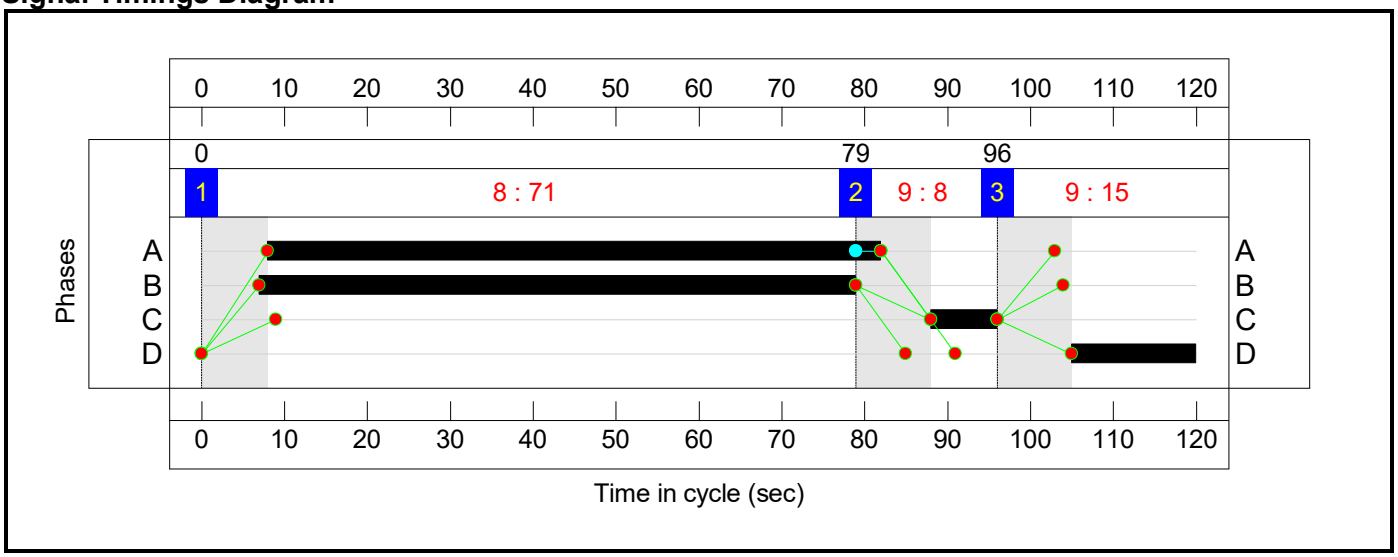
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	71	8	15
Change Point	0	79	96

Signal Timings Diagram



Network Results

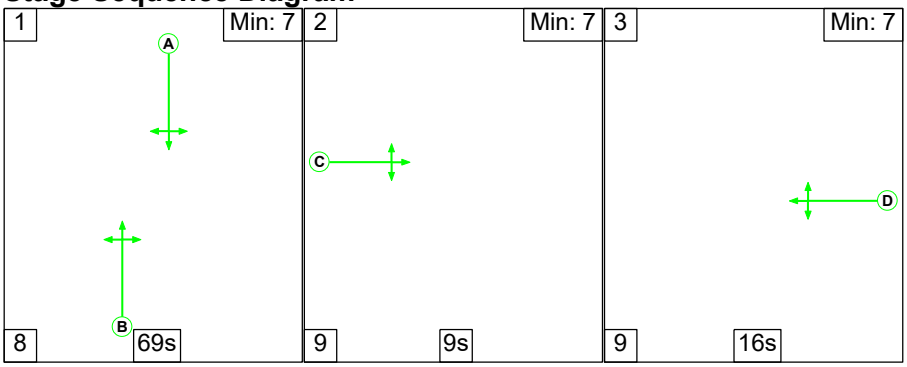
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.4%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.4%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	74	-	-	447	1878:1827	1132+45	38.0 : 38.0%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	72	-	-	1015	1883:1761	1076+88	87.2 : 87.2%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	15	-	-	219	1859:1940	248+0	88.4 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	8	-	-	143	1933:1762	145+24	84.8 : 84.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**94**	**0**	**0**	**12.0**	**9.0**	**0.2**	**21.2**	-	-	-	-	
Hopscroft Holt Junction	-	-	**94**	**0**	**0**	**12.0**	**9.0**	**0.2**	**21.2**	-	-	-	-	
1/1+1/2	447	447	17	0	0	1.3	0.3	0.1	1.8	14.5	7.0	0.3	7.4	
4/1+4/2	1015	1015	77	0	0	5.3	3.3	0.1	8.7	30.7	27.4	3.3	30.7	
7/2+7/1	219	219	-	-	-	3.1	3.1	-	6.2	102.4	7.1	3.1	10.2	
8/2+8/1	143	143	-	-	-	2.2	2.4	-	4.5	113.9	4.0	2.4	6.4	

C1 PRC for Signalled Lanes (%): 1.9 Total Delay for Signalled Lanes (pcuHr): 21.22 Cycle Time (s): 120
PRC Over All Lanes (%): 1.9 Total Delay Over All Lanes(pcuHr): 21.22

Scenario 6: '2034 DS3AwTP - PM Peak' (FG6: '2034 DS3AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

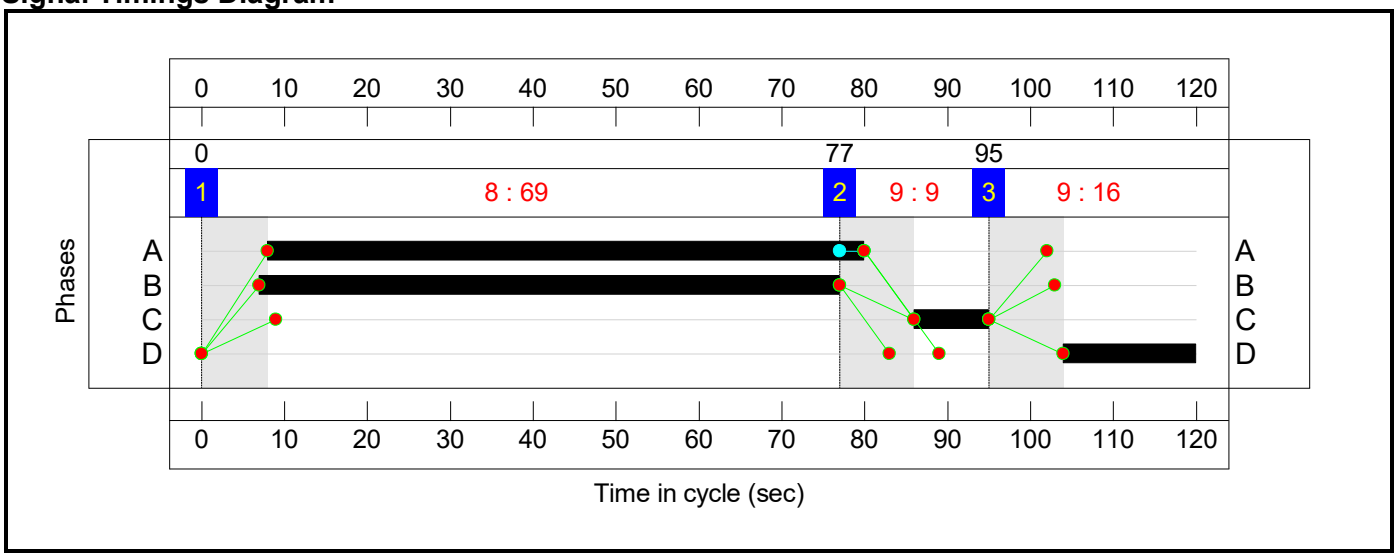
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	69	9	16
Change Point	0	77	95

Signal Timings Diagram



Network Results

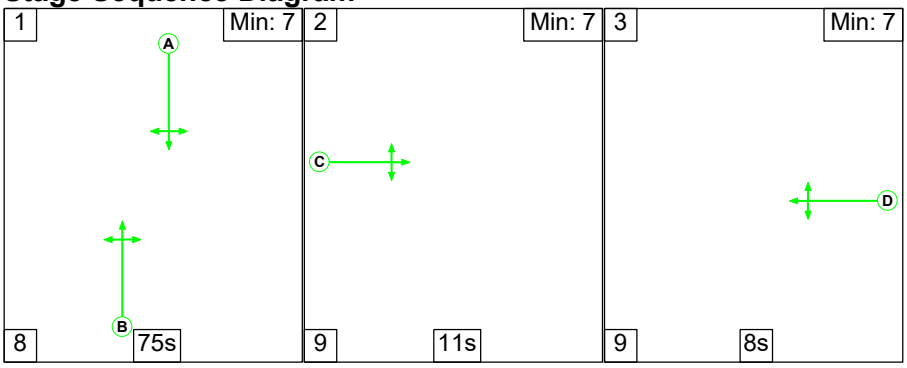
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.6%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.6%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	72	-	-	447	1878:1827	1102+44	39.0 : 39.0%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	70	-	-	1015	1883:1761	1048+85	89.6 : 89.6%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	16	-	-	216	1858:1940	255+0	84.5 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	9	-	-	152	1935:1762	161+24	81.9 : 81.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**93**	**0**	**0**	**12.6**	**8.8**	**0.2**	**21.6**	-	-	-	-	
Hopscroft Holt Junction	-	-	**93**	**0**	**0**	**12.6**	**8.8**	**0.2**	**21.6**	-	-	-	-	
1/1+1/2	447	447	17	0	0	1.5	0.3	0.2	2.0	15.8	7.3	0.3	7.6	
4/1+4/2	1015	1015	76	0	0	5.8	4.0	0.1	9.9	35.2	28.5	4.0	32.6	
7/2+7/1	216	216	-	-	-	3.0	2.4	-	5.4	90.6	7.0	2.4	9.4	
8/2+8/1	152	152	-	-	-	2.3	2.0	-	4.3	101.4	4.3	2.0	6.3	

C1 PRC for Signalled Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 21.59 Cycle Time (s): 120
PRC Over All Lanes (%): 0.5 Total Delay Over All Lanes(pcuHr): 21.59

Scenario 7: '2042 RC4A - AM Peak' (FG7: '2042 RC4A - AM Peak', Plan 1: 'Network Control Plan 1')

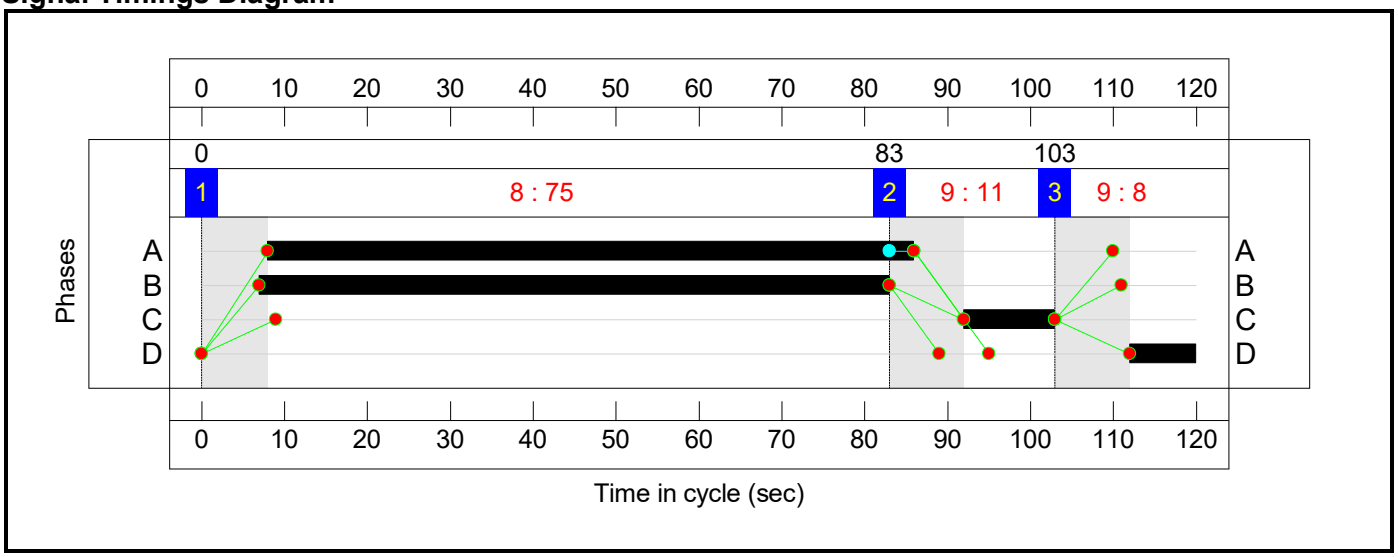
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	75	11	8
Change Point	0	83	103

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.0%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.0%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	78	-	-	1246	1907:1827	1220+51	98.0 : 98.0%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	76	-	-	418	1884:1761	413+60	88.3 : 88.3%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	8	-	-	124	1877:1940	141+0	88.1 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	11	-	-	202	1931:1762	193+15	96.8 : 96.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**53**	**0**	**49**	**12.7**	**24.3**	**0.9**	**37.8**	-	-	-	-	
Hopscroft Holt Junction	-	-	**53**	**0**	**49**	**12.7**	**24.3**	**0.9**	**37.8**	-	-	-	-	
1/1+1/2	1246	1246	49	0	1	6.7	12.5	0.0	19.2	55.4	39.5	12.5	52.0	
4/1+4/2	418	418	5	0	48	1.1	3.4	0.8	5.3	45.6	5.4	3.4	8.7	
7/2+7/1	124	124	-	-	-	1.9	2.8	-	4.7	135.6	4.1	2.8	6.8	
8/2+8/1	202	202	-	-	-	3.0	5.6	-	8.6	154.1	6.2	5.6	11.8	

C1

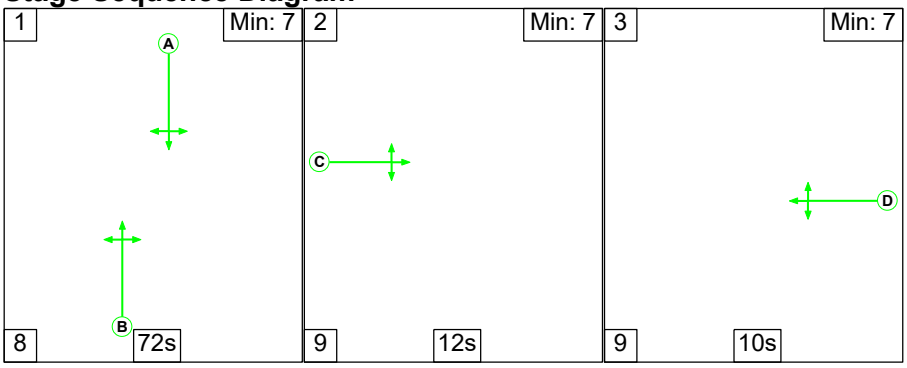
PRC for Signalled Lanes (%): -8.9
PRC Over All Lanes (%): -8.9

Total Delay for Signalled Lanes (pcuHr): 37.79
Total Delay Over All Lanes(pcuHr): 37.79

Cycle Time (s): 120

Scenario 8: '2042 DS4A - AM Peak' (FG9: '2042 DS4A - AM Peak', Plan 1: 'Network Control Plan 1')

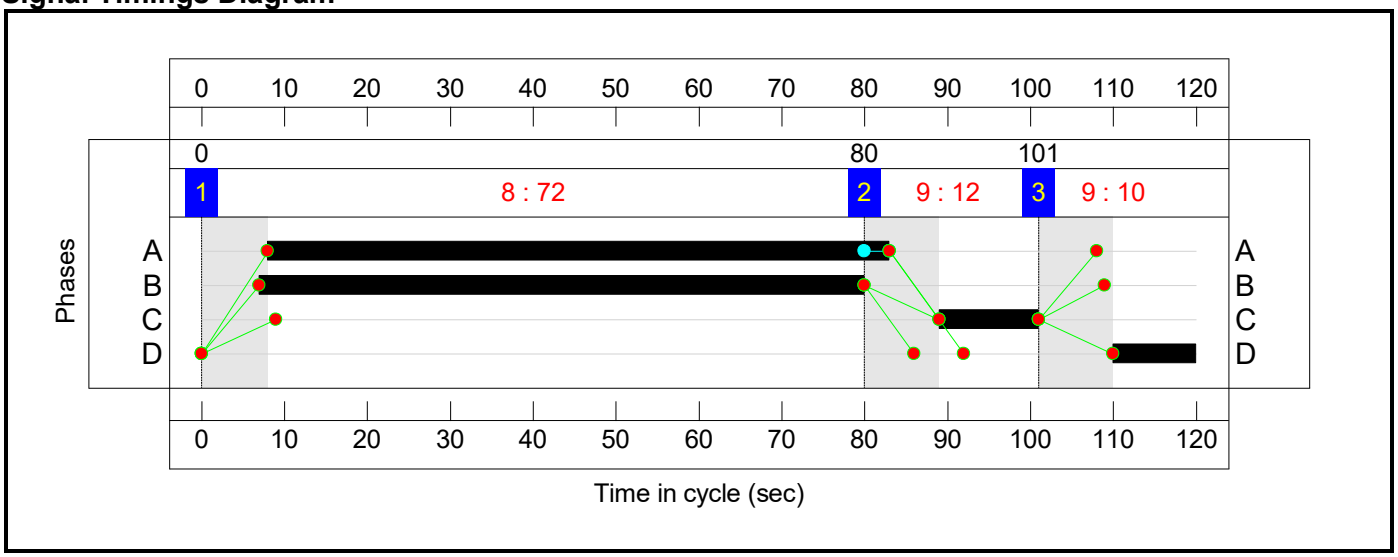
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	72	12	10
Change Point	0	80	101

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	75	-	-	1206	1907:1827	1191+30	98.8 : 98.8%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	73	-	-	417	1884:1761	520+60	70.4 : 85.0%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	10	-	-	156	1895:1940	174+0	89.8 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	12	-	-	215	1944:1762	211+14	95.9 : 95.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**32**	**0**	**49**	**13.9**	**23.9**	**0.8**	**38.6**	-	-	-	-	
Hopscroft Holt Junction	-	-	**32**	**0**	**49**	**13.9**	**23.9**	**0.8**	**38.6**	-	-	-	-	
1/1+1/2	1206	1206	29	0	1	7.1	14.0	0.0	21.2	63.2	39.0	14.0	53.1	
4/1+4/2	417	417	3	0	48	1.2	1.3	0.8	3.3	28.4	5.8	1.3	7.1	
7/2+7/1	156	156	-	-	-	2.3	3.2	-	5.6	128.4	5.1	3.2	8.3	
8/2+8/1	215	215	-	-	-	3.2	5.4	-	8.6	143.2	6.7	5.4	12.1	

C1

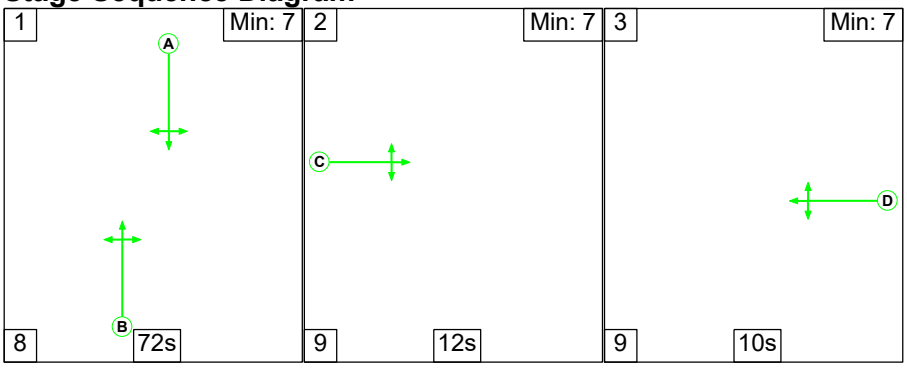
PRC for Signalled Lanes (%): -9.7
PRC Over All Lanes (%): -9.7

Total Delay for Signalled Lanes (pcuHr): 38.57
Total Delay Over All Lanes(pcuHr): 38.57

Cycle Time (s): 120

Scenario 9: '2042 DS4AwTP - AM Peak' (FG11: '2042 DS4AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

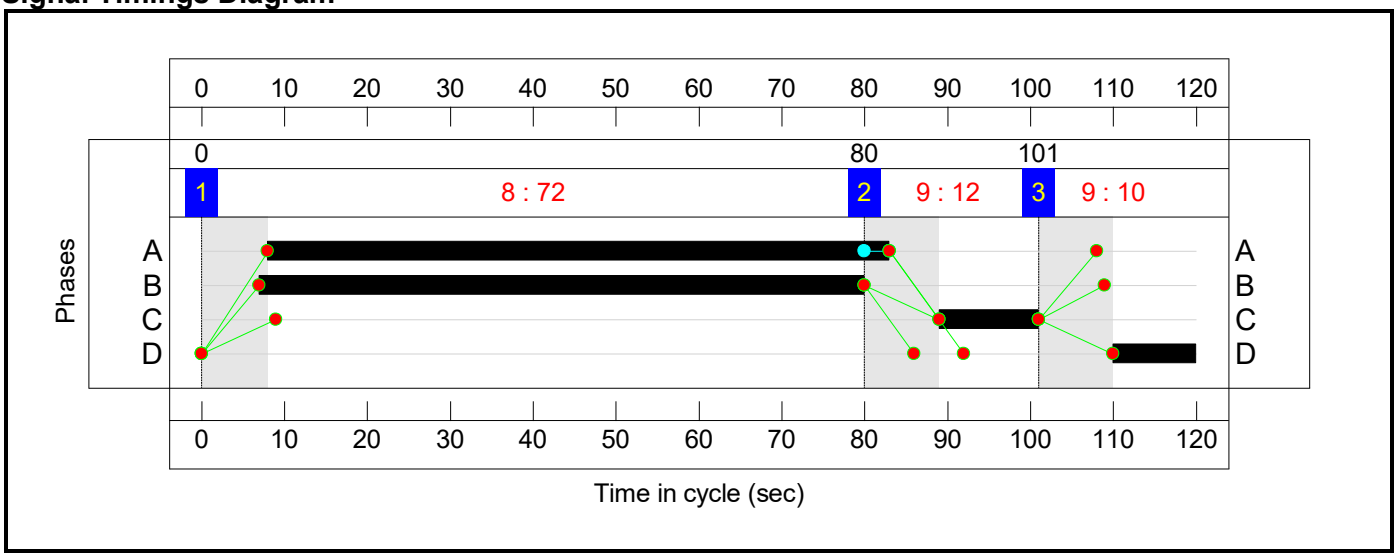
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	72	12	10
Change Point	0	80	101

Signal Timings Diagram



Network Results

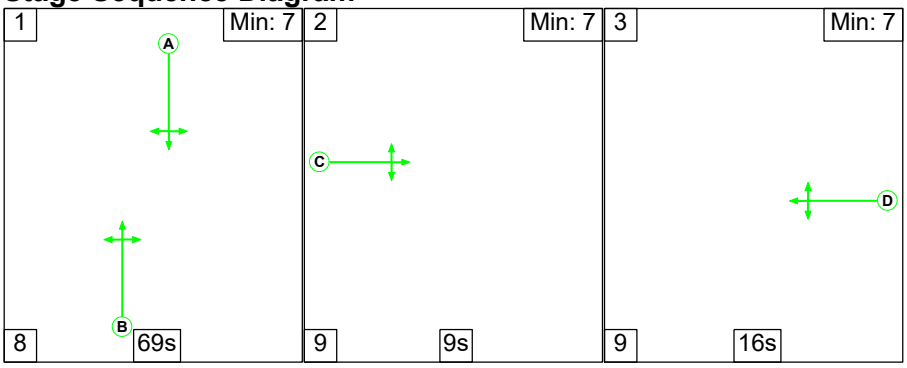
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	75	-	-	1206	1907:1827	1191+30	98.8 : 98.8%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	73	-	-	418	1884:1761	526+60	69.7 : 85.0%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	10	-	-	156	1895:1940	174+0	89.8 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	12	-	-	213	1944:1762	211+14	95.0 : 95.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**32**	**0**	**49**	**13.8**	**23.5**	**0.8**	**38.1**	-	-	-	-	
Hopscroft Holt Junction	-	-	**32**	**0**	**49**	**13.8**	**23.5**	**0.8**	**38.1**	-	-	-	-	
1/1+1/2	1206	1206	29	0	1	7.1	14.0	0.0	21.2	63.2	39.0	14.0	53.1	
4/1+4/2	418	418	3	0	48	1.2	1.2	0.8	3.3	28.0	5.8	1.2	7.0	
7/2+7/1	156	156	-	-	-	2.3	3.2	-	5.6	128.4	5.1	3.2	8.3	
8/2+8/1	213	213	-	-	-	3.1	5.0	-	8.1	137.4	6.6	5.0	11.6	

C1 PRC for Signalled Lanes (%): -9.7 Total Delay for Signalled Lanes (pcuHr): 38.11 Cycle Time (s): 120
PRC Over All Lanes (%): -9.7 Total Delay Over All Lanes(pcuHr): 38.11

Scenario 10: '2042 RC4A - PM Peak' (FG8: '2042 RC4A - PM Peak', Plan 1: 'Network Control Plan 1')

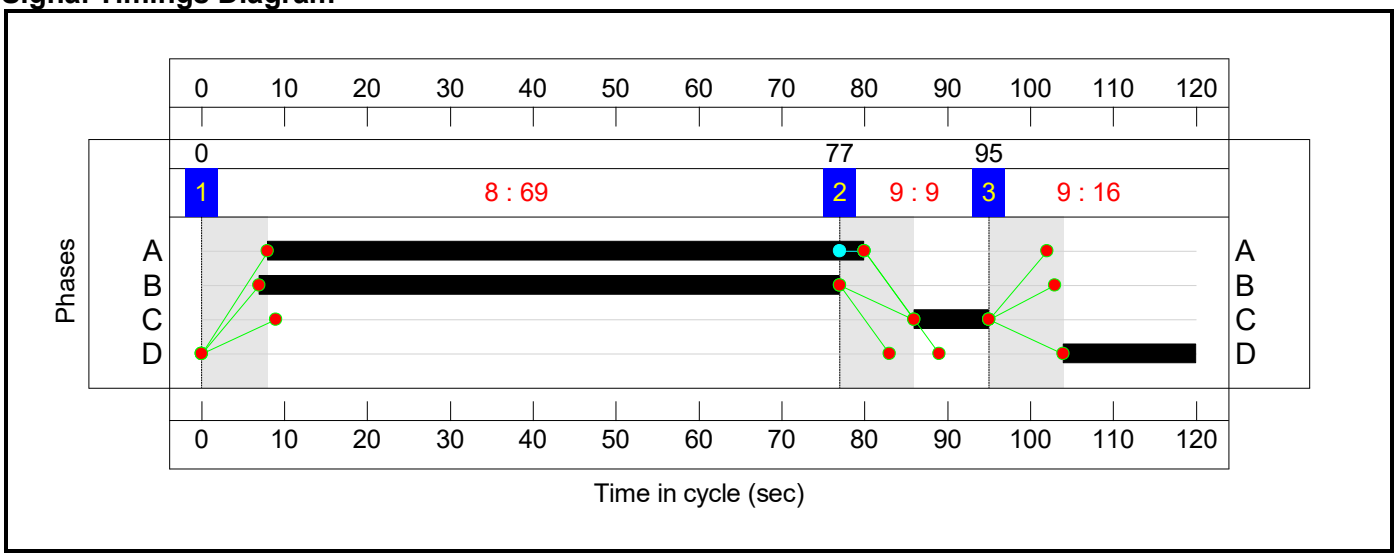
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	69	9	16
Change Point	0	77	95

Signal Timings Diagram



Network Results

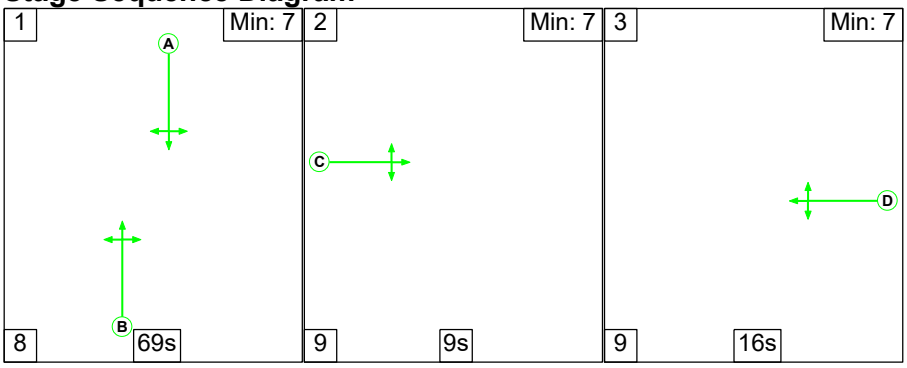
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.9%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.9%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	72	-	-	525	1875:1827	1108+35	45.9 : 45.9%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	70	-	-	1085	1884:1761	1066+65	95.9 : 95.9%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	16	-	-	238	1838:1940	255+0	93.2 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	9	-	-	164	1935:1762	161+22	89.3 : 89.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**78**	**0**	**0**	**14.5**	**16.7**	**0.3**	**31.4**	-	-	-	-	
Hopscroft Holt Junction	-	-	**78**	**0**	**0**	**14.5**	**16.7**	**0.3**	**31.4**	-	-	-	-	
1/1+1/2	525	525	16	0	0	1.8	0.4	0.2	2.5	16.8	9.3	0.4	9.7	
4/1+4/2	1085	1085	62	0	0	6.8	8.6	0.1	15.5	51.4	33.7	8.6	42.3	
7/2+7/1	238	238	-	-	-	3.4	4.5	-	7.9	119.1	7.8	4.5	12.3	
8/2+8/1	164	164	-	-	-	2.5	3.2	-	5.6	123.4	4.7	3.2	7.9	

C1 PRC for Signalled Lanes (%): -6.6 Total Delay for Signalled Lanes (pcuHr): 31.44 Cycle Time (s): 120
PRC Over All Lanes (%): -6.6 Total Delay Over All Lanes(pcuHr): 31.44

Scenario 11: '2042 DS4A - PM Peak' (FG10: '2042 DS4A - PM Peak', Plan 1: 'Network Control Plan 1')

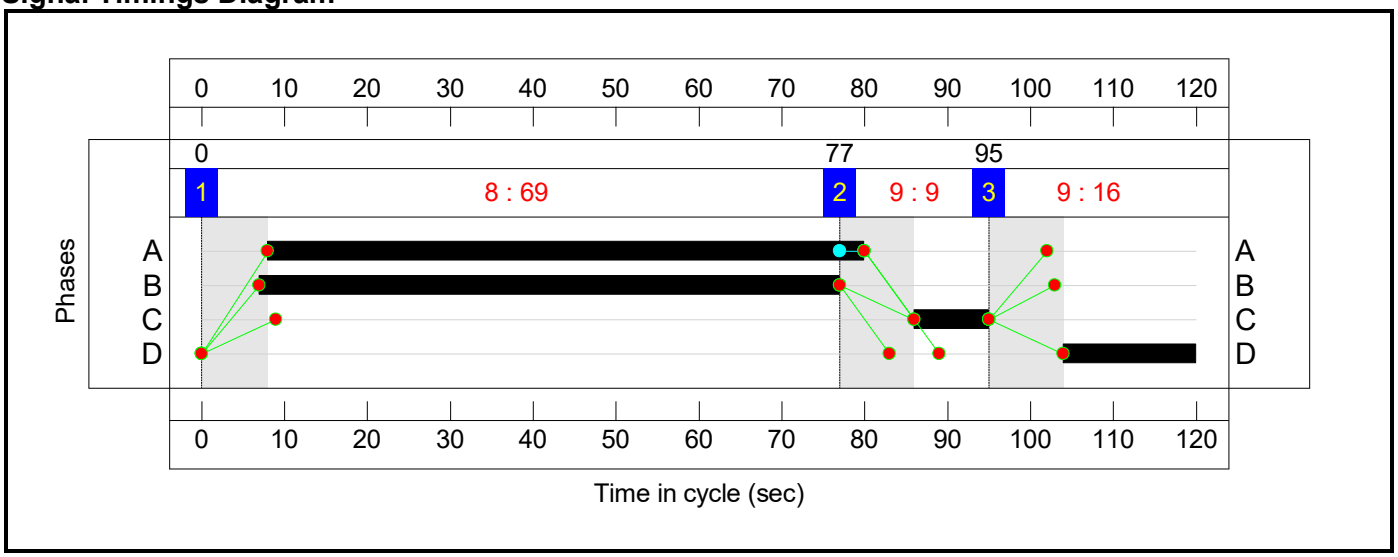
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	69	9	16
Change Point	0	77	95

Signal Timings Diagram



Network Results

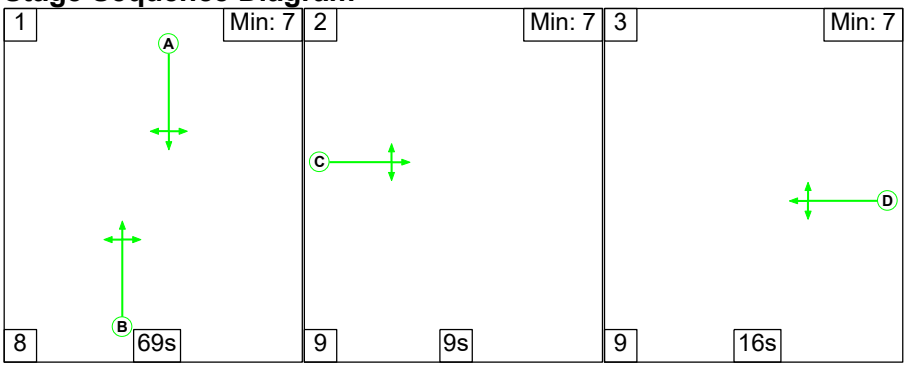
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.8%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.8%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	72	-	-	481	1874:1827	1105+38	42.1 : 42.1%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	70	-	-	1062	1884:1761	1057+76	93.8 : 93.8%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	16	-	-	239	1850:1940	255+0	93.6 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	9	-	-	167	1936:1762	161+21	91.7 : 91.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**87**	**0**	**0**	**14.0**	**15.1**	**0.3**	**29.3**	-	-	-	-	
Hopscroft Holt Junction	-	-	**87**	**0**	**0**	**14.0**	**15.1**	**0.3**	**29.3**	-	-	-	-	
1/1+1/2	481	481	16	0	0	1.6	0.4	0.2	2.2	16.2	8.1	0.4	8.4	
4/1+4/2	1062	1062	71	0	0	6.5	6.4	0.1	12.9	43.8	31.7	6.4	38.1	
7/2+7/1	239	239	-	-	-	3.4	4.6	-	8.0	120.8	7.8	4.6	12.5	
8/2+8/1	167	167	-	-	-	2.5	3.7	-	6.2	134.3	4.9	3.7	8.6	

C1 PRC for Signalled Lanes (%): -4.2 Total Delay for Signalled Lanes (pcuHr): 29.34 Cycle Time (s): 120
PRC Over All Lanes (%): -4.2 Total Delay Over All Lanes(pcuHr): 29.34

Scenario 12: '2042 DS4AwTP - PM Peak' (FG12: '2042 DS4AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

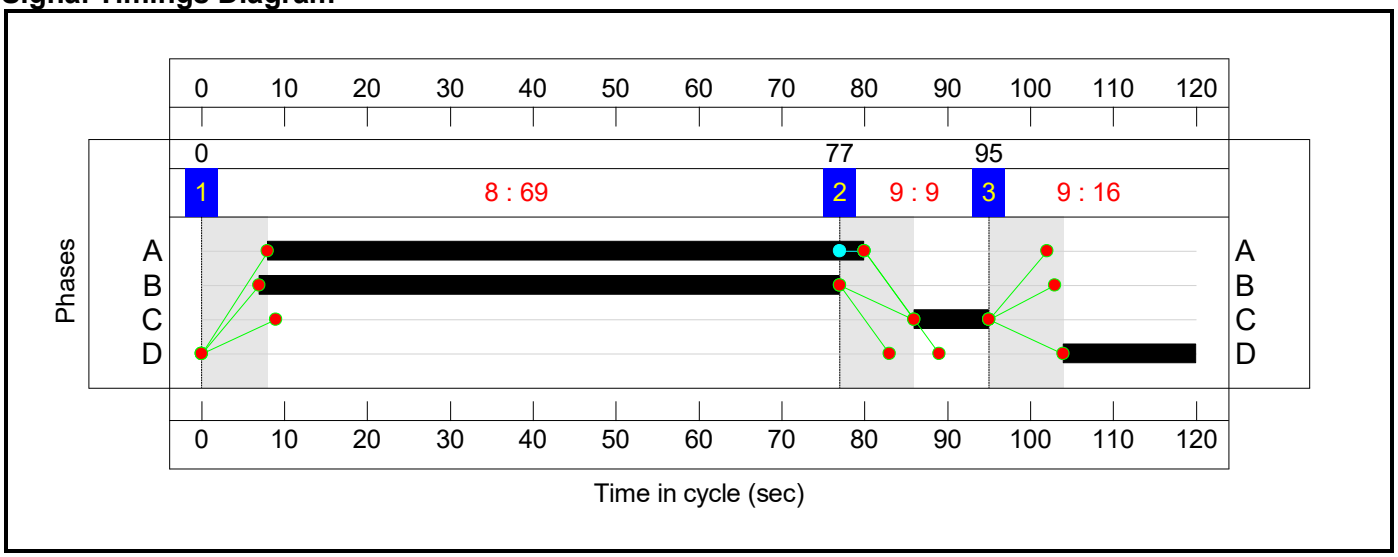
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	69	9	16
Change Point	0	77	95

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.0%**
Hopscroft Holt Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.0%**
1/1+1/2	A4260 North Right Ahead Left	U+O	N/A	N/A	A		1	72	-	-	482	1874:1827	1105+38	42.2 : 42.2%
4/1+4/2	A4260 South Left Right Ahead	U+O	N/A	N/A	B		1	70	-	-	1061	1884:1761	1057+76	93.7 : 93.7%
7/2+7/1	B4030 East Ahead Left Right	U	N/A	N/A	D		1	16	-	-	240	1848:1940	255+0	94.0 : 0.0%
8/2+8/1	B4030 West Right Ahead Left	U	N/A	N/A	C		1	9	-	-	166	1935:1762	161+21	91.2 : 91.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Hopscroft Holt Junction (A4260/B4030 Crossroads)	-	-	**87**	**0**	**0**	**14.0**	**15.1**	**0.3**	**29.3**	-	-	-	-	
Hopscroft Holt Junction	-	-	**87**	**0**	**0**	**14.0**	**15.1**	**0.3**	**29.3**	-	-	-	-	
1/1+1/2	482	482	16	0	0	1.6	0.4	0.2	2.2	16.2	8.1	0.4	8.4	
4/1+4/2	1061	1061	71	0	0	6.4	6.3	0.1	12.8	43.6	31.7	6.3	38.0	
7/2+7/1	240	240	-	-	-	3.4	4.8	-	8.2	122.8	7.9	4.8	12.7	
8/2+8/1	166	166	-	-	-	2.5	3.6	-	6.1	131.6	4.9	3.6	8.4	

C1

PRC for Signalled Lanes (%): -4.4
PRC Over All Lanes (%): -4.4

Total Delay for Signalled Lanes (pcuHr): 29.27
Total Delay Over All Lanes(pcuHr): 29.27

Cycle Time (s): 120

APPENDIX K

A4260 BANBURY ROAD/B4027 JUNCTIONS 11 PICADY REPORT

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 1
Approach: A4260 North

	Left to B4027 (E)				Ahead to A4260 (S)				Right to B4027 (W)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	26	0	**26**	**26.0**	137	6	**143**	**150.8**	1	0	**1**	**1.0**
07:15 - 07:30	40	0	**40**	**40.0**	135	2	**137**	**139.6**	1	0	**1**	**1.0**
07:30 - 07:45	46	0	**46**	**46.0**	165	6	**171**	**178.8**	1	0	**1**	**1.0**
07:45 - 08:00	55	0	**55**	**55.0**	168	5	**173**	**179.5**	1	0	**1**	**1.0**
Hourly Total	**167**	**0**	**167**	**167.0**	**605**	**19**	**624**	**648.7**	**4**	**0**	**4**	**4.0**
08:00 - 08:15	41	1	**42**	**43.3**	166	4	**170**	**175.2**	5	0	**5**	**5.0**
08:15 - 08:30	49	0	**49**	**49.0**	142	8	**150**	**160.4**	5	1	**6**	**7.3**
08:30 - 08:45	22	3	**25**	**28.9**	144	4	**148**	**153.2**	4	1	**5**	**6.3**
08:45 - 09:00	29	2	**31**	**33.6**	106	1	**107**	**108.3**	1	0	**1**	**1.0**
Hourly Total	**141**	**6**	**147**	**154.8**	**558**	**17**	**575**	**597.1**	**15**	**2**	**17**	**19.6**
09:00 - 09:15	24	1	**25**	**26.3**	99	7	**106**	**115.1**	1	0	**1**	**1.0**
09:15 - 09:30	18	0	**18**	**18.0**	81	7	**88**	**97.1**	2	0	**2**	**2.0**
09:30 - 09:45	10	2	**12**	**14.6**	79	4	**83**	**88.2**	0	0	**0**	**0.0**
09:45 - 10:00	8	2	**10**	**12.6**	78	1	**79**	**80.3**	0	0	**0**	**0.0**
Hourly Total	**60**	**5**	**65**	**71.5**	**337**	**19**	**356**	**380.7**	**3**	**0**	**3**	**3.0**
TOTAL	**368**	**11**	**379**	**393.3**	**1500**	**55**	**1555**	**1626.5**	**22**	**2**	**24**	**26.6**
16:00 - 16:15	11	1	**12**	**13.3**	62	4	**66**	**71.2**	0	0	**0**	**0.0**
16:15 - 16:30	8	1	**9**	**10.3**	58	6	**64**	**71.8**	0	0	**0**	**0.0**
16:30 - 16:45	7	0	**7**	**7.0**	57	3	**60**	**63.9**	0	0	**0**	**0.0**
16:45 - 17:00	5	0	**5**	**5.0**	65	2	**67**	**69.6**	0	0	**0**	**0.0**
Hourly Total	**31**	**2**	**33**	**35.6**	**242**	**15**	**257**	**276.5**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	8	0	**8**	**8.0**	51	1	**52**	**53.3**	0	0	**0**	**0.0**
17:15 - 17:30	9	0	**9**	**9.0**	59	1	**60**	**61.3**	2	0	**2**	**2.0**
17:30 - 17:45	8	0	**8**	**8.0**	40	2	**42**	**44.6**	0	0	**0**	**0.0**
17:45 - 18:00	7	0	**7**	**7.0**	54	1	**55**	**56.3**	2	0	**2**	**2.0**
Hourly Total	**32**	**0**	**32**	**32.0**	**204**	**5**	**209**	**215.5**	**4**	**0**	**4**	**4.0**
18:00 - 18:15	6	0	**6**	**6.0**	62	1	**63**	**64.3**	0	0	**0**	**0.0**
18:15 - 18:30	6	0	**6**	**6.0**	62	0	**62**	**62.0**	0	0	**0**	**0.0**
18:30 - 18:45	6	0	**6**	**6.0**	56	0	**56**	**56.0**	0	0	**0**	**0.0**
18:45 - 19:00	5	0	**5**	**5.0**	44	1	**45**	**46.3**	3	0	**3**	**3.0**
Hourly Total	**23**	**0**	**23**	**23.0**	**224**	**2**	**226**	**228.6**	**3**	**0**	**3**	**3.0**
TOTAL	**86**	**2**	**88**	**90.6**	**670**	**22**	**692**	**720.6**	**7**	**0**	**7**	**7.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 1
Approach: B4027 East

	Left to A4260 (S)				Ahead to B4027 (W)				Right to A4260 (N)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	1	0	1	1.0	19	0	19	19.0	2	0	2	2.0
07:15 - 07:30	3	0	3	3.0	17	0	17	17.0	3	0	3	3.0
07:30 - 07:45	1	0	1	1.0	24	1	25	26.3	3	0	3	3.0
07:45 - 08:00	1	0	1	1.0	28	1	29	30.3	9	1	10	11.3
Hourly Total	**6**	**0**	**6**	**6.0**	**88**	**2**	**90**	**92.6**	**17**	**1**	**18**	**19.3**
08:00 - 08:15	13	0	13	13.0	31	0	31	31.0	4	0	4	4.0
08:15 - 08:30	19	1	20	21.3	33	1	34	35.3	8	1	9	10.3
08:30 - 08:45	19	4	23	28.2	35	2	37	39.6	3	0	3	3.0
08:45 - 09:00	8	2	10	12.6	29	3	32	35.9	7	0	7	7.0
Hourly Total	**59**	**7**	**66**	**75.1**	**128**	**6**	**134**	**141.8**	**22**	**1**	**23**	**24.3**
09:00 - 09:15	2	2	4	6.6	37	3	40	43.9	7	3	10	13.9
09:15 - 09:30	2	1	3	4.3	21	1	22	23.3	5	0	5	5.0
09:30 - 09:45	1	0	1	1.0	18	2	20	22.6	6	2	8	10.6
09:45 - 10:00	3	0	3	3.0	20	4	24	29.2	2	0	2	2.0
Hourly Total	**8**	**3**	**11**	**14.9**	**96**	**10**	**106**	**119.0**	**20**	**5**	**25**	**31.5**
TOTAL	**73**	**10**	**83**	**96.0**	**312**	**18**	**330**	**353.4**	**59**	**7**	**66**	**75.1**
16:00 - 16:15	1	0	1	1.0	25	0	25	25.0	24	0	24	24.0
16:15 - 16:30	0	0	0	0.0	50	0	50	50.0	13	0	13	13.0
16:30 - 16:45	1	0	1	1.0	39	0	39	39.0	13	1	14	15.3
16:45 - 17:00	0	0	0	0.0	37	1	38	39.3	12	0	12	12.0
Hourly Total	**2**	**0**	**2**	**2.0**	**151**	**1**	**152**	**153.3**	**62**	**1**	**63**	**64.3**
17:00 - 17:15	0	0	0	0.0	27	0	27	27.0	17	0	17	17.0
17:15 - 17:30	0	0	0	0.0	37	0	37	37.0	8	0	8	8.0
17:30 - 17:45	0	0	0	0.0	36	0	36	36.0	2	0	2	2.0
17:45 - 18:00	0	0	0	0.0	23	0	23	23.0	6	0	6	6.0
Hourly Total	**0**	**0**	**0**	**0.0**	**123**	**0**	**123**	**123.0**	**33**	**0**	**33**	**33.0**
18:00 - 18:15	0	0	0	0.0	36	0	36	36.0	10	0	10	10.0
18:15 - 18:30	1	0	1	1.0	27	0	27	27.0	6	0	6	6.0
18:30 - 18:45	0	0	0	0.0	23	0	23	23.0	9	0	9	9.0
18:45 - 19:00	1	0	1	1.0	18	1	19	20.3	9	0	9	9.0
Hourly Total	**2**	**0**	**2**	**2.0**	**104**	**1**	**105**	**106.3**	**34**	**0**	**34**	**34.0**
TOTAL	**4**	**0**	**4**	**4.0**	**378**	**2**	**380**	**382.6**	**129**	**1**	**130**	**131.3**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 1
Approach: A4260 South

	Left to B4027 (W)				Ahead to A4260 (N)				Right to B4027 (E)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	3	0	**3**	**3.0**	63	0	**63**	**63.0**	7	0	**7**	**7.0**
07:15 - 07:30	10	0	**10**	**10.0**	57	1	**58**	**59.3**	6	0	**6**	**6.0**
07:30 - 07:45	13	2	**15**	**17.6**	67	2	**69**	**71.6**	16	1	**17**	**18.3**
07:45 - 08:00	18	2	**20**	**22.6**	66	4	**70**	**75.2**	14	1	**15**	**16.3**
Hourly Total	**44**	**4**	**48**	**53.2**	**253**	**7**	**260**	**269.1**	**43**	**2**	**45**	**47.6**
08:00 - 08:15	23	0	**23**	**23.0**	65	2	**67**	**69.6**	33	2	**35**	**37.6**
08:15 - 08:30	25	0	**25**	**25.0**	72	4	**76**	**81.2**	42	0	**42**	**42.0**
08:30 - 08:45	11	1	**12**	**13.3**	40	4	**44**	**49.2**	14	0	**14**	**14.0**
08:45 - 09:00	8	3	**11**	**14.9**	58	3	**61**	**64.9**	13	0	**13**	**13.0**
Hourly Total	**67**	**4**	**71**	**76.2**	**235**	**13**	**248**	**264.9**	**102**	**2**	**104**	**106.6**
09:00 - 09:15	6	0	**6**	**6.0**	54	7	**61**	**70.1**	15	1	**16**	**17.3**
09:15 - 09:30	2	1	**3**	**4.3**	70	4	**74**	**79.2**	11	2	**13**	**15.6**
09:30 - 09:45	1	2	**3**	**5.6**	61	8	**69**	**79.4**	2	1	**3**	**4.3**
09:45 - 10:00	5	2	**7**	**9.6**	45	3	**48**	**51.9**	9	1	**10**	**11.3**
Hourly Total	**14**	**5**	**19**	**25.5**	**230**	**22**	**252**	**280.6**	**37**	**5**	**42**	**48.5**
TOTAL	**125**	**13**	**138**	**154.9**	**718**	**42**	**760**	**814.6**	**182**	**9**	**191**	**202.7**
16:00 - 16:15	12	0	**12**	**12.0**	98	5	**103**	**109.5**	14	0	**14**	**14.0**
16:15 - 16:30	13	0	**13**	**13.0**	122	4	**126**	**131.2**	10	0	**10**	**10.0**
16:30 - 16:45	13	0	**13**	**13.0**	144	1	**145**	**146.3**	11	0	**11**	**11.0**
16:45 - 17:00	7	0	**7**	**7.0**	142	2	**144**	**146.6**	16	0	**16**	**16.0**
Hourly Total	**45**	**0**	**45**	**45.0**	**506**	**12**	**518**	**533.6**	**51**	**0**	**51**	**51.0**
17:00 - 17:15	13	0	**13**	**13.0**	145	4	**149**	**154.2**	23	0	**23**	**23.0**
17:15 - 17:30	21	0	**21**	**21.0**	137	1	**138**	**139.3**	22	1	**23**	**24.3**
17:30 - 17:45	17	0	**17**	**17.0**	118	0	**118**	**118.0**	18	0	**18**	**18.0**
17:45 - 18:00	9	0	**9**	**9.0**	127	1	**128**	**129.3**	9	0	**9**	**9.0**
Hourly Total	**60**	**0**	**60**	**60.0**	**527**	**6**	**533**	**540.8**	**72**	**1**	**73**	**74.3**
18:00 - 18:15	8	0	**8**	**8.0**	116	2	**118**	**120.6**	14	1	**15**	**16.3**
18:15 - 18:30	2	0	**2**	**2.0**	107	0	**107**	**107.0**	10	0	**10**	**10.0**
18:30 - 18:45	0	0	**0**	**0.0**	97	2	**99**	**101.6**	10	0	**10**	**10.0**
18:45 - 19:00	3	0	**3**	**3.0**	63	0	**63**	**63.0**	8	0	**8**	**8.0**
Hourly Total	**13**	**0**	**13**	**13.0**	**383**	**4**	**387**	**392.2**	**42**	**1**	**43**	**44.3**
TOTAL	**118**	**0**	**118**	**118.0**	**1416**	**22**	**1438**	**1466.6**	**165**	**2**	**167**	**169.6**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 1
Approach: B4027 West

	Left to A4260 (N)				Ahead to B4027 (E)				Right to A4260 (S)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	0	0	**0**	**0.0**	39	0	**39**	**39.0**	8	1	**9**	**10.3**
07:15 - 07:30	0	0	**0**	**0.0**	31	0	**31**	**31.0**	4	1	**5**	**6.3**
07:30 - 07:45	0	0	**0**	**0.0**	31	0	**31**	**31.0**	4	1	**5**	**6.3**
07:45 - 08:00	1	0	**1**	**1.0**	37	1	**38**	**39.3**	5	0	**5**	**5.0**
Hourly Total	**1**	**0**	**1**	**1.0**	**138**	**1**	**139**	**140.3**	**21**	**3**	**24**	**27.9**
08:00 - 08:15	0	0	**0**	**0.0**	36	0	**36**	**36.0**	5	0	**5**	**5.0**
08:15 - 08:30	1	0	**1**	**1.0**	32	4	**36**	**41.2**	9	0	**9**	**9.0**
08:30 - 08:45	0	0	**0**	**0.0**	31	3	**34**	**37.9**	7	0	**7**	**7.0**
08:45 - 09:00	0	0	**0**	**0.0**	37	2	**39**	**41.6**	10	0	**10**	**10.0**
Hourly Total	**1**	**0**	**1**	**1.0**	**136**	**9**	**145**	**156.7**	**31**	**0**	**31**	**31.0**
09:00 - 09:15	1	0	**1**	**1.0**	25	1	**26**	**27.3**	3	2	**5**	**7.6**
09:15 - 09:30	0	0	**0**	**0.0**	29	1	**30**	**31.3**	9	0	**9**	**9.0**
09:30 - 09:45	2	0	**2**	**2.0**	29	0	**29**	**29.0**	8	3	**11**	**14.9**
09:45 - 10:00	0	0	**0**	**0.0**	20	2	**22**	**24.6**	11	0	**11**	**11.0**
Hourly Total	**3**	**0**	**3**	**3.0**	**103**	**4**	**107**	**112.2**	**31**	**5**	**36**	**42.5**
TOTAL	**5**	**0**	**5**	**5.0**	**377**	**14**	**391**	**409.2**	**83**	**8**	**91**	**101.4**
16:00 - 16:15	0	0	**0**	**0.0**	39	1	**40**	**41.3**	4	0	**4**	**4.0**
16:15 - 16:30	0	0	**0**	**0.0**	37	1	**38**	**39.3**	6	0	**6**	**6.0**
16:30 - 16:45	1	0	**1**	**1.0**	31	0	**31**	**31.0**	9	0	**9**	**9.0**
16:45 - 17:00	0	0	**0**	**0.0**	25	0	**25**	**25.0**	6	0	**6**	**6.0**
Hourly Total	**1**	**0**	**1**	**1.0**	**132**	**2**	**134**	**136.6**	**25**	**0**	**25**	**25.0**
17:00 - 17:15	0	0	**0**	**0.0**	20	1	**21**	**22.3**	6	0	**6**	**6.0**
17:15 - 17:30	0	0	**0**	**0.0**	17	0	**17**	**17.0**	6	0	**6**	**6.0**
17:30 - 17:45	0	0	**0**	**0.0**	24	0	**24**	**24.0**	10	0	**10**	**10.0**
17:45 - 18:00	2	0	**2**	**2.0**	32	0	**32**	**32.0**	20	0	**20**	**20.0**
Hourly Total	**2**	**0**	**2**	**2.0**	**93**	**1**	**94**	**95.3**	**42**	**0**	**42**	**42.0**
18:00 - 18:15	0	0	**0**	**0.0**	25	0	**25**	**25.0**	27	0	**27**	**27.0**
18:15 - 18:30	1	0	**1**	**1.0**	23	0	**23**	**23.0**	17	1	**18**	**19.3**
18:30 - 18:45	1	0	**1**	**1.0**	8	0	**8**	**8.0**	20	0	**20**	**20.0**
18:45 - 19:00	1	0	**1**	**1.0**	10	0	**10**	**10.0**	13	0	**13**	**13.0**
Hourly Total	**3**	**0**	**3**	**3.0**	**66**	**0**	**66**	**66.0**	**77**	**1**	**78**	**79.3**
TOTAL	**6**	**0**	**6**	**6.0**	**291**	**3**	**294**	**297.9**	**144**	**1**	**145**	**146.3**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Observed traffic flows - AM

2026 Total observed

	A	B	C	D	Total
A	0	192	664	13	869
B	26	0	35	119	180
C	282	109	0	83	474
D	2	141	24	0	167
Total	310	442	723	215	1,690

2026 HGV observed

	A	B	C	D	Total
A	0	1	23	1	25
B	2	0	1	3	6
C	12	4	0	4	20
D	0	5	1	0	6
Total	14	10	25	8	57

2026 HGV %

	A	B	C	D
A	0%	1%	3%	8%
B	8%	0%	3%	3%
C	4%	4%	0%	5%
D	0%	4%	4%	0%

2026 Turning proportions

	A	B	C	D
A	0%	22%	76%	1%
B	14%	0%	19%	66%
C	59%	23%	0%	18%
D	1%	84%	14%	0%

2026 HGV tutning proportions

	A	B	C	D
A	0%	4%	92%	4%
B	33%	0%	17%	50%
C	60%	20%	0%	20%
D	0%	83%	17%	0%

Observed traffic flows - PM

2026 Total observed

	A	B	C	D	Tot
A	0	29	243	0	272
B	56	0	1	154	211
C	564	60	0	46	670
D	1	115	27	0	143
Total	621	204	271	200	1,296

2026 HGV observed

	A	B	C	D	Tot
A	0	1	12	0	13
B	1	0	0	1	2
C	11	0	0	0	11
D	0	2	0	0	2
Total	12	3	12	1	28

2026 HGV %

	A	B	C	D
A	0%	3%	5%	0%
B	2%	0%	0%	1%
C	2%	0%	0%	0%
D	0%	2%	0%	0%

2026 Turning proportions

	A	B	C	D
A	0%	11%	89%	0%
B	27%	0%	0%	73%
C	84%	9%	0%	7%
D	1%	80%	19%	0%

2026 HGV tutning proportions

	A	B	C	D
A	0%	8%	92%	0%
B	50%	0%	0%	50%
C	100%	0%	0%	0%
D	0%	100%	0%	0%

2034 BTM traffic flows - AM

2034 RC3A

	A	B	C	D	Total
A	0	376	663	0	1,039
B	8	0	0	130	138
C	312	0	0	0	312
D	0	305	0	0	305
Total	320	681	663	130	1,794

2034 RC3A HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	6	6
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	6	6

2034 RC3A HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	5%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

2034 DS3A

	A	B	C	D	Total
A	0	385	712	0	1,097
B	9	0	0	137	146
C	313	0	0	0	313
D	0	298	0	0	298
Total	322	683	712	137	1,854

2034 DS3A HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

2034 DS3A HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

2034 DS3AwTP

	A	B	C	D	Total
A	0	383	711	0	1,094
B	9	0	0	137	146
C	312	0	0	0	312
D	0	299	0	0	299
Total	321	682	711	137	1,851

2034 DS3AwTP HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

2034 DS3AwTP HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Adjusted 2034 BTM traffic flows - AM

2034 RC3A

	A	B	C	D	Total
A	0	230	794	16	1,039
B	20	0	27	91	138
C	186	72	0	55	312
D	4	258	44	0	305
Total	209	559	865	161	1,794

2034 RC3A HGV

	A	B	C	D	Total
A	0	1	23	1	25
B	2	0	1	3	6
C	12	4	0	4	20
D	0	5	1	0	6
Total	14	10	25	8	57

2034 RC3A HGV %

	A	B	C	D
A	0%	0%	3%	6%
B	10%	0%	4%	3%
C	6%	6%	0%	7%
D	0%	2%	2%	0%

2034 DS3A

	A	B	C	D	Total
A	0	242	838	16	1,097
B	21	0	28	97	146
C	186	72	0	55	313
D	4	252	43	0	298
Total	211	566	909	168	1,854

2034 DS3A HGV

	A	B	C	D	Total
A	0	1	23	1	25
B	2	0	1	3	6
C	12	4	0	4	20
D	0	5	1	0	6
Total	14	10	25	8	57

2034 DS3A HGV %

	A	B	C	D
A	0%	0%	3%	6%
B	9%	0%	4%	3%
C	6%	6%	0%	7%
D	0%	2%	2%	0%

2034 DS3AwTP

	A	B	C	D	Total
A	0	242	836	16	1,094
B	21	0	28	97	146
C	186	72	0	55	312
D	4	252	43	0	299
Total	210	566	907	168	1,851

2034 DS3AwTP HGV

	A	B	C	D	Total
A	0	1	23	1	25
B	2	0	1	3	6
C	12	4	0	4	20
D	0	5	1	0	6
Total	14	10	25	8	57

2034 DS3AwTP HGV %

	A	B	C	D
A	0%	0%	3%	6%
B	9%	0%	4%	3%
C	6%	6%	0%	7%
D	0%	2%	2%	0%

2034 BTM traffic flows - PM

2034 RC3A

	A	B	C	D	Total
A	0	32	347	0	379
B	290	0	0	192	482
C	651	0	0	0	651
D	0	211	0	0	211
Total	941	243	347	192	1,723

2034 RC3A HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	2	0	0	2
Total	0	2	0	0	2

2034 RC3A HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	1%	0%	0%

2034 DS3A

	A	B	C	D	Total
A	0	27	354	0	381
B	294	0	0	210	504
C	644	0	0	0	644
D	0	221	0	0	221
Total	938	248	354	210	1,750

2034 DS3A HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	9	0	0	9
Total	0	9	0	0	9

2034 DS3A HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	4%	0%	0%

2034 DS3AwTP

	A	B	C	D	Total
A	0	27	354	0	381
B	294	0	0	207	501
C	645	0	0	0	645
D	0	216	0	0	216
Total	939	243	354	207	1,743

2034 DS3AwTP HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	3	0	0	3
Total	0	3	0	0	3

2034 DS3AwTP HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	1%	0%	0%

Adjusted 2034 BTM traffic flows - PM

2034 RC3A

	A	B	C	D	Total
A	0	40	339	0	379
B	128	0	2	352	482
C	548	58	0	45	651
D	1	170	40	0	211
Total	677	268	381	396	1,723

2034 RC3A HGV

	A	B	C	D	Total
A	0	1	12	0	13
B	1	0	0	1	2
C	11	0	0	0	11
D	0	2	0	0	2
Total	12	3	12	1	28

2034 RC3A HGV %

	A	B	C	D
A	0%	2%	4%	0%
B	1%	0%	0%	0%
C	2%	0%	0%	0%
D	0%	1%	0%	0%

2034 DS3A

	A	B	C	D	Total
A	0	41	340	0	381
B	134	0	2	368	504
C	542	58	0	44	644
D	2	178	42	0	221
Total	677	276	384	412	1,750

2034 DS3A HGV

	A	B	C	D	Total
A	0	1	12	0	13
B	1	0	0	1	2
C	11	0	0	0	11
D	0	2	0	0	2
Total	12	3	12	1	28

2034 DS3A HGV %

	A	B	C	D
A	0%	2%	4%	0%
B	1%	0%	0%	0%
C	2%	0%	0%	0%
D	0%	1%	0%	0%

2034 DS3AwTP

	A	B	C	D	Total
A	0	41	340	0	381
B	133	0	2	366	501
C	543	58	0	44	645
D	2	174	41	0	216
Total	677	272	384	410	1,743

2034 DS3AwTP HGV

	A	B	C	D	Total
A	0	1	12	0	13
B	1	0	0	1	2
C	11	0	0	0	11
D	0	2	0	0	2
Total	12	3	12	1	28

2034 DS3AwTP HGV %

	A	B	C	D
A	0%	2%	4%	0%
B	1%	0%	0%	0%
C	2%	0%	0%	0%
D	0%	1%	0%	0%

2042 BTM traffic flows - AM

2042 RC4A

	A	B	C	D	Total
A	0	454	709	0	1,163
B	9	0	0	122	131
C	349	0	0	0	349
D	0	273	0	0	273
Total	358	727	709	122	1,916

2042 RC4A HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

2042 RC4A HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

2042 DS4A

	A	B	C	D	Total
A	0	510	727	0	1,237
B	9	0	0	140	149
C	350	0	0	0	350
D	0	221	0	0	221
Total	359	731	727	140	1,957

2042 DS4A HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

2042 DS4A HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

2042 DS4AwTP

	A	B	C	D	Total
A	0	499	728	0	1,227
B	9	0	0	140	149
C	350	0	0	0	350
D	0	229	0	0	229
Total	359	728	728	140	1,955

2042 DS4AwTP HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

2042 DS4AwTP HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Adjusted 2042 BTM traffic flows - AM

2042 RC4A

	A	B	C	D	Total
A	0	257	889	17	1,163
B	19	0	25	87	131
C	208	80	0	61	349
D	3	230	39	0	273
Total	230	568	953	165	1,916

2042 RC4A HGV

	A	B	C	D	Total
A	0	1	23	1	25
B	2	0	1	3	6
C	12	4	0	4	20
D	0	5	1	0	6
Total	14	10	25	8	57

2042 RC4A HGV %

	A	B	C	D
A	0%	0%	3%	6%
B	11%	0%	4%	3%
C	6%	5%	0%	7%
D	0%	2%	3%	0%

2042 DS4A

	A	B	C	D	Total
A	0	273	945	19	1,237
B	22	0	29	99	149
C	208	80	0	61	350
D	3	187	32	0	221
Total	232	540	1,006	178	1,957

2042 DS4A HGV

	A	B	C	D	Total
A	0	1	23	1	25
B	2	0	1	3	6
C	12	4	0	4	20
D	0	5	1	0	6
Total	14	10	25	8	57

2042 DS4A HGV %

	A	B	C	D
A	0%	0%	2%	5%
B	9%	0%	3%	3%
C	6%	5%	0%	7%
D	0%	3%	3%	0%

2042 DS4AwTP

	A	B	C	D	Total
A	0	271	938	18	1,227
B	22	0	29	99	149
C	208	80	0	61	350
D	3	193	33	0	229
Total	232	545	999	178	1,955

2042 DS4AwTP HGV

	A	B	C	D	Total
A	0	1	23	1	25
B	2	0	1	3	6
C	12	4	0	4	20
D	0	5	1	0	6
Total	14	10	25	8	57

2042 DS4AwTP HGV %

	A	B	C	D
A	0%	0%	2%	5%
B	9%	0%	3%	3%
C	6%	5%	0%	7%
D	0%	3%	3%	0%

2042 BTM traffic flows - PM

2042 RC4A

	A	B	C	D	Total
A	0	61	375	0	436
B	306	0	0	214	520
C	716	0	0	0	716
D	0	232	0	0	232
Total	1,022	293	375	214	1,904

2042 RC4A HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

2042 RC4A HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

2042 DS4A

	A	B	C	D	Total
A	0	30	373	0	403
B	284	0	0	226	510
C	706	0	0	0	706
D	0	231	0	0	231
Total	990	261	373	226	1,850

2042 DS4A HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

2042 DS4A HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

2042 DS4AwTP

	A	B	C	D	Total
A	0	30	372	0	402
B	285	0	0	221	506
C	706	0	0	0	706
D	0	231	0	0	231
Total	991	261	372	221	1,845

2042 DS4AwTP HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

2042 DS4AwTP HGV %

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Adjusted 2042 BTM traffic flows - PM

2042 RC4A

	A	B	C	D	Total
A	0	46	390	0	436
B	138	0	2	380	520
C	603	64	0	49	716
D	2	187	44	0	232
Total	742	297	436	429	1,904

2042 RC4A HGV

	A	B	C	D	Total
A	0	1	12	0	13
B	1	0	0	1	2
C	11	0	0	0	11
D	0	2	0	0	2
Total	12	3	12	1	28

2042 RC4A HGV %

	A	B	C	D
A	0%	2%	3%	0%
B	1%	0%	0%	0%
C	2%	0%	0%	0%
D	0%	1%	0%	0%

2042 DS4A

	A	B	C	D	Total
A	0	43	360	0	403
B	135	0	2	372	510
C	594	63	0	48	706
D	2	186	44	0	231
Total	731	292	406	421	1,850

2042 DS4A HGV

	A	B	C	D	Total
A	0	1	12	0	13
B	1	0	0	1	2
C	11	0	0	0	11
D	0	2	0	0	2
Total	12	3	12	1	28

2042 DS4A HGV %

	A	B	C	D
A	0%	2%	3%	0%
B	1%	0%	0%	0%
C	2%	0%	0%	0%
D	0%	1%	0%	0%

2042 DS4AwTP

	A	B	C	D	Total
A	0	43	359	0	402
B	134	0	2	369	506
C	594	63	0	48	706
D	2	186	44	0	231
Total	730	292	405	418	1,845

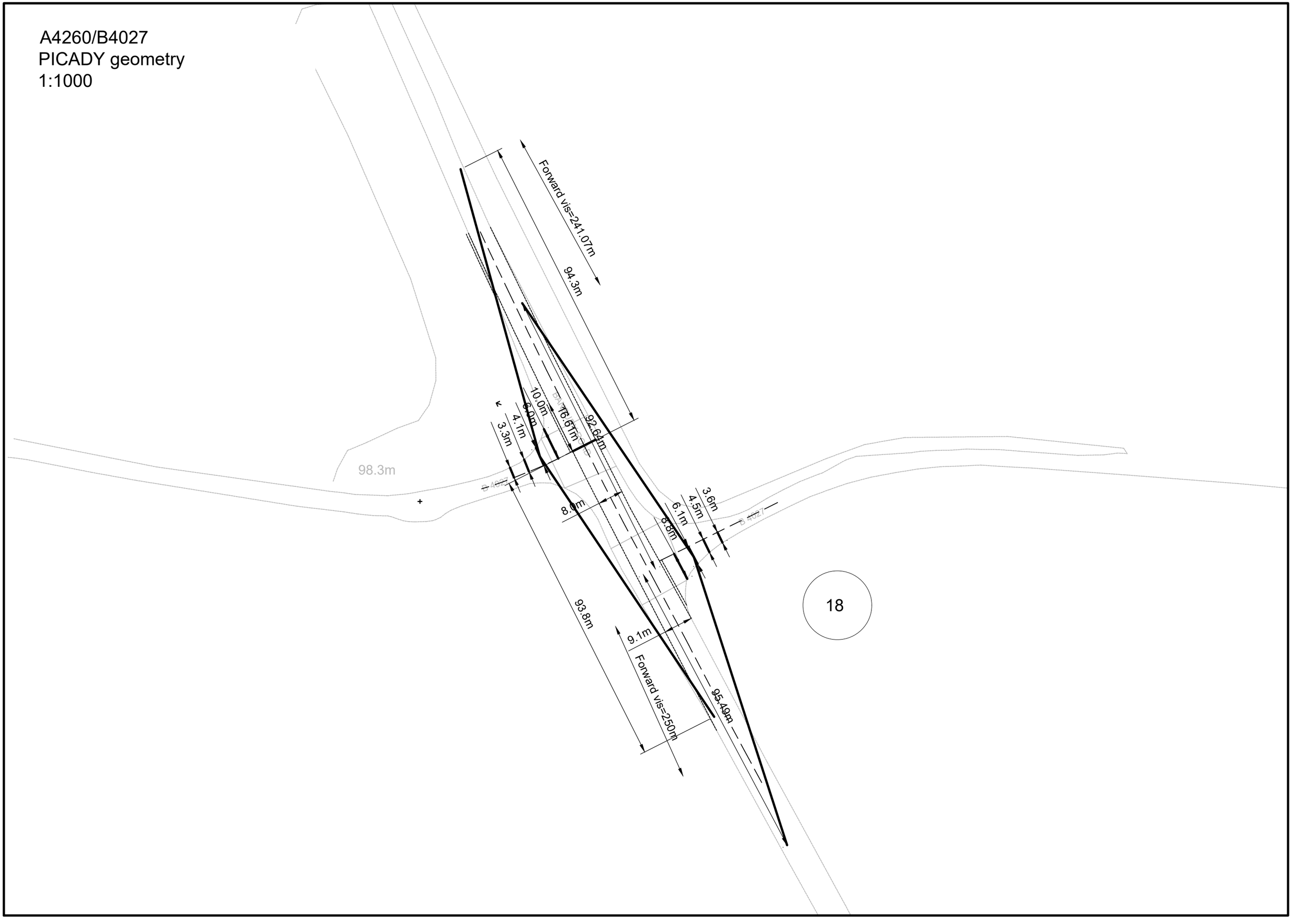
2042 DS4AwTP HGV

	A	B	C	D	Total
A	0	1	12	0	13
B	1	0	0	1	2
C	11	0	0	0	11
D	0	2	0	0	2
Total	12	3	12	1	28

2042 DS4AwTP HGV %

	A	B	C	D
A	0%	2%	3%	0%
B	1%	0%	0%	0%
C	2%	0%	0%	0%
D	0%	1%	0%	0%

A4260/B4027
PICADY geometry
1:1000



Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260205 A4260 Banbury Rd_B4027 junction.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\18. Banbury Rd_B4027 T-junction
Report generation date: 09/02/2026 22:31:37

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3AwTP | AM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | RC4A | PM
»D9 - 2042 | DS4A | AM
»D10 - 2042 | DS4A | PM
»D11 - 2042 | DS4AwTP | AM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.1	13.23	0.10	B	D2	0.9	2526.64	1.06	F
Stream B-AD		1.0	31.70	0.52	D		99.7	825.01	1.45	F
Stream A-BCD		0.2	3.33	0.08	A		0.0	0.00	0.00	A
Stream D-A		0.7	460.47	0.96	F		0.0	17.87	0.01	C
Stream D-BC		7.9	90.96	0.93	F		3.1	52.24	0.79	F
Stream C-ABD		0.7	9.60	0.30	A		0.5	4.46	0.19	A
	2034 - DS3A									
Stream B-C	D3	0.1	14.92	0.11	B	D4	1.0	2676.45	1.11	F
Stream B-AD		1.3	38.56	0.58	E		121.2	1015.55	1.52	F
Stream A-BCD		0.2	3.25	0.09	A		0.0	0.00	0.00	A
Stream D-A		0.7	462.07	0.97	F		0.0	27.14	0.02	D
Stream D-BC		8.2	97.05	0.94	F		4.2	66.50	0.85	F
Stream C-ABD		0.8	10.00	0.31	B		0.5	4.49	0.19	A
	2034 - DS3AwTP									
Stream B-C	D5	0.1	14.86	0.11	B	D6	0.9	2641.53	1.10	F
Stream B-AD		1.3	38.32	0.58	E		117.7	989.71	1.51	F
Stream A-BCD		0.2	3.26	0.09	A		0.0	0.00	0.00	A
Stream D-A		0.7	461.81	0.97	F		0.0	22.59	0.01	C
Stream D-BC		8.2	96.45	0.94	F		3.7	60.81	0.83	F
Stream C-ABD		0.8	9.98	0.31	A		0.5	4.48	0.19	A
	2042 - RC4A									
Stream B-C	D7	0.1	15.25	0.10	C	D8	1.1	3282.48	1.24	F
Stream B-AD		1.3	42.33	0.58	E		167.0	1422.46	1.73	F
Stream A-BCD		0.3	3.18	0.11	A		0.0	0.00	0.00	A
Stream D-A		0.1	59.69	0.05	F		0.4	2225.79	1.09	F
Stream D-BC		6.4	84.13	0.90	F		11.4	158.52	1.05	F
Stream C-ABD		1.0	10.44	0.36	B		0.7	4.54	0.23	A
	2042 - DS4A									
Stream B-C	D9	0.2	19.59	0.15	C	D10	1.0	2973.60	1.17	F
Stream B-AD		2.0	58.09	0.69	F		144.4	1224.38	1.63	F
Stream A-BCD		0.4	3.11	0.15	A		0.0	0.00	0.00	A
Stream D-A		0.0	12.51	0.01	B		0.4	2059.60	1.02	F
Stream D-BC		3.1	49.27	0.78	E		8.1	117.35	0.98	F
Stream C-ABD		1.0	10.52	0.36	B		0.6	4.49	0.22	A
	2042 - DS4AwTP									
Stream B-C	D11	0.2	19.29	0.15	C	D12	1.0	2920.80	1.16	F
Stream B-AD		2.0	57.06	0.69	F		140.1	1192.19	1.62	F
Stream A-BCD		0.3	3.11	0.14	A		0.0	0.00	0.00	A
Stream D-A		0.0	13.84	0.01	B		0.4	2041.86	1.01	F
Stream D-BC		3.4	52.89	0.80	F		7.8	113.65	0.97	F
Stream C-ABD		1.0	10.51	0.36	B		0.6	4.49	0.22	A

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

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

File summary

File Description

Title	OxSRFI
Location	A4260 Banbury Road/B4027
Site number	
Date	14/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75	✓					1.00	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		19.15	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.15	C

Arms

Arms

Arm	Name	Description	Arm type
A	A4260 Banbury Road north		Major
B	B4027 East		Minor
C	A4260 Banbury Road south		Major
D	B4027 West		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A4260 Banbury Road north	8.65			250.0	✓	0.00
C - A4260 Banbury Road south	8.00			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B - B4027 East	One lane plus flare	10.00	8.80	6.10	4.50	3.60	✓	2.00	97	93
D - B4027 West	One lane plus flare	10.00	10.00	6.00	4.10	3.30	✓	2.00	94	94

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	719	-	-	-	0.246	0.246	0.246	-	0.246	-	-
B-AD	635	0.106	0.267	-	-	-	0.168	0.381	0.168	0.106	0.267
B-C	663	0.093	0.235	-	-	-	-	-	-	0.093	0.235
C-B	719	0.254	0.254	-	-	-	-	-	-	0.254	0.254
D-A	729	-	-	-	0.250	0.099	0.250	-	0.099	-	-
D-BC	638	0.163	0.163	0.371	0.260	0.103	0.260	-	0.103	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	1040	100.000
B - B4027 East		ONE HOUR	✓	138	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	313	100.000
D - B4027 West		ONE HOUR	✓	306	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	230	794	16
	B - B4027 East	20	0	27	91
	C - A4260 Banbury Road south	186	72	0	55
	D - B4027 West	4	258	44	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	0	3	6
	B - B4027 East	10	0	4	3
	C - A4260 Banbury Road south	6	6	0	7
	D - B4027 West	0	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	13.23	0.1	0.5	B	25	37
B-AD	0.52	31.70	1.0	5.2	D	102	153
A-BCD	0.08	3.33	0.2	1.0	A	70	105
A-B						199	298
A-C						686	1029
D-A	0.96	460.47	0.7	1.5	F	4	6
D-BC	0.93	90.96	7.9	35.3	F	277	416
C-ABD	0.30	9.60	0.7	1.9	A	115	172
C-D						39	59
C-A						133	200

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	434	0.047	20	0.0	0.0	8.691	A
B-AD	84	21	0.00	358	0.234	82	0.0	0.3	13.015	B
A-BCD	39	10	0.00	1121	0.034	38	0.0	0.0	3.325	A
A-B	167	42	0.00			167				
A-C	577	144	0.00			577				
D-A	3	0.75	0.00	550	0.005	3	0.0	0.0	6.583	A
D-BC	227	57	0.00	444	0.512	223	0.0	1.0	16.058	C
C-ABD	79	20	0.00	574	0.138	78	0.0	0.2	7.255	A
C-D	36	9	0.00			36				
C-A	121	30	0.00			121				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	388	0.063	24	0.0	0.1	9.904	A
B-AD	100	25	0.00	307	0.325	99	0.3	0.5	17.241	C
A-BCD	60	15	0.00	1212	0.050	60	0.0	0.1	3.127	A
A-B	197	49	0.00			197				
A-C	678	170	0.00			678				
D-A	4	0.90	0.00	439	0.008	4	0.0	0.0	8.260	A
D-BC	271	68	0.00	408	0.666	268	1.0	1.8	25.187	D
C-ABD	106	27	0.00	558	0.190	106	0.2	0.4	7.969	A
C-D	40	10	0.00			40				
C-A	135	34	0.00			135				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	307	0.097	30	0.1	0.1	12.950	B
B-AD	122	31	0.00	238	0.514	120	0.5	1.0	30.083	D
A-BCD	111	28	0.00	1341	0.083	111	0.1	0.2	2.928	A
A-B	232	58	0.00			232				
A-C	802	200	0.00			802				
D-A	4	1	0.00	98	0.045	4	0.0	0.0	38.548	E
D-BC	333	83	0.00	358	0.929	315	1.8	6.3	65.514	F
C-ABD	157	39	0.00	539	0.291	156	0.4	0.7	9.413	A
C-D	43	11	0.00			43				
C-A	145	36	0.00			145				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	302	0.098	30	0.1	0.1	13.229	B
B-AD	122	31	0.00	235	0.520	122	1.0	1.0	31.702	D
A-BCD	111	28	0.00	1341	0.083	111	0.2	0.2	2.927	A
A-B	232	58	0.00			232				
A-C	802	200	0.00			802				
D-A	4	1	0.00	5	0.961	2	0.0	0.7	460.468	F
D-BC	333	83	0.00	358	0.930	326	6.3	7.9	90.964	F
C-ABD	159	40	0.00	536	0.296	159	0.7	0.7	9.596	A
C-D	42	11	0.00			42				
C-A	143	36	0.00			143				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	382	0.063	24	0.1	0.1	10.064	B
B-AD	100	25	0.00	303	0.329	102	1.0	0.5	18.056	C
A-BCD	60	15	0.00	1212	0.050	61	0.2	0.1	3.125	A
A-B	196	49	0.00			196				
A-C	678	170	0.00			678				
D-A	4	0.90	0.00	378	0.010	6	0.7	0.0	9.746	A
D-BC	271	68	0.00	407	0.667	294	7.9	2.2	36.782	E
C-ABD	108	27	0.00	553	0.195	109	0.7	0.4	8.153	A
C-D	40	10	0.00			40				
C-A	134	34	0.00			134				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	432	0.047	20	0.1	0.0	8.745	A
B-AD	84	21	0.00	356	0.235	84	0.5	0.3	13.273	B
A-BCD	39	10	0.00	1121	0.035	39	0.1	0.0	3.325	A
A-B	167	42	0.00			167				
A-C	577	144	0.00			577				
D-A	3	0.75	0.00	540	0.006	3	0.0	0.0	6.712	A
D-BC	227	57	0.00	443	0.513	232	2.2	1.1	17.353	C
C-ABD	80	20	0.00	573	0.139	80	0.4	0.2	7.330	A
C-D	36	9	0.00			36				
C-A	120	30	0.00			120				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.30	0.00	0.00	0.30	0.30			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.01	0.55	1.01	1.41	1.46			N/A	N/A
C-ABD	0.23	0.00	0.00	0.23	0.23			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	0.47	0.00	0.00	0.47	0.47			N/A	N/A
A-BCD	0.07	0.03	0.25	0.45	0.48			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	1.85	0.08	1.20	4.07	5.67			N/A	N/A
C-ABD	0.36	0.00	0.00	0.36	0.36			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.50			N/A	N/A
B-AD	0.99	0.03	0.28	0.99	3.25			N/A	N/A
A-BCD	0.16	0.03	0.27	0.49	1.04			N/A	N/A
D-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-BC	6.30	0.11	2.34	16.59	23.81			N/A	N/A
C-ABD	0.70	0.03	0.27	0.70	1.33			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	1.04	0.03	0.31	1.88	5.25			N/A	N/A
A-BCD	0.16	0.00	0.00	0.16	0.16			N/A	N/A
D-A	0.67	0.55	1.00	1.40	1.45			N/A	N/A
D-BC	7.86	0.07	1.36	22.53	35.26			N/A	N/A
C-ABD	0.72	0.05	0.48	1.34	1.87			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-AD	0.50	0.04	0.43	1.29	1.41			N/A	N/A
A-BCD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	2.19	0.04	0.39	5.78	11.00			N/A	N/A
C-ABD	0.39	0.00	0.00	0.39	0.39			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.31	0.03	0.31	1.02	1.28			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.09	0.03	0.30	1.47	5.25			N/A	N/A
C-ABD	0.24	0.00	0.00	0.24	0.24			N/A	N/A

D2 - 2034 | RC3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		236.94	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	236.94	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	379	100.000
B - B4027 East		ONE HOUR	✓	482	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	651	100.000
D - B4027 West		ONE HOUR	✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	40	339	0
	B - B4027 East	128	0	2	352
	C - A4260 Banbury Road south	548	58	0	45
	D - B4027 West	1	170	40	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	2	4	0
	B - B4027 East	1	0	0	0
	C - A4260 Banbury Road south	2	0	0	0
	D - B4027 West	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.06	2526.64	0.9	3.7	F	2	3
B-AD	1.45	825.01	99.7	151.0	F	440	661
A-BCD	0.00	0.00	0.0	~1	A	0	0
A-B						37	55
A-C						311	467
D-A	0.01	17.87	0.0	0.5	C	0.92	1
D-BC	0.79	52.24	3.1	16.7	F	193	289
C-ABD	0.19	4.46	0.5	1.4	A	131	197
C-D						35	53
C-A						431	646

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	271	0.006	1	0.0	0.0	13.343	B
B-AD	361	90	0.00	454	0.796	348	0.0	3.3	31.103	D
A-BCD	0	0	0.00	512	0.000	0	0.0	0.0	0.000	A
A-B	30	8	0.00			30				
A-C	255	64	0.00			255				
D-A	0.75	0.19	0.00	507	0.001	0.75	0.0	0.0	7.114	A
D-BC	158	40	0.00	422	0.374	156	0.0	0.6	13.395	B
C-ABD	87	22	0.00	898	0.097	86	0.0	0.2	4.433	A
C-D	31	8	0.00			31				
C-A	373	93	0.00			373				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	1.056	0.44	0.0	0.3	2526.636	F
B-AD	432	108	0.00	416	1.037	394	3.3	12.7	95.917	F
A-BCD	0	0	0.00	470	0.000	0	0.0	0.0	0.000	A
A-B	36	9	0.00			36				
A-C	305	76	0.00			305				
D-A	0.90	0.22	0.00	440	0.002	0.90	0.0	0.0	8.206	A
D-BC	189	47	0.00	379	0.498	187	0.6	1.0	18.611	C
C-ABD	121	30	0.00	939	0.129	121	0.2	0.3	4.398	A
C-D	35	9	0.00			35				
C-A	429	107	0.00			429				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	0.977	1	0.3	0.6	2433.708	F
B-AD	528	132	0.00	365	1.449	363	12.7	54.0	350.851	F
A-BCD	0	0	0.00	407	0.000	0	0.0	0.0	0.000	A
A-B	44	11	0.00			44				
A-C	373	93	0.00			373				
D-A	1	0.28	0.00	279	0.004	1	0.0	0.0	12.971	B
D-BC	231	58	0.00	317	0.730	226	1.0	2.3	37.358	E
C-ABD	185	46	0.00	1000	0.185	184	0.3	0.5	4.417	A
C-D	40	10	0.00			40				
C-A	491	123	0.00			491				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	0.963	1	0.6	0.8	2469.010	F
B-AD	528	132	0.00	364	1.453	363	54.0	95.3	711.700	F
A-BCD	0	0	0.00	367	0.000	0	0.0	0.0	0.000	A
A-B	44	11	0.00			44				
A-C	373	93	0.00			373				
D-A	1	0.28	0.00	203	0.005	1	0.0	0.0	17.873	C
D-BC	231	58	0.00	293	0.789	228	2.3	3.1	52.238	F
C-ABD	186	46	0.00	1000	0.186	186	0.5	0.5	4.433	A
C-D	40	10	0.00			40				
C-A	491	123	0.00			491				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	3	0.687	2	0.8	0.9	2395.857	F
B-AD	432	108	0.00	414	1.041	414	95.3	99.7	825.011	F
A-BCD	0	0	0.00	380	0.000	0	0.0	0.0	0.000	A
A-B	36	9	0.00			36				
A-C	305	76	0.00			305				
D-A	0.90	0.22	0.00	351	0.003	0.91	0.0	0.0	10.275	B
D-BC	189	47	0.00	326	0.579	195	3.1	1.5	28.823	D
C-ABD	122	30	0.00	938	0.130	123	0.5	0.3	4.429	A
C-D	35	9	0.00			35				
C-A	428	107	0.00			428				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	3	0.495	2	0.9	0.9	2258.167	F
B-AD	361	90	0.00	453	0.799	448	99.7	78.1	715.783	F
A-BCD	0	0	0.00	414	0.000	0	0.0	0.0	0.000	A
A-B	30	8	0.00			30				
A-C	255	64	0.00			255				
D-A	0.75	0.19	0.00	438	0.002	0.76	0.0	0.0	8.235	A
D-BC	158	40	0.00	365	0.434	161	1.5	0.8	17.894	C
C-ABD	88	22	0.00	897	0.098	88	0.3	0.2	4.457	A
C-D	31	8	0.00			31				
C-A	372	93	0.00			372				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-AD	3.30	0.03	0.34	6.80	17.73			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.34	0.03	0.29	0.95	1.48			N/A	N/A
B-AD	12.74	0.22	6.27	32.56	45.16			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-BC	0.95	0.10	0.93	1.47	1.82			N/A	N/A
C-ABD	0.31	0.00	0.00	0.31	0.31			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.62	0.03	0.34	1.40	2.59			N/A	N/A
B-AD	54.03	24.15	50.83	81.66	92.18			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	2.35	0.04	0.36	5.86	12.36			N/A	N/A
C-ABD	0.51	0.03	0.27	0.51	1.18			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.83	0.04	0.39	1.93	3.23			N/A	N/A
B-AD	95.28	57.16	92.53	128.48	140.11			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	3.13	0.04	0.36	7.71	16.74			N/A	N/A
C-ABD	0.52	0.05	0.55	1.31	1.40			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.90	0.04	0.40	2.14	3.58			N/A	N/A
B-AD	99.73	57.00	96.48	137.55	150.98			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	1.47	0.06	0.80	3.43	4.93			N/A	N/A
C-ABD	0.32	0.00	0.00	0.32	0.32			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.90	0.04	0.38	2.18	3.74			N/A	N/A
B-AD	78.07	34.79	73.60	118.65	134.07			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.79	0.04	0.37	1.86	3.19			N/A	N/A
C-ABD	0.21	0.00	0.00	0.21	0.21			N/A	N/A

D3 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		19.83	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.83	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	1096	100.000
B - B4027 East		ONE HOUR	✓	146	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	313	100.000
D - B4027 West		ONE HOUR	✓	299	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	242	838	16
	B - B4027 East	21	0	28	97
	C - A4260 Banbury Road south	186	72	0	55
	D - B4027 West	4	252	43	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	0	3	6
	B - B4027 East	9	0	4	3
	C - A4260 Banbury Road south	6	6	0	7
	D - B4027 West	0	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	14.92	0.1	0.5	B	26	39
B-AD	0.58	38.56	1.3	6.9	E	108	162
A-BCD	0.09	3.25	0.2	1.2	A	78	117
A-B						208	312
A-C						720	1080
D-A	0.97	462.07	0.7	1.5	F	4	6
D-BC	0.94	97.05	8.2	35.7	F	271	406
C-ABD	0.31	10.00	0.8	2.1	B	117	175
C-D						39	58
C-A						132	198

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	424	0.050	21	0.0	0.1	8.936	A
B-AD	89	22	0.00	350	0.254	88	0.0	0.3	13.672	B
A-BCD	41	10	0.00	1148	0.036	41	0.0	0.0	3.253	A
A-B	176	44	0.00			176				
A-C	608	152	0.00			608				
D-A	3	0.75	0.00	551	0.005	3	0.0	0.0	6.571	A
D-BC	222	56	0.00	436	0.509	218	0.0	1.0	16.231	C
C-ABD	80	20	0.00	566	0.141	79	0.0	0.2	7.384	A
C-D	36	9	0.00			36				
C-A	120	30	0.00			120				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	374	0.067	25	0.1	0.1	10.330	B
B-AD	106	27	0.00	297	0.357	105	0.3	0.5	18.685	C
A-BCD	66	16	0.00	1244	0.053	66	0.0	0.1	3.056	A
A-B	206	52	0.00			206				
A-C	714	178	0.00			714				
D-A	4	0.90	0.00	439	0.008	4	0.0	0.0	8.261	A
D-BC	265	66	0.00	399	0.665	262	1.0	1.8	25.677	D
C-ABD	107	27	0.00	548	0.196	107	0.2	0.4	8.162	A
C-D	40	10	0.00			40				
C-A	134	34	0.00			134				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	280	0.110	31	0.1	0.1	14.421	B
B-AD	130	32	0.00	225	0.577	127	0.5	1.3	35.769	E
A-BCD	127	32	0.00	1382	0.092	127	0.1	0.2	2.871	A
A-B	242	60	0.00			242				
A-C	838	209	0.00			838				
D-A	4	1	0.00	83	0.053	4	0.0	0.1	45.373	E
D-BC	325	81	0.00	347	0.936	306	1.8	6.5	68.658	F
C-ABD	161	40	0.00	528	0.304	159	0.4	0.7	9.785	A
C-D	42	11	0.00			42				
C-A	142	36	0.00			142				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	272	0.113	31	0.1	0.1	14.923	B
B-AD	130	32	0.00	222	0.585	130	1.3	1.3	38.563	E
A-BCD	127	32	0.00	1382	0.092	127	0.2	0.2	2.871	A
A-B	242	60	0.00			242				
A-C	837	209	0.00			837				
D-A	4	1	0.00	5	0.966	2	0.1	0.7	462.069	F
D-BC	325	81	0.00	346	0.938	318	6.5	8.2	97.047	F
C-ABD	162	41	0.00	525	0.309	162	0.7	0.8	10.001	B
C-D	42	10	0.00			42				
C-A	141	35	0.00			141				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	367	0.069	25	0.1	0.1	10.544	B
B-AD	106	27	0.00	293	0.362	109	1.3	0.6	19.874	C
A-BCD	66	17	0.00	1244	0.053	66	0.2	0.1	3.053	A
A-B	206	51	0.00			206				
A-C	713	178	0.00			713				
D-A	4	0.90	0.00	373	0.010	6	0.7	0.0	9.897	A
D-BC	265	66	0.00	398	0.667	289	8.2	2.2	38.706	E
C-ABD	109	27	0.00	543	0.201	110	0.8	0.4	8.372	A
C-D	39	10	0.00			39				
C-A	133	33	0.00			133				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	421	0.050	21	0.1	0.1	8.999	A
B-AD	89	22	0.00	348	0.255	90	0.6	0.3	13.990	B
A-BCD	42	10	0.00	1147	0.036	42	0.1	0.1	3.251	A
A-B	176	44	0.00			176				
A-C	608	152	0.00			608				
D-A	3	0.75	0.00	540	0.006	3	0.0	0.0	6.699	A
D-BC	222	56	0.00	436	0.510	227	2.2	1.1	17.561	C
C-ABD	80	20	0.00	565	0.142	81	0.4	0.3	7.466	A
C-D	35	9	0.00			35				
C-A	120	30	0.00			120				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.33	0.00	0.00	0.33	0.33			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.00	0.55	1.01	1.41	1.46			N/A	N/A
C-ABD	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.26	0.47	0.49			N/A	N/A
B-AD	0.54	0.07	0.69	1.34	1.42			N/A	N/A
A-BCD	0.08	0.03	0.25	0.45	0.48			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	1.84	0.08	1.19	4.06	5.67			N/A	N/A
C-ABD	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.26	0.47	0.50			N/A	N/A
B-AD	1.25	0.03	0.30	1.45	5.83			N/A	N/A
A-BCD	0.18	0.03	0.28	0.50	1.18			N/A	N/A
D-A	0.05	0.03	0.25	0.45	0.48			N/A	N/A
D-BC	6.48	0.12	2.63	16.82	23.87			N/A	N/A
C-ABD	0.75	0.03	0.27	0.75	1.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	1.33	0.03	0.32	2.59	6.86			N/A	N/A
A-BCD	0.18	0.00	0.00	0.18	0.18			N/A	N/A
D-A	0.67	0.55	1.00	1.40	1.45			N/A	N/A
D-BC	8.22	0.08	1.80	23.32	35.74			N/A	N/A
C-ABD	0.78	0.05	0.49	1.54	2.07			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-AD	0.59	0.04	0.44	1.38	1.38			N/A	N/A
A-BCD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	2.19	0.04	0.38	5.78	11.06			N/A	N/A
C-ABD	0.41	0.00	0.00	0.41	0.41			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.35	0.03	0.33	1.17	1.43			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.08	0.03	0.30	1.34	5.09			N/A	N/A
C-ABD	0.25	0.00	0.00	0.25	0.25			N/A	N/A

D4 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		299.75	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	299.75	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	381	100.000
B - B4027 East		ONE HOUR	✓	504	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	644	100.000
D - B4027 West		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	41	340	0
	B - B4027 East	134	0	2	368
	C - A4260 Banbury Road south	542	58	0	44
	D - B4027 West	2	178	42	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	2	4	0
	B - B4027 East	1	0	0	0
	C - A4260 Banbury Road south	2	0	0	0
	D - B4027 West	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.11	2676.45	1.0	4.1	F	2	3
B-AD	1.52	1015.55	121.2	180.1	F	461	691
A-BCD	0.00	0.00	0.0	~1	A	0	0
A-B						38	56
A-C						312	468
D-A	0.02	27.14	0.0	0.5	D	2	3
D-BC	0.85	66.50	4.2	21.5	F	202	303
C-ABD	0.19	4.49	0.5	1.4	A	130	196
C-D						35	52
C-A						426	639

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	232	0.007	1	0.0	0.0	15.641	C
B-AD	378	94	0.00	453	0.834	362	0.0	4.0	35.055	E
A-BCD	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
A-B	31	8	0.00			31				
A-C	256	64	0.00			256				
D-A	2	0.38	0.00	501	0.003	1	0.0	0.0	7.207	A
D-BC	166	41	0.00	421	0.394	163	0.0	0.6	13.835	B
C-ABD	86	22	0.00	893	0.097	86	0.0	0.2	4.459	A
C-D	30	7	0.00			30				
C-A	369	92	0.00			369				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	1.108	0.43	0.0	0.3	2657.310	F
B-AD	451	113	0.00	416	1.086	400	4.0	16.7	117.233	F
A-BCD	0	0	0.00	466	0.000	0	0.0	0.0	0.000	A
A-B	37	9	0.00			37				
A-C	306	76	0.00			306				
D-A	2	0.45	0.00	428	0.004	2	0.0	0.0	8.447	A
D-BC	198	49	0.00	377	0.524	196	0.6	1.1	19.692	C
C-ABD	120	30	0.00	933	0.129	120	0.2	0.3	4.428	A
C-D	34	9	0.00			34				
C-A	424	106	0.00			424				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.042	1	0.3	0.6	2609.927	F
B-AD	553	138	0.00	364	1.519	363	16.7	64.1	419.925	F
A-BCD	0	0	0.00	399	0.000	0	0.0	0.0	0.000	A
A-B	45	11	0.00			45				
A-C	374	94	0.00			374				
D-A	2	0.55	0.00	240	0.009	2	0.0	0.0	15.116	C
D-BC	242	61	0.00	313	0.775	235	1.1	2.9	42.989	E
C-ABD	184	46	0.00	993	0.185	183	0.3	0.5	4.450	A
C-D	39	10	0.00			39				
C-A	486	122	0.00			486				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.035	1	0.6	0.9	2676.452	F
B-AD	553	138	0.00	363	1.524	363	64.1	111.6	830.663	F
A-BCD	0	0	0.00	353	0.000	0	0.0	0.0	0.000	A
A-B	45	11	0.00			45				
A-C	374	94	0.00			374				
D-A	2	0.55	0.00	135	0.016	2	0.0	0.0	27.137	D
D-BC	242	61	0.00	285	0.850	237	2.9	4.2	66.499	F
C-ABD	184	46	0.00	992	0.186	184	0.5	0.5	4.470	A
C-D	39	10	0.00			39				
C-A	485	121	0.00			485				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	0.742	1	0.9	0.9	2652.582	F
B-AD	451	113	0.00	413	1.092	413	111.6	121.2	1015.554	F
A-BCD	0	0	0.00	361	0.000	0	0.0	0.0	0.000	A
A-B	37	9	0.00			37				
A-C	306	76	0.00			306				
D-A	2	0.45	0.00	310	0.006	2	0.0	0.0	11.684	B
D-BC	198	49	0.00	315	0.628	207	4.2	1.8	35.788	E
C-ABD	121	30	0.00	931	0.130	122	0.5	0.3	4.463	A
C-D	34	9	0.00			34				
C-A	423	106	0.00			423				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	3	0.542	1	0.9	1.0	2549.505	F
B-AD	378	94	0.00	452	0.836	448	121.2	103.7	903.967	F
A-BCD	0	0	0.00	391	0.000	0	0.0	0.0	0.000	A
A-B	31	8	0.00			31				
A-C	256	64	0.00			256				
D-A	2	0.38	0.00	414	0.004	2	0.0	0.0	8.735	A
D-BC	166	41	0.00	351	0.472	169	1.8	0.9	20.207	C
C-ABD	87	22	0.00	892	0.098	87	0.3	0.2	4.486	A
C-D	30	7	0.00			30				
C-A	368	92	0.00			368				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-AD	3.97	0.03	0.31	4.41	18.51			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.63	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.03	0.28	0.51	1.30			N/A	N/A
B-AD	16.73	0.21	7.68	43.96	61.86			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-BC	1.06	0.09	0.95	1.78	2.27			N/A	N/A
C-ABD	0.31	0.00	0.00	0.31	0.31			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.64	0.03	0.32	1.37	2.88			N/A	N/A
B-AD	64.13	26.99	60.00	99.22	112.76			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	2.85	0.04	0.41	7.80	14.39			N/A	N/A
C-ABD	0.51	0.03	0.27	0.51	1.17			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.87	0.04	0.37	2.06	3.70			N/A	N/A
B-AD	111.65	66.54	108.45	151.21	165.09			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-BC	4.18	0.04	0.43	11.59	21.48			N/A	N/A
C-ABD	0.52	0.05	0.54	1.31	1.40			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.95	0.04	0.38	2.34	3.98			N/A	N/A
B-AD	121.21	71.68	117.69	164.78	180.06			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.83	0.06	0.90	4.52	6.64			N/A	N/A
C-ABD	0.32	0.00	0.00	0.32	0.32			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.96	0.04	0.37	2.37	4.14			N/A	N/A
B-AD	103.65	52.46	99.14	150.48	167.67			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.93	0.04	0.37	2.28	4.02			N/A	N/A
C-ABD	0.21	0.00	0.00	0.21	0.21			N/A	N/A

D5 - 2034 | DS3AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		19.74	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.74	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	1094	100.000
B - B4027 East		ONE HOUR	✓	146	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	313	100.000
D - B4027 West		ONE HOUR	✓	299	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	242	836	16
	B - B4027 East	21	0	28	97
	C - A4260 Banbury Road south	186	72	0	55
	D - B4027 West	4	252	43	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	0	3	6
	B - B4027 East	9	0	4	3
	C - A4260 Banbury Road south	6	6	0	7
	D - B4027 West	0	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	14.86	0.1	0.5	B	26	39
B-AD	0.58	38.32	1.3	6.8	E	108	162
A-BCD	0.09	3.26	0.2	1.2	A	78	117
A-B						208	312
A-C						718	1077
D-A	0.97	461.81	0.7	1.5	F	4	6
D-BC	0.94	96.45	8.2	35.6	F	271	406
C-ABD	0.31	9.98	0.8	2.1	A	116	175
C-D						39	58
C-A						132	198

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	424	0.050	21	0.0	0.1	8.928	A
B-AD	89	22	0.00	350	0.254	88	0.0	0.3	13.651	B
A-BCD	41	10	0.00	1147	0.036	41	0.0	0.0	3.256	A
A-B	176	44	0.00			176				
A-C	607	152	0.00			607				
D-A	3	0.75	0.00	551	0.005	3	0.0	0.0	6.569	A
D-BC	222	56	0.00	436	0.509	218	0.0	1.0	16.212	C
C-ABD	80	20	0.00	566	0.141	79	0.0	0.2	7.379	A
C-D	36	9	0.00			36				
C-A	120	30	0.00			120				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	374	0.067	25	0.1	0.1	10.316	B
B-AD	106	27	0.00	298	0.357	105	0.3	0.5	18.647	C
A-BCD	66	16	0.00	1243	0.053	65	0.0	0.1	3.059	A
A-B	206	52	0.00			206				
A-C	712	178	0.00			712				
D-A	4	0.90	0.00	440	0.008	4	0.0	0.0	8.253	A
D-BC	265	66	0.00	399	0.665	262	1.0	1.8	25.625	D
C-ABD	107	27	0.00	549	0.196	107	0.2	0.4	8.154	A
C-D	40	10	0.00			40				
C-A	134	34	0.00			134				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	281	0.110	31	0.1	0.1	14.371	B
B-AD	130	32	0.00	226	0.576	127	0.5	1.2	35.547	E
A-BCD	126	32	0.00	1380	0.092	126	0.1	0.2	2.873	A
A-B	242	61	0.00			242				
A-C	836	209	0.00			836				
D-A	4	1	0.00	85	0.052	4	0.0	0.1	44.355	E
D-BC	325	81	0.00	347	0.935	306	1.8	6.5	68.366	F
C-ABD	160	40	0.00	528	0.304	159	0.4	0.7	9.769	A
C-D	42	11	0.00			42				
C-A	142	36	0.00			142				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	273	0.113	31	0.1	0.1	14.864	B
B-AD	130	32	0.00	223	0.583	130	1.2	1.3	38.320	E
A-BCD	127	32	0.00	1380	0.092	127	0.2	0.2	2.873	A
A-B	242	60	0.00			242				
A-C	836	209	0.00			836				
D-A	4	1	0.00	5	0.966	2	0.1	0.7	461.806	F
D-BC	325	81	0.00	347	0.937	318	6.5	8.2	96.447	F
C-ABD	162	41	0.00	525	0.309	162	0.7	0.8	9.981	A
C-D	42	10	0.00			42				
C-A	141	35	0.00			141				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	367	0.068	25	0.1	0.1	10.528	B
B-AD	106	27	0.00	293	0.361	109	1.3	0.6	19.812	C
A-BCD	66	16	0.00	1243	0.053	66	0.2	0.1	3.055	A
A-B	206	52	0.00			206				
A-C	712	178	0.00			712				
D-A	4	0.90	0.00	374	0.010	6	0.7	0.0	9.866	A
D-BC	265	66	0.00	398	0.666	289	8.2	2.2	38.475	E
C-ABD	109	27	0.00	544	0.200	110	0.8	0.4	8.361	A
C-D	39	10	0.00			39				
C-A	133	33	0.00			133				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	422	0.050	21	0.1	0.1	8.993	A
B-AD	89	22	0.00	348	0.255	90	0.6	0.3	13.967	B
A-BCD	41	10	0.00	1146	0.036	42	0.1	0.0	3.254	A
A-B	176	44	0.00			176				
A-C	607	152	0.00			607				
D-A	3	0.75	0.00	541	0.006	3	0.0	0.0	6.699	A
D-BC	222	56	0.00	436	0.510	227	2.2	1.1	17.537	C
C-ABD	80	20	0.00	565	0.142	81	0.4	0.2	7.458	A
C-D	35	9	0.00			35				
C-A	120	30	0.00			120				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.33	0.00	0.00	0.33	0.33			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.00	0.55	1.01	1.41	1.46			N/A	N/A
C-ABD	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.26	0.47	0.49			N/A	N/A
B-AD	0.54	0.07	0.69	1.34	1.42			N/A	N/A
A-BCD	0.08	0.03	0.25	0.45	0.48			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	1.84	0.08	1.19	4.04	5.65			N/A	N/A
C-ABD	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.26	0.47	0.50			N/A	N/A
B-AD	1.25	0.03	0.30	1.41	5.77			N/A	N/A
A-BCD	0.18	0.03	0.28	0.50	1.17			N/A	N/A
D-A	0.05	0.03	0.25	0.45	0.48			N/A	N/A
D-BC	6.45	0.12	2.59	16.77	23.83			N/A	N/A
C-ABD	0.75	0.03	0.27	0.75	1.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	1.32	0.03	0.32	2.57	6.82			N/A	N/A
A-BCD	0.18	0.00	0.00	0.18	0.18			N/A	N/A
D-A	0.67	0.55	1.00	1.40	1.45			N/A	N/A
D-BC	8.16	0.08	1.75	23.20	35.64			N/A	N/A
C-ABD	0.78	0.05	0.49	1.53	2.05			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-AD	0.58	0.04	0.44	1.36	1.36			N/A	N/A
A-BCD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	2.18	0.04	0.39	5.76	11.02			N/A	N/A
C-ABD	0.41	0.00	0.00	0.41	0.41			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.35	0.03	0.33	1.17	1.42			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.08	0.03	0.30	1.34	5.09			N/A	N/A
C-ABD	0.25	0.00	0.00	0.25	0.25			N/A	N/A

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		290.97	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	290.97	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	381	100.000
B - B4027 East		ONE HOUR	✓	501	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	645	100.000
D - B4027 West		ONE HOUR	✓	217	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	41	340	0
	B - B4027 East	133	0	2	366
	C - A4260 Banbury Road south	543	58	0	44
	D - B4027 West	2	174	41	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	2	4	0
	B - B4027 East	1	0	0	0
	C - A4260 Banbury Road south	2	0	0	0
	D - B4027 West	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.10	2641.53	0.9	4.1	F	2	3
B-AD	1.51	989.71	117.7	175.2	F	458	687
A-BCD	0.00	0.00	0.0	~1	A	0	0
A-B						38	56
A-C						312	468
D-A	0.01	22.59	0.0	0.5	C	2	3
D-BC	0.83	60.81	3.7	19.6	F	197	296
C-ABD	0.19	4.48	0.5	1.4	A	130	196
C-D						35	52
C-A						427	640

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	238	0.006	1	0.0	0.0	15.214	C
B-AD	376	94	0.00	454	0.828	360	0.0	3.9	34.381	D
A-BCD	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
A-B	31	8	0.00			31				
A-C	256	64	0.00			256				
D-A	2	0.38	0.00	503	0.003	1	0.0	0.0	7.172	A
D-BC	162	40	0.00	421	0.384	159	0.0	0.6	13.640	B
C-ABD	86	22	0.00	894	0.097	86	0.0	0.2	4.453	A
C-D	30	7	0.00			30				
C-A	369	92	0.00			369				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	1.100	0.43	0.0	0.3	2636.466	F
B-AD	449	112	0.00	416	1.078	400	3.9	16.1	113.591	F
A-BCD	0	0	0.00	467	0.000	0	0.0	0.0	0.000	A
A-B	37	9	0.00			37				
A-C	306	76	0.00			306				
D-A	2	0.45	0.00	433	0.004	2	0.0	0.0	8.347	A
D-BC	193	48	0.00	377	0.512	192	0.6	1.0	19.214	C
C-ABD	120	30	0.00	935	0.129	120	0.2	0.3	4.420	A
C-D	34	9	0.00			34				
C-A	425	106	0.00			425				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.031	1	0.3	0.6	2579.967	F
B-AD	549	137	0.00	365	1.507	364	16.1	62.5	408.018	F
A-BCD	0	0	0.00	401	0.000	0	0.0	0.0	0.000	A
A-B	45	11	0.00			45				
A-C	374	94	0.00			374				
D-A	2	0.55	0.00	257	0.009	2	0.0	0.0	14.145	B
D-BC	237	59	0.00	313	0.756	230	1.0	2.6	40.608	E
C-ABD	184	46	0.00	995	0.185	183	0.3	0.5	4.439	A
C-D	39	10	0.00			39				
C-A	487	122	0.00			487				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.022	1	0.6	0.9	2641.533	F
B-AD	549	137	0.00	363	1.511	363	62.5	109.0	810.482	F
A-BCD	0	0	0.00	355	0.000	0	0.0	0.0	0.000	A
A-B	45	11	0.00			45				
A-C	374	94	0.00			374				
D-A	2	0.55	0.00	162	0.014	2	0.0	0.0	22.593	C
D-BC	237	59	0.00	286	0.827	232	2.6	3.7	60.812	F
C-ABD	184	46	0.00	994	0.185	184	0.5	0.5	4.458	A
C-D	39	10	0.00			39				
C-A	486	122	0.00			486				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	0.733	1	0.9	0.9	2610.075	F
B-AD	449	112	0.00	414	1.083	414	109.0	117.7	989.709	F
A-BCD	0	0	0.00	364	0.000	0	0.0	0.0	0.000	A
A-B	37	9	0.00			37				
A-C	306	76	0.00			306				
D-A	2	0.45	0.00	324	0.006	2	0.0	0.0	11.159	B
D-BC	193	48	0.00	316	0.611	201	3.7	1.7	33.130	D
C-ABD	121	30	0.00	933	0.130	122	0.5	0.3	4.455	A
C-D	34	9	0.00			34				
C-A	424	106	0.00			424				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	3	0.535	1	0.9	0.9	2501.832	F
B-AD	376	94	0.00	452	0.830	449	117.7	99.5	872.731	F
A-BCD	0	0	0.00	394	0.000	0	0.0	0.0	0.000	A
A-B	31	8	0.00			31				
A-C	256	64	0.00			256				
D-A	2	0.38	0.00	420	0.004	2	0.0	0.0	8.596	A
D-BC	162	40	0.00	353	0.459	165	1.7	0.9	19.479	C
C-ABD	87	22	0.00	893	0.097	88	0.3	0.2	4.479	A
C-D	30	7	0.00			30				
C-A	369	92	0.00			369				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-AD	3.85	0.03	0.31	4.85	18.55			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.61	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.03	0.28	0.61	1.35			N/A	N/A
B-AD	16.06	0.21	7.50	41.97	58.87			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-BC	1.01	0.09	0.94	1.65	1.96			N/A	N/A
C-ABD	0.31	0.00	0.00	0.31	0.31			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.63	0.03	0.33	1.38	2.83			N/A	N/A
B-AD	62.50	26.66	58.56	96.21	109.18			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	2.62	0.04	0.39	6.96	13.51			N/A	N/A
C-ABD	0.51	0.03	0.27	0.51	1.17			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.86	0.04	0.37	2.03	3.63			N/A	N/A
B-AD	109.01	65.20	105.90	147.34	160.75			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	3.73	0.04	0.40	10.02	19.63			N/A	N/A
C-ABD	0.51	0.05	0.53	1.31	1.40			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.94	0.04	0.38	2.31	3.91			N/A	N/A
B-AD	117.73	69.44	114.28	160.28	175.25			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.69	0.06	0.88	4.03	5.90			N/A	N/A
C-ABD	0.32	0.00	0.00	0.32	0.32			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.95	0.04	0.38	2.34	4.05			N/A	N/A
B-AD	99.51	49.65	95.02	145.20	162.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.88	0.04	0.37	2.10	3.71			N/A	N/A
C-ABD	0.21	0.00	0.00	0.21	0.21			N/A	N/A

D7 - 2042 | RC4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		15.40	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.40	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	1163	100.000
B - B4027 East		ONE HOUR	✓	131	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	349	100.000
D - B4027 West		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	257	889	17
	B - B4027 East	19	0	25	87
	C - A4260 Banbury Road south	208	80	0	61
	D - B4027 West	3	230	39	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	0	3	6
	B - B4027 East	11	0	4	3
	C - A4260 Banbury Road south	6	5	0	7
	D - B4027 West	0	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	15.25	0.1	0.5	C	23	34
B-AD	0.58	42.33	1.3	6.7	E	97	146
A-BCD	0.11	3.18	0.3	1.4	A	96	144
A-B						218	327
A-C						753	1130
D-A	0.05	59.69	0.1	0.5	F	3	4
D-BC	0.90	84.13	6.4	30.6	F	247	370
C-ABD	0.36	10.44	1.0	3.5	B	139	208
C-D						41	62
C-A						140	211

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	0.00	418	0.045	19	0.0	0.0	9.008	A
B-AD	80	20	0.00	334	0.239	79	0.0	0.3	14.025	B
A-BCD	48	12	0.00	1178	0.041	48	0.0	0.1	3.183	A
A-B	186	46	0.00			186				
A-C	642	161	0.00			642				
D-A	2	0.56	0.00	561	0.004	2	0.0	0.0	6.438	A
D-BC	203	51	0.00	423	0.478	199	0.0	0.9	15.803	C
C-ABD	93	23	0.00	578	0.160	92	0.0	0.3	7.395	A
C-D	39	10	0.00			39				
C-A	131	33	0.00			131				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	0.00	367	0.061	22	0.0	0.1	10.429	B
B-AD	95	24	0.00	279	0.342	95	0.3	0.5	19.439	C
A-BCD	78	20	0.00	1282	0.061	78	0.1	0.1	2.993	A
A-B	217	54	0.00			217				
A-C	750	188	0.00			750				
D-A	3	0.67	0.00	463	0.006	3	0.0	0.0	7.816	A
D-BC	242	60	0.00	384	0.630	239	0.9	1.6	24.407	C
C-ABD	127	32	0.00	563	0.225	126	0.3	0.5	8.248	A
C-D	42	11	0.00			42				
C-A	145	36	0.00			145				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	272	0.101	27	0.1	0.1	14.724	B
B-AD	117	29	0.00	203	0.575	114	0.5	1.2	39.113	E
A-BCD	161	40	0.00	1429	0.113	160	0.1	0.3	2.840	A
A-B	251	63	0.00			251				
A-C	869	217	0.00			869				
D-A	3	0.83	0.00	143	0.023	3	0.0	0.0	25.747	D
D-BC	296	74	0.00	329	0.901	281	1.6	5.3	62.596	F
C-ABD	194	48	0.00	546	0.355	192	0.5	1.0	10.192	B
C-D	43	11	0.00			43				
C-A	147	37	0.00			147				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	264	0.104	28	0.1	0.1	15.246	C
B-AD	117	29	0.00	201	0.581	116	1.2	1.3	42.330	E
A-BCD	162	40	0.00	1429	0.113	162	0.3	0.3	2.844	A
A-B	251	63	0.00			251				
A-C	868	217	0.00			868				
D-A	3	0.83	0.00	63	0.052	3	0.0	0.1	59.688	F
D-BC	296	74	0.00	328	0.903	292	5.3	6.4	84.130	F
C-ABD	196	49	0.00	544	0.361	196	1.0	1.0	10.442	B
C-D	43	11	0.00			43				
C-A	145	36	0.00			145				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	0.00	362	0.062	23	0.1	0.1	10.626	B
B-AD	95	24	0.00	275	0.346	98	1.3	0.5	20.654	C
A-BCD	79	20	0.00	1282	0.061	79	0.3	0.1	2.993	A
A-B	217	54	0.00			217				
A-C	750	188	0.00			750				
D-A	3	0.67	0.00	416	0.006	3	0.1	0.0	8.725	A
D-BC	242	60	0.00	383	0.632	260	6.4	1.9	32.888	D
C-ABD	128	32	0.00	559	0.230	131	1.0	0.5	8.468	A
C-D	42	11	0.00			42				
C-A	143	36	0.00			143				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	0.00	416	0.045	19	0.1	0.0	9.067	A
B-AD	80	20	0.00	333	0.240	81	0.5	0.3	14.343	B
A-BCD	48	12	0.00	1178	0.041	48	0.1	0.1	3.182	A
A-B	186	46	0.00			186				
A-C	642	160	0.00			642				
D-A	2	0.56	0.00	553	0.004	2	0.0	0.0	6.537	A
D-BC	203	51	0.00	423	0.479	206	1.9	0.9	16.871	C
C-ABD	93	23	0.00	577	0.162	94	0.5	0.3	7.485	A
C-D	38	10	0.00			38				
C-A	131	33	0.00			131				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.31	0.00	0.00	0.31	0.31			N/A	N/A
A-BCD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.89	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.46	0.48			N/A	N/A
B-AD	0.50	0.05	0.49	1.30	1.40			N/A	N/A
A-BCD	0.10	0.03	0.26	0.46	0.49			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	1.60	0.08	1.11	3.38	4.63			N/A	N/A
C-ABD	0.47	0.00	0.00	0.47	0.47			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.50			N/A	N/A
B-AD	1.23	0.03	0.30	1.54	5.83			N/A	N/A
A-BCD	0.25	0.03	0.28	0.66	1.44			N/A	N/A
D-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-BC	5.28	0.08	1.48	14.32	21.20			N/A	N/A
C-ABD	0.98	0.03	0.27	0.98	1.85			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	1.31	0.03	0.32	2.74	6.74			N/A	N/A
A-BCD	0.26	0.00	0.00	0.26	0.26			N/A	N/A
D-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-BC	6.40	0.06	1.02	18.52	30.63			N/A	N/A
C-ABD	1.02	0.05	0.48	2.30	3.46			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-AD	0.55	0.04	0.42	1.22	1.22			N/A	N/A
A-BCD	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.85	0.04	0.38	4.86	9.19			N/A	N/A
C-ABD	0.50	0.50	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.32	0.03	0.32	1.11	1.39			N/A	N/A
A-BCD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.95	0.03	0.30	1.32	4.60			N/A	N/A
C-ABD	0.30	0.00	0.00	0.30	0.30			N/A	N/A

D8 - 2042 | RC4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		408.38	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	408.38	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	436	100.000
B - B4027 East		ONE HOUR	✓	520	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	716	100.000
D - B4027 West		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	46	390	0
	B - B4027 East	138	0	2	380
	C - A4260 Banbury Road south	603	64	0	49
	D - B4027 West	2	187	44	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	2	3	0
	B - B4027 East	1	0	0	0
	C - A4260 Banbury Road south	2	0	0	0
	D - B4027 West	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.24	3282.48	1.1	5.3	F	2	3
B-AD	1.73	1422.46	167.0	200.0	F	475	713
A-BCD	0.00	0.00	0.0	~1	A	0	0
A-B						42	63
A-C						358	537
D-A	1.09	2225.79	0.4	0.5	F	2	3
D-BC	1.05	158.52	11.4	36.1	F	212	318
C-ABD	0.23	4.54	0.7	1.4	A	162	244
C-D						37	56
C-A						457	686

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	144	0.010	1	0.0	0.0	25.244	D
B-AD	390	97	0.00	432	0.904	367	0.0	5.7	46.219	E
A-BCD	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
A-B	35	9	0.00			35				
A-C	294	73	0.00			294				
D-A	2	0.38	0.00	478	0.003	1	0.0	0.0	7.561	A
D-BC	174	43	0.00	400	0.435	171	0.0	0.7	15.513	C
C-ABD	104	26	0.00	917	0.113	103	0.0	0.3	4.422	A
C-D	33	8	0.00			33				
C-A	403	101	0.00			403				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	1	1.226	0.40	0.0	0.4	2955.507	F
B-AD	466	116	0.00	390	1.195	383	5.7	26.4	179.354	F
A-BCD	0	0	0.00	447	0.000	0	0.0	0.0	0.000	A
A-B	41	10	0.00			41				
A-C	351	88	0.00			351				
D-A	2	0.45	0.00	384	0.005	2	0.0	0.0	9.412	A
D-BC	208	52	0.00	351	0.591	205	0.7	1.4	24.211	C
C-ABD	148	37	0.00	963	0.153	147	0.3	0.4	4.414	A
C-D	37	9	0.00			37				
C-A	459	115	0.00			459				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.231	0.93	0.4	0.7	3131.014	F
B-AD	570	143	0.00	332	1.719	332	26.4	86.1	630.596	F
A-BCD	0	0	0.00	368	0.000	0	0.0	0.0	0.000	A
A-B	51	13	0.00			51				
A-C	429	107	0.00			429				
D-A	2	0.55	0.00	80	0.027	2	0.0	0.0	46.019	E
D-BC	254	64	0.00	277	0.919	238	1.4	5.4	73.773	F
C-ABD	233	58	0.00	1032	0.226	232	0.4	0.7	4.505	A
C-D	42	10	0.00			42				
C-A	513	128	0.00			513				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.244	1	0.7	0.9	3219.291	F
B-AD	570	143	0.00	329	1.732	329	86.1	146.4	1285.239	F
A-BCD	0	0	0.00	310	0.000	0	0.0	0.0	0.000	A
A-B	51	13	0.00			51				
A-C	429	107	0.00			429				
D-A	2	0.55	0.00	2	1.088	0.63	0.0	0.4	2225.787	F
D-BC	254	64	0.00	242	1.051	230	5.4	11.4	158.523	F
C-ABD	235	59	0.00	1031	0.228	235	0.7	0.7	4.541	A
C-D	42	10	0.00			42				
C-A	512	128	0.00			512				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	0.883	1	0.9	1.1	3282.482	F
B-AD	466	116	0.00	383	1.215	383	146.4	167.0	1422.462	F
A-BCD	0	0	0.00	309	0.000	0	0.0	0.0	0.000	A
A-B	41	10	0.00			41				
A-C	351	88	0.00			351				
D-A	2	0.45	0.00	78	0.023	3	0.4	0.0	49.081	E
D-BC	208	52	0.00	270	0.769	236	11.4	4.3	114.452	F
C-ABD	150	38	0.00	957	0.157	151	0.7	0.4	4.490	A
C-D	37	9	0.00			37				
C-A	456	114	0.00			456				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	2	0.645	1	1.1	1.1	3237.256	F
B-AD	390	97	0.00	429	0.910	426	167.0	158.0	1373.179	F
A-BCD	0	0	0.00	331	0.000	0	0.0	0.0	0.000	A
A-B	35	9	0.00			35				
A-C	294	73	0.00			294				
D-A	2	0.38	0.00	328	0.005	2	0.0	0.0	11.017	B
D-BC	174	43	0.00	304	0.573	185	4.3	1.4	32.902	D
C-ABD	105	26	0.00	914	0.115	106	0.4	0.3	4.463	A
C-D	33	8	0.00			33				
C-A	401	100	0.00			401				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-AD	5.70	0.03	0.27	5.70	7.43			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.75	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.25	0.00	0.00	0.25	0.25			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.36	0.03	0.26	0.48	0.71			N/A	N/A
B-AD	26.42	0.11	6.32	76.68	118.06			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-BC	1.36	0.07	0.92	2.89	4.02			N/A	N/A
C-ABD	0.39	0.00	0.00	0.39	0.39			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.68	0.03	0.29	1.30	3.09			N/A	N/A
B-AD	86.12	23.38	76.46	151.75	179.45			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-BC	5.45	0.11	2.06	14.11	20.13			N/A	N/A
C-ABD	0.68	0.03	0.27	0.68	1.20			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.95	0.03	0.33	2.02	4.70			N/A	N/A
B-AD	146.37	>199	>199	>199	>199			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.42	0.00	0.00	0.42	0.42			N/A	N/A
D-BC	11.43	0.38	6.82	27.04	36.08			N/A	N/A
C-ABD	0.70	0.11	0.85	1.38	1.44			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.06	0.03	0.34	2.54	5.21			N/A	N/A
B-AD	167.02	>199	>199	>199	>199			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-BC	4.30	0.11	1.78	10.72	15.00			N/A	N/A
C-ABD	0.42	0.00	0.00	0.42	0.42			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.09	0.03	0.34	2.61	5.34			N/A	N/A
B-AD	157.99	>199	>199	>199	>199			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	1.44	0.04	0.36	3.63	7.08			N/A	N/A
C-ABD	0.27	0.00	0.00	0.27	0.27			N/A	N/A

D9 - 2042 | DS4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		10.51	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.51	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	1237	100.000
B - B4027 East		ONE HOUR	✓	150	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	349	100.000
D - B4027 West		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	273	945	19
	B - B4027 East	22	0	29	99
	C - A4260 Banbury Road south	208	80	0	61
	D - B4027 West	3	187	32	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	0	2	5
	B - B4027 East	9	0	3	3
	C - A4260 Banbury Road south	6	5	0	7
	D - B4027 West	0	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	19.59	0.2	0.5	C	27	40
B-AD	0.69	58.09	2.0	10.6	F	111	167
A-BCD	0.15	3.11	0.4	1.7	A	125	187
A-B						226	340
A-C						784	1176
D-A	0.01	12.51	0.0	0.5	B	3	4
D-BC	0.78	49.27	3.1	16.7	E	201	301
C-ABD	0.36	10.52	1.0	3.6	B	139	209
C-D						41	62
C-A						140	210

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	0.00	411	0.053	22	0.0	0.1	9.236	A
B-AD	91	23	0.00	329	0.277	90	0.0	0.4	14.975	B
A-BCD	58	15	0.00	1216	0.048	58	0.0	0.1	3.107	A
A-B	196	49	0.00			196				
A-C	677	169	0.00			677				
D-A	2	0.56	0.00	588	0.004	2	0.0	0.0	6.144	A
D-BC	165	41	0.00	411	0.401	162	0.0	0.7	14.358	B
C-ABD	93	23	0.00	575	0.162	92	0.0	0.3	7.449	A
C-D	39	10	0.00			39				
C-A	131	33	0.00			131				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	355	0.073	26	0.1	0.1	10.945	B
B-AD	109	27	0.00	272	0.400	108	0.4	0.6	21.749	C
A-BCD	98	25	0.00	1327	0.074	98	0.1	0.1	2.930	A
A-B	227	57	0.00			227				
A-C	787	197	0.00			787				
D-A	3	0.67	0.00	522	0.005	3	0.0	0.0	6.929	A
D-BC	197	49	0.00	369	0.533	195	0.7	1.1	20.472	C
C-ABD	127	32	0.00	560	0.227	126	0.3	0.5	8.313	A
C-D	42	11	0.00			42				
C-A	144	36	0.00			144				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	229	0.139	32	0.1	0.2	18.164	C
B-AD	133	33	0.00	195	0.685	128	0.6	1.8	51.190	F
A-BCD	217	54	0.00	1485	0.146	216	0.1	0.4	2.842	A
A-B	257	64	0.00			257				
A-C	888	222	0.00			888				
D-A	3	0.83	0.00	320	0.010	3	0.0	0.0	11.356	B
D-BC	241	60	0.00	312	0.773	234	1.1	2.8	42.949	E
C-ABD	195	49	0.00	543	0.360	193	0.5	1.0	10.327	B
C-D	43	11	0.00			43				
C-A	146	37	0.00			146				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	216	0.148	32	0.2	0.2	19.588	C
B-AD	133	33	0.00	193	0.690	133	1.8	2.0	58.091	F
A-BCD	219	55	0.00	1485	0.147	219	0.4	0.4	2.846	A
A-B	256	64	0.00			256				
A-C	887	222	0.00			887				
D-A	3	0.83	0.00	291	0.011	3	0.0	0.0	12.510	B
D-BC	241	60	0.00	311	0.776	240	2.8	3.1	49.273	E
C-ABD	197	49	0.00	543	0.363	197	1.0	1.0	10.523	B
C-D	42	11	0.00			42				
C-A	145	36	0.00			145				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	348	0.075	26	0.2	0.1	11.214	B
B-AD	109	27	0.00	270	0.403	114	2.0	0.7	23.758	C
A-BCD	99	25	0.00	1327	0.075	100	0.4	0.1	2.934	A
A-B	227	57	0.00			227				
A-C	786	197	0.00			786				
D-A	3	0.67	0.00	506	0.005	3	0.0	0.0	7.158	A
D-BC	197	49	0.00	368	0.536	204	3.1	1.2	22.967	C
C-ABD	129	32	0.00	559	0.230	131	1.0	0.5	8.481	A
C-D	42	10	0.00			42				
C-A	143	36	0.00			143				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	0.00	409	0.053	22	0.1	0.1	9.303	A
B-AD	91	23	0.00	327	0.278	92	0.7	0.4	15.393	C
A-BCD	58	15	0.00	1216	0.048	59	0.1	0.1	3.106	A
A-B	196	49	0.00			196				
A-C	677	169	0.00			677				
D-A	2	0.56	0.00	584	0.004	2	0.0	0.0	6.192	A
D-BC	165	41	0.00	410	0.402	167	1.2	0.7	14.934	B
C-ABD	94	23	0.00	575	0.163	94	0.5	0.3	7.524	A
C-D	38	10	0.00			38				
C-A	131	33	0.00			131				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-AD	0.37	0.00	0.00	0.37	0.37			N/A	N/A
A-BCD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.65	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-AD	0.64	0.08	0.77	1.36	1.43			N/A	N/A
A-BCD	0.13	0.00	0.00	0.13	0.13			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	1.09	0.10	0.99	1.81	2.33			N/A	N/A
C-ABD	0.47	0.00	0.00	0.47	0.47			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.26	0.47	0.52			N/A	N/A
B-AD	1.84	0.04	0.36	4.60	9.55			N/A	N/A
A-BCD	0.39	0.03	0.28	0.86	1.67			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	2.83	0.04	0.41	7.70	14.31			N/A	N/A
C-ABD	1.00	0.03	0.27	1.00	1.97			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	2.02	0.04	0.35	4.84	10.57			N/A	N/A
A-BCD	0.40	0.00	0.00	0.40	0.40			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	3.09	0.03	0.35	6.94	16.66			N/A	N/A
C-ABD	1.03	0.05	0.48	2.38	3.58			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-AD	0.70	0.04	0.40	1.55	2.41			N/A	N/A
A-BCD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.21	0.04	0.41	3.05	5.13			N/A	N/A
C-ABD	0.50	0.50	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-AD	0.39	0.03	0.31	1.28	1.60			N/A	N/A
A-BCD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.69	0.03	0.32	1.46	3.26			N/A	N/A
C-ABD	0.30	0.00	0.00	0.30	0.30			N/A	N/A

D10 - 2042 | DS4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		352.91	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	352.91	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	403	100.000
B - B4027 East		ONE HOUR	✓	509	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	705	100.000
D - B4027 West		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	43	360	0
	B - B4027 East	135	0	2	372
	C - A4260 Banbury Road south	594	63	0	48
	D - B4027 West	2	186	44	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	2	3	0
	B - B4027 East	1	0	0	0
	C - A4260 Banbury Road south	2	0	0	0
	D - B4027 West	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.17	2973.60	1.0	4.8	F	2	3
B-AD	1.63	1224.38	144.4	200.0	F	465	698
A-BCD	0.00	0.00	0.0	~1	A	0	0
A-B						39	59
A-C						330	496
D-A	1.02	2059.60	0.4	0.5	F	2	3
D-BC	0.98	117.35	8.1	31.6	F	211	317
C-ABD	0.22	4.49	0.6	1.4	A	156	234
C-D						37	55
C-A						454	682

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	190	0.008	1	0.0	0.0	19.044	C
B-AD	382	95	0.00	440	0.868	363	0.0	4.7	40.275	E
A-BCD	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
A-B	32	8	0.00			32				
A-C	271	68	0.00			271				
D-A	2	0.38	0.00	483	0.003	1	0.0	0.0	7.477	A
D-BC	173	43	0.00	407	0.425	170	0.0	0.7	15.012	C
C-ABD	100	25	0.00	917	0.109	99	0.0	0.2	4.405	A
C-D	32	8	0.00			32				
C-A	398	100	0.00			398				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	1.168	0.41	0.0	0.4	2808.239	F
B-AD	456	114	0.00	399	1.141	389	4.7	21.4	146.866	F
A-BCD	0	0	0.00	453	0.000	0	0.0	0.0	0.000	A
A-B	39	10	0.00			39				
A-C	324	81	0.00			324				
D-A	2	0.45	0.00	396	0.005	2	0.0	0.0	9.133	A
D-BC	207	52	0.00	361	0.573	205	0.7	1.3	22.744	C
C-ABD	142	36	0.00	963	0.148	142	0.2	0.4	4.388	A
C-D	37	9	0.00			37				
C-A	455	114	0.00			455				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.138	0.99	0.4	0.7	2874.120	F
B-AD	558	140	0.00	344	1.623	343	21.4	75.1	524.710	F
A-BCD	0	0	0.00	379	0.000	0	0.0	0.0	0.000	A
A-B	47	12	0.00			47				
A-C	396	99	0.00			396				
D-A	2	0.55	0.00	137	0.016	2	0.0	0.0	26.787	D
D-BC	253	63	0.00	290	0.873	241	1.3	4.4	61.622	F
C-ABD	223	56	0.00	1031	0.216	221	0.4	0.6	4.456	A
C-D	41	10	0.00			41				
C-A	512	128	0.00			512				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.143	1	0.7	0.9	2954.683	F
B-AD	558	140	0.00	342	1.633	342	75.1	129.1	1000.602	F
A-BCD	0	0	0.00	326	0.000	0	0.0	0.0	0.000	A
A-B	47	12	0.00			47				
A-C	396	99	0.00			396				
D-A	2	0.55	0.00	2	1.017	0.64	0.0	0.4	2059.597	F
D-BC	253	63	0.00	259	0.978	239	4.4	8.1	117.345	F
C-ABD	224	56	0.00	1029	0.218	224	0.6	0.6	4.487	A
C-D	41	10	0.00			41				
C-A	511	128	0.00			511				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	0.815	1	0.9	1.0	2973.605	F
B-AD	456	114	0.00	395	1.154	395	129.1	144.4	1224.376	F
A-BCD	0	0	0.00	331	0.000	0	0.0	0.0	0.000	A
A-B	39	10	0.00			39				
A-C	324	81	0.00			324				
D-A	2	0.45	0.00	191	0.009	3	0.4	0.0	19.293	C
D-BC	207	52	0.00	288	0.717	227	8.1	3.0	68.249	F
C-ABD	144	36	0.00	958	0.150	145	0.6	0.4	4.446	A
C-D	37	9	0.00			37				
C-A	453	113	0.00			453				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	3	0.595	1	1.0	1.0	2899.653	F
B-AD	382	95	0.00	438	0.872	435	144.4	131.2	1142.056	F
A-BCD	0	0	0.00	357	0.000	0	0.0	0.0	0.000	A
A-B	32	8	0.00			32				
A-C	271	68	0.00			271				
D-A	2	0.38	0.00	366	0.004	2	0.0	0.0	9.876	A
D-BC	173	43	0.00	324	0.535	180	3.0	1.2	26.120	D
C-ABD	101	25	0.00	915	0.111	102	0.4	0.3	4.439	A
C-D	32	8	0.00			32				
C-A	397	99	0.00			397				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-AD	4.72	0.03	0.29	4.72	14.50			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.72	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.03	0.27	0.49	1.35			N/A	N/A
B-AD	21.36	0.16	8.02	58.79	85.43			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-BC	1.27	0.07	0.95	2.58	3.50			N/A	N/A
C-ABD	0.37	0.00	0.00	0.37	0.37			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.66	0.03	0.31	1.13	3.13			N/A	N/A
B-AD	75.05	27.42	69.14	121.69	140.21			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-BC	4.41	0.07	1.39	12.13	18.43			N/A	N/A
C-ABD	0.63	0.03	0.27	0.63	1.15			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.91	0.03	0.35	2.15	4.24			N/A	N/A
B-AD	129.15	73.33	124.98	178.91	196.57			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.41	0.00	0.00	0.41	0.41			N/A	N/A
D-BC	8.09	0.11	2.83	21.80	31.65			N/A	N/A
C-ABD	0.65	0.09	0.82	1.37	1.43			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.01	0.04	0.36	2.52	4.64			N/A	N/A
B-AD	144.42	>199	>199	>199	>199			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	2.95	0.07	1.27	7.65	11.22			N/A	N/A
C-ABD	0.40	0.00	0.00	0.40	0.40			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.03	0.04	0.36	2.56	4.75			N/A	N/A
B-AD	131.20	>199	>199	>199	>199			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	1.21	0.04	0.35	2.96	5.86			N/A	N/A
C-ABD	0.25	0.00	0.00	0.25	0.25			N/A	N/A

D11 - 2042 | DS4AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		11.04	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.04	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	1227	100.000
B - B4027 East		ONE HOUR	✓	150	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	349	100.000
D - B4027 West		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	271	938	18
	B - B4027 East	22	0	29	99
	C - A4260 Banbury Road south	208	80	0	61
	D - B4027 West	3	193	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	0	2	5
	B - B4027 East	9	0	3	3
	C - A4260 Banbury Road south	6	5	0	7
	D - B4027 West	0	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	19.29	0.2	0.5	C	27	40
B-AD	0.69	57.06	2.0	10.4	F	111	167
A-BCD	0.14	3.11	0.3	1.4	A	116	174
A-B						226	340
A-C						784	1176
D-A	0.01	13.84	0.0	0.5	B	3	4
D-BC	0.80	52.89	3.4	18.3	F	207	311
C-ABD	0.36	10.51	1.0	3.6	B	139	209
C-D						41	62
C-A						140	210

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	0.00	412	0.053	22	0.0	0.1	9.217	A
B-AD	91	23	0.00	329	0.277	90	0.0	0.4	14.919	B
A-BCD	54	14	0.00	1212	0.045	54	0.0	0.1	3.109	A
A-B	195	49	0.00			195				
A-C	674	169	0.00			674				
D-A	2	0.56	0.00	584	0.004	2	0.0	0.0	6.183	A
D-BC	170	43	0.00	412	0.413	167	0.0	0.7	14.558	B
C-ABD	93	23	0.00	576	0.161	92	0.0	0.3	7.444	A
C-D	39	10	0.00			39				
C-A	131	33	0.00			131				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	356	0.073	26	0.1	0.1	10.909	B
B-AD	109	27	0.00	273	0.398	108	0.4	0.6	21.618	C
A-BCD	91	23	0.00	1322	0.069	91	0.1	0.1	2.927	A
A-B	227	57	0.00			227				
A-C	785	196	0.00			785				
D-A	3	0.67	0.00	514	0.005	3	0.0	0.0	7.034	A
D-BC	203	51	0.00	371	0.548	201	0.7	1.2	20.995	C
C-ABD	127	32	0.00	560	0.227	126	0.3	0.5	8.305	A
C-D	42	11	0.00			42				
C-A	144	36	0.00			144				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	232	0.138	32	0.1	0.2	17.934	C
B-AD	133	33	0.00	196	0.680	129	0.6	1.8	50.414	F
A-BCD	200	50	0.00	1478	0.136	200	0.1	0.3	2.819	A
A-B	258	64	0.00			258				
A-C	893	223	0.00			893				
D-A	3	0.83	0.00	297	0.011	3	0.0	0.0	12.245	B
D-BC	249	62	0.00	314	0.793	241	1.2	3.1	45.299	E
C-ABD	195	49	0.00	543	0.359	193	0.5	1.0	10.310	B
C-D	43	11	0.00			43				
C-A	146	37	0.00			146				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	218	0.146	32	0.2	0.2	19.287	C
B-AD	133	33	0.00	194	0.686	133	1.8	2.0	57.064	F
A-BCD	202	50	0.00	1478	0.136	202	0.3	0.3	2.824	A
A-B	258	64	0.00			258				
A-C	892	223	0.00			892				
D-A	3	0.83	0.00	263	0.013	3	0.0	0.0	13.836	B
D-BC	249	62	0.00	313	0.795	248	3.1	3.4	52.886	F
C-ABD	197	49	0.00	543	0.363	197	1.0	1.0	10.511	B
C-D	42	11	0.00			42				
C-A	145	36	0.00			145				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	349	0.075	26	0.2	0.1	11.175	B
B-AD	109	27	0.00	271	0.401	114	2.0	0.7	23.583	C
A-BCD	92	23	0.00	1322	0.070	93	0.3	0.1	2.930	A
A-B	227	57	0.00			227				
A-C	784	196	0.00			784				
D-A	3	0.67	0.00	495	0.005	3	0.0	0.0	7.306	A
D-BC	203	51	0.00	369	0.550	212	3.4	1.3	23.925	C
C-ABD	129	32	0.00	559	0.230	131	1.0	0.5	8.476	A
C-D	42	11	0.00			42				
C-A	143	36	0.00			143				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	0.00	410	0.053	22	0.1	0.1	9.284	A
B-AD	91	23	0.00	328	0.278	92	0.7	0.4	15.334	C
A-BCD	55	14	0.00	1212	0.045	55	0.1	0.1	3.110	A
A-B	195	49	0.00			195				
A-C	674	169	0.00			674				
D-A	2	0.56	0.00	579	0.004	2	0.0	0.0	6.239	A
D-BC	170	43	0.00	411	0.414	172	1.3	0.7	15.199	C
C-ABD	94	23	0.00	575	0.163	94	0.5	0.3	7.516	A
C-D	38	10	0.00			38				
C-A	131	33	0.00			131				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-AD	0.37	0.00	0.00	0.37	0.37			N/A	N/A
A-BCD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.68	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-AD	0.64	0.08	0.77	1.36	1.43			N/A	N/A
A-BCD	0.12	0.03	0.25	0.45	0.48			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	1.16	0.09	1.01	1.94	2.64			N/A	N/A
C-ABD	0.47	0.00	0.00	0.47	0.47			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.26	0.47	0.51			N/A	N/A
B-AD	1.82	0.04	0.35	4.47	9.42			N/A	N/A
A-BCD	0.34	0.03	0.28	0.82	1.45			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	3.09	0.04	0.44	8.61	15.31			N/A	N/A
C-ABD	1.00	0.03	0.27	1.00	1.96			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	1.98	0.03	0.35	4.72	10.38			N/A	N/A
A-BCD	0.35	0.00	0.00	0.35	0.35			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	3.41	0.04	0.36	8.13	18.32			N/A	N/A
C-ABD	1.03	0.05	0.48	2.37	3.57			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-AD	0.70	0.04	0.40	1.53	2.36			N/A	N/A
A-BCD	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	1.29	0.04	0.40	3.33	5.67			N/A	N/A
C-ABD	0.50	0.50	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-AD	0.39	0.03	0.31	1.28	1.58			N/A	N/A
A-BCD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.72	0.03	0.31	1.48	3.49			N/A	N/A
C-ABD	0.30	0.00	0.00	0.30	0.30			N/A	N/A

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B4027 East - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - B4027 West - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4260 Banbury Road/B4027	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		342.00	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	342.00	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 Banbury Road north		ONE HOUR	✓	402	100.000
B - B4027 East		ONE HOUR	✓	505	100.000
C - A4260 Banbury Road south		ONE HOUR	✓	705	100.000
D - B4027 West		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	43	359	0
	B - B4027 East	134	0	2	369
	C - A4260 Banbury Road south	594	63	0	48
	D - B4027 West	2	186	44	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		A - A4260 Banbury Road north	B - B4027 East	C - A4260 Banbury Road south	D - B4027 West
From	A - A4260 Banbury Road north	0	2	3	0
	B - B4027 East	1	0	0	0
	C - A4260 Banbury Road south	2	0	0	0
	D - B4027 West	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.16	2920.80	1.0	4.6	F	2	3
B-AD	1.62	1192.19	140.1	200.0	F	462	692
A-BCD	0.00	0.00	0.0	~1	A	0	0
A-B						39	59
A-C						329	494
D-A	1.01	2041.86	0.4	0.5	F	2	3
D-BC	0.97	113.65	7.8	31.2	F	211	317
C-ABD	0.22	4.49	0.6	1.4	A	156	234
C-D						37	55
C-A						455	682

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	199	0.008	1	0.0	0.0	18.204	C
B-AD	379	95	0.00	440	0.861	361	0.0	4.5	39.279	E
A-BCD	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
A-B	32	8	0.00			32				
A-C	270	68	0.00			270				
D-A	2	0.38	0.00	483	0.003	1	0.0	0.0	7.469	A
D-BC	173	43	0.00	408	0.424	170	0.0	0.7	14.979	B
C-ABD	100	25	0.00	917	0.109	99	0.0	0.2	4.404	A
C-D	32	8	0.00			32				
C-A	398	100	0.00			398				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	1.158	0.41	0.0	0.4	2781.788	F
B-AD	452	113	0.00	400	1.132	389	4.5	20.4	141.600	F
A-BCD	0	0	0.00	454	0.000	0	0.0	0.0	0.000	A
A-B	39	10	0.00			39				
A-C	323	81	0.00			323				
D-A	2	0.45	0.00	397	0.005	2	0.0	0.0	9.109	A
D-BC	207	52	0.00	361	0.572	205	0.7	1.3	22.639	C
C-ABD	142	36	0.00	963	0.148	142	0.2	0.4	4.387	A
C-D	37	9	0.00			37				
C-A	455	114	0.00			455				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.124	1.00	0.4	0.7	2834.705	F
B-AD	554	138	0.00	344	1.609	344	20.4	72.9	508.417	F
A-BCD	0	0	0.00	381	0.000	0	0.0	0.0	0.000	A
A-B	47	12	0.00			47				
A-C	395	99	0.00			395				
D-A	2	0.55	0.00	141	0.016	2	0.0	0.0	25.865	D
D-BC	253	63	0.00	291	0.869	241	1.3	4.3	60.642	F
C-ABD	222	56	0.00	1031	0.216	221	0.4	0.6	4.454	A
C-D	41	10	0.00			41				
C-A	512	128	0.00			512				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	2	1.128	1	0.7	0.9	2911.088	F
B-AD	554	138	0.00	342	1.618	342	72.9	125.8	975.508	F
A-BCD	0	0	0.00	330	0.000	0	0.0	0.0	0.000	A
A-B	47	12	0.00			47				
A-C	395	99	0.00			395				
D-A	2	0.55	0.00	2	1.009	0.65	0.0	0.4	2041.855	F
D-BC	253	63	0.00	261	0.970	239	4.3	7.8	113.649	F
C-ABD	224	56	0.00	1029	0.217	224	0.6	0.6	4.485	A
C-D	41	10	0.00			41				
C-A	511	128	0.00			511				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	2	0.803	1	0.9	1.0	2920.798	F
B-AD	452	113	0.00	395	1.144	395	125.8	140.1	1192.189	F
A-BCD	0	0	0.00	335	0.000	0	0.0	0.0	0.000	A
A-B	39	10	0.00			39				
A-C	323	81	0.00			323				
D-A	2	0.45	0.00	202	0.009	3	0.4	0.0	18.249	C
D-BC	207	52	0.00	291	0.710	227	7.8	2.8	64.648	F
C-ABD	144	36	0.00	959	0.150	145	0.6	0.4	4.443	A
C-D	37	9	0.00			37				
C-A	453	113	0.00			453				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	3	0.586	1	1.0	1.0	2839.230	F
B-AD	379	95	0.00	438	0.865	435	140.1	126.1	1102.792	F
A-BCD	0	0	0.00	362	0.000	0	0.0	0.0	0.000	A
A-B	32	8	0.00			32				
A-C	270	68	0.00			270				
D-A	2	0.38	0.00	371	0.004	2	0.0	0.0	9.746	A
D-BC	173	43	0.00	327	0.530	180	2.8	1.2	25.453	D
C-ABD	101	25	0.00	915	0.111	102	0.4	0.3	4.439	A
C-D	32	8	0.00			32				
C-A	397	99	0.00			397				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-AD	4.54	0.03	0.29	4.54	15.33			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.72	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.03	0.27	0.49	1.42			N/A	N/A
B-AD	20.41	0.17	8.02	55.67	80.31			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-BC	1.27	0.07	0.96	2.55	3.45			N/A	N/A
C-ABD	0.37	0.00	0.00	0.37	0.37			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.66	0.03	0.31	1.19	3.09			N/A	N/A
B-AD	72.94	27.61	67.48	116.99	134.38			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-BC	4.33	0.07	1.33	11.97	18.31			N/A	N/A
C-ABD	0.63	0.03	0.27	0.63	1.15			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.90	0.03	0.35	2.16	4.15			N/A	N/A
B-AD	125.85	72.49	121.93	173.17	189.89			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.40	0.00	0.00	0.40	0.40			N/A	N/A
D-BC	7.80	0.10	2.51	21.28	31.24			N/A	N/A
C-ABD	0.65	0.09	0.82	1.37	1.43			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.00	0.04	0.37	2.49	4.53			N/A	N/A
B-AD	140.13	>199	>199	>199	>199			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	2.84	0.07	1.21	7.39	10.90			N/A	N/A
C-ABD	0.39	0.00	0.00	0.39	0.39			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.02	0.04	0.36	2.53	4.65			N/A	N/A
B-AD	126.11	>199	>199	>199	>199			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	1.19	0.04	0.35	2.90	5.75			N/A	N/A
C-ABD	0.25	0.00	0.00	0.25	0.25			N/A	N/A

APPENDIX L

A4260 BANBURY ROAD/BUNKERS HILL JUNCTIONS 11 PICADY REPORT

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 2
Approach: A4260 North

	Left to Bunkers Hill				Ahead to A4260 (S)				Right to Upper Campsfield Road			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	2	1	3	4.3	113	3	116	119.9	46	4	50	55.2
07:15 - 07:30	1	0	1	1.0	97	1	98	99.3	45	2	47	49.6
07:30 - 07:45	0	1	1	2.3	109	3	112	115.9	54	3	57	60.9
07:45 - 08:00	0	1	1	2.3	144	1	145	146.3	33	3	36	39.9
Hourly Total	**3**	**3**	**6**	**9.9**	**463**	**8**	**471**	**481.4**	**178**	**12**	**190**	**205.6**
08:00 - 08:15	1	0	1	1.0	86	1	87	88.3	78	2	80	82.6
08:15 - 08:30	4	1	5	6.3	155	3	158	161.9	56	5	61	67.5
08:30 - 08:45	0	1	1	2.3	109	1	110	111.3	52	6	58	65.8
08:45 - 09:00	0	0	0	0.0	99	1	100	101.3	21	2	23	25.6
Hourly Total	**5**	**2**	**7**	**9.6**	**449**	**6**	**455**	**462.8**	**207**	**15**	**222**	**241.5**
09:00 - 09:15	1	1	2	3.3	60	3	63	66.9	32	6	38	45.8
09:15 - 09:30	1	2	3	5.6	59	3	62	65.9	34	4	38	43.2
09:30 - 09:45	2	0	2	2.0	68	0	68	68.0	21	7	28	37.1
09:45 - 10:00	1	0	1	1.0	57	0	57	57.0	34	1	35	36.3
Hourly Total	**5**	**3**	**8**	**11.9**	**244**	**6**	**250**	**257.8**	**121**	**18**	**139**	**162.4**
TOTAL	**13**	**8**	**21**	**31.4**	**1156**	**20**	**1176**	**1202.0**	**506**	**45**	**551**	**609.5**
16:00 - 16:15	0	0	0	0.0	42	1	43	44.3	26	2	28	30.6
16:15 - 16:30	0	0	0	0.0	39	0	39	39.0	24	5	29	35.5
16:30 - 16:45	2	1	3	4.3	26	1	27	28.3	35	2	37	39.6
16:45 - 17:00	0	0	0	0.0	41	1	42	43.3	35	1	36	37.3
Hourly Total	**2**	**1**	**3**	**4.3**	**148**	**3**	**151**	**154.9**	**120**	**10**	**130**	**143.0**
17:00 - 17:15	1	0	1	1.0	27	0	27	27.0	27	1	28	29.3
17:15 - 17:30	0	0	0	0.0	43	2	45	47.6	26	0	26	26.0
17:30 - 17:45	0	0	0	0.0	29	0	29	29.0	18	1	19	20.3
17:45 - 18:00	1	0	1	1.0	25	0	25	25.0	50	1	51	52.3
Hourly Total	**2**	**0**	**2**	**2.0**	**124**	**2**	**126**	**128.6**	**121**	**3**	**124**	**127.9**
18:00 - 18:15	0	0	0	0.0	45	1	46	47.3	42	0	42	42.0
18:15 - 18:30	1	0	1	1.0	45	2	47	49.6	31	0	31	31.0
18:30 - 18:45	0	0	0	0.0	56	0	56	56.0	21	0	21	21.0
18:45 - 19:00	0	0	0	0.0	43	0	43	43.0	11	0	11	11.0
Hourly Total	**1**	**0**	**1**	**1.0**	**189**	**3**	**192**	**195.9**	**105**	**0**	**105**	**105.0**
TOTAL	**5**	**1**	**6**	**7.3**	**461**	**8**	**469**	**479.4**	**346**	**13**	**359**	**375.9**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 2
Approach: Bunkers Hill

	Left to A4260 (S)				Ahead to Upper Campsfield Road				Right to A4260 (N)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	28	0	28	28.0	51	8	59	69.4	0	0	0	0.0
07:15 - 07:30	29	2	31	33.6	53	4	57	62.2	0	0	0	0.0
07:30 - 07:45	35	5	40	46.5	48	4	52	57.2	2	2	4	6.6
07:45 - 08:00	36	1	37	38.3	88	2	90	92.6	0	1	1	2.3
Hourly Total	**128**	**8**	**136**	**146.4**	**240**	**18**	**258**	**281.4**	**2**	**3**	**5**	**8.9**
08:00 - 08:15	50	1	51	52.3	47	1	48	49.3	1	1	2	3.3
08:15 - 08:30	44	1	45	46.3	71	3	74	77.9	0	0	0	0.0
08:30 - 08:45	65	1	66	67.3	51	2	53	55.6	2	0	2	2.0
08:45 - 09:00	38	2	40	42.6	46	3	49	52.9	0	1	1	2.3
Hourly Total	**197**	**5**	**202**	**208.5**	**215**	**9**	**224**	**235.7**	**3**	**2**	**5**	**7.6**
09:00 - 09:15	23	3	26	29.9	42	3	45	48.9	0	1	1	2.3
09:15 - 09:30	25	6	31	38.8	46	2	48	50.6	1	0	1	1.0
09:30 - 09:45	11	2	13	15.6	39	6	45	52.8	2	2	4	6.6
09:45 - 10:00	12	2	14	16.6	29	3	32	35.9	1	1	2	3.3
Hourly Total	**71**	**13**	**84**	**100.9**	**156**	**14**	**170**	**188.2**	**4**	**4**	**8**	**13.2**
TOTAL	**396**	**26**	**422**	**455.8**	**611**	**41**	**652**	**705.3**	**9**	**9**	**18**	**29.7**
16:00 - 16:15	10	0	10	10.0	39	2	41	43.6	0	0	0	0.0
16:15 - 16:30	9	0	9	9.0	49	0	49	49.0	0	0	0	0.0
16:30 - 16:45	22	0	22	22.0	57	2	59	61.6	0	0	0	0.0
16:45 - 17:00	17	0	17	17.0	52	0	52	52.0	3	1	4	5.3
Hourly Total	**58**	**0**	**58**	**58.0**	**197**	**4**	**201**	**206.2**	**3**	**1**	**4**	**5.3**
17:00 - 17:15	16	0	16	16.0	49	1	50	51.3	0	0	0	0.0
17:15 - 17:30	12	0	12	12.0	51	1	52	53.3	5	0	5	5.0
17:30 - 17:45	18	0	18	18.0	43	0	43	43.0	4	0	4	4.0
17:45 - 18:00	26	1	27	28.3	57	0	57	57.0	2	1	3	4.3
Hourly Total	**72**	**1**	**73**	**74.3**	**200**	**2**	**202**	**204.6**	**11**	**1**	**12**	**13.3**
18:00 - 18:15	12	0	12	12.0	45	3	48	51.9	0	0	0	0.0
18:15 - 18:30	16	0	16	16.0	49	1	50	51.3	0	0	0	0.0
18:30 - 18:45	7	0	7	7.0	38	0	38	38.0	0	0	0	0.0
18:45 - 19:00	9	0	9	9.0	42	1	43	44.3	0	0	0	0.0
Hourly Total	**44**	**0**	**44**	**44.0**	**174**	**5**	**179**	**185.5**	**0**	**0**	**0**	**0.0**
TOTAL	**174**	**1**	**175**	**176.3**	**571**	**11**	**582**	**596.3**	**14**	**2**	**16**	**18.6**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 2
Approach: A4260 South

	Left to Upper Campsfield Road				Ahead to A4260 (N)				Right to Bunkers Hill			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	1	0	1	1.0	24	0	24	24.0	26	2	28	30.6
07:15 - 07:30	0	0	0	0.0	15	1	16	17.3	34	1	35	36.3
07:30 - 07:45	0	1	1	2.3	19	0	19	19.0	28	0	28	28.0
07:45 - 08:00	0	0	0	0.0	24	0	24	24.0	26	3	29	32.9
Hourly Total	**1**	**1**	**2**	**3.3**	**82**	**1**	**83**	**84.3**	**114**	**6**	**120**	**127.8**
08:00 - 08:15	2	1	3	4.3	13	1	14	15.3	41	0	41	41.0
08:15 - 08:30	0	0	0	0.0	36	1	37	38.3	44	2	46	48.6
08:30 - 08:45	2	0	2	2.0	10	0	10	10.0	26	2	28	30.6
08:45 - 09:00	3	0	3	3.0	22	1	23	24.3	25	2	27	29.6
Hourly Total	**7**	**1**	**8**	**9.3**	**81**	**3**	**84**	**87.9**	**136**	**6**	**142**	**149.8**
09:00 - 09:15	0	1	1	2.3	37	2	39	41.6	17	4	21	26.2
09:15 - 09:30	0	2	2	4.6	46	2	48	50.6	13	3	16	19.9
09:30 - 09:45	1	2	3	5.6	28	1	29	30.3	16	2	18	20.6
09:45 - 10:00	3	0	3	3.0	36	4	40	45.2	7	5	12	18.5
Hourly Total	**4**	**5**	**9**	**15.5**	**147**	**9**	**156**	**167.7**	**53**	**14**	**67**	**85.2**
TOTAL	**12**	**7**	**19**	**28.1**	**310**	**13**	**323**	**339.9**	**303**	**26**	**329**	**362.8**
16:00 - 16:15	4	0	4	4.0	81	3	84	87.9	43	1	44	45.3
16:15 - 16:30	2	0	2	2.0	82	1	83	84.3	47	1	48	49.3
16:30 - 16:45	4	0	4	4.0	91	0	91	91.0	46	0	46	46.0
16:45 - 17:00	2	0	2	2.0	88	4	92	97.2	34	1	35	36.3
Hourly Total	**12**	**0**	**12**	**12.0**	**342**	**8**	**350**	**360.4**	**170**	**3**	**173**	**176.9**
17:00 - 17:15	1	0	1	1.0	96	1	97	98.3	66	0	66	66.0
17:15 - 17:30	2	0	2	2.0	98	1	99	100.3	64	0	64	64.0
17:30 - 17:45	2	0	2	2.0	71	1	72	73.3	45	0	45	45.0
17:45 - 18:00	0	0	0	0.0	69	0	69	69.0	45	0	45	45.0
Hourly Total	**5**	**0**	**5**	**5.0**	**334**	**3**	**337**	**340.9**	**220**	**0**	**220**	**220.0**
18:00 - 18:15	1	0	1	1.0	53	0	53	53.0	33	0	33	33.0
18:15 - 18:30	1	0	1	1.0	51	0	51	51.0	32	0	32	32.0
18:30 - 18:45	0	0	0	0.0	57	1	58	59.3	18	0	18	18.0
18:45 - 19:00	0	0	0	0.0	39	0	39	39.0	17	0	17	17.0
Hourly Total	**2**	**0**	**2**	**2.0**	**200**	**1**	**201**	**202.3**	**100**	**0**	**100**	**100.0**
TOTAL	**19**	**0**	**19**	**19.0**	**876**	**12**	**888**	**903.6**	**490**	**3**	**493**	**496.9**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 2
Approach: Upper Campsfield Road

	Left to A4260 (N)				Ahead to Bunkers Hill				Right to A4260 (S)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	48	0	**48**	**48.0**	33	1	**34**	**35.3**	0	1	**1**	**2.3**
07:15 - 07:30	59	2	**61**	**63.6**	32	0	**32**	**32.0**	0	0	**0**	**0.0**
07:30 - 07:45	75	1	**76**	**77.3**	41	1	**42**	**43.3**	1	0	**1**	**1.0**
07:45 - 08:00	73	7	**80**	**89.1**	38	0	**38**	**38.0**	0	0	**0**	**0.0**
Hourly Total	**255**	**10**	**265**	**278.0**	**144**	**2**	**146**	**148.6**	**1**	**1**	**2**	**3.3**
08:00 - 08:15	94	3	**97**	**100.9**	52	0	**52**	**52.0**	0	0	**0**	**0.0**
08:15 - 08:30	91	2	**93**	**95.6**	47	2	**49**	**51.6**	3	0	**3**	**3.0**
08:30 - 08:45	71	5	**76**	**82.5**	33	2	**35**	**37.6**	4	0	**4**	**4.0**
08:45 - 09:00	56	5	**61**	**67.5**	31	2	**33**	**35.6**	1	1	**2**	**3.3**
Hourly Total	**312**	**15**	**327**	**346.5**	**163**	**6**	**169**	**176.8**	**8**	**1**	**9**	**10.3**
09:00 - 09:15	41	4	**45**	**50.2**	43	4	**47**	**52.2**	1	2	**3**	**5.6**
09:15 - 09:30	33	4	**37**	**42.2**	32	3	**35**	**38.9**	2	0	**2**	**2.0**
09:30 - 09:45	30	8	**38**	**48.4**	24	3	**27**	**30.9**	1	0	**1**	**1.0**
09:45 - 10:00	25	2	**27**	**29.6**	21	3	**24**	**27.9**	2	0	**2**	**2.0**
Hourly Total	**129**	**18**	**147**	**170.4**	**120**	**13**	**133**	**149.9**	**6**	**2**	**8**	**10.6**
TOTAL	**696**	**43**	**739**	**794.9**	**427**	**21**	**448**	**475.3**	**15**	**4**	**19**	**24.2**
16:00 - 16:15	43	1	**44**	**45.3**	25	3	**28**	**31.9**	1	0	**1**	**1.0**
16:15 - 16:30	68	1	**69**	**70.3**	35	1	**36**	**37.3**	3	0	**3**	**3.0**
16:30 - 16:45	84	1	**85**	**86.3**	21	0	**21**	**21.0**	0	0	**0**	**0.0**
16:45 - 17:00	62	0	**62**	**62.0**	28	1	**29**	**30.3**	0	0	**0**	**0.0**
Hourly Total	**257**	**3**	**260**	**263.9**	**109**	**5**	**114**	**120.5**	**4**	**0**	**4**	**4.0**
17:00 - 17:15	64	2	**66**	**68.6**	23	0	**23**	**23.0**	0	0	**0**	**0.0**
17:15 - 17:30	79	0	**79**	**79.0**	30	0	**30**	**30.0**	0	0	**0**	**0.0**
17:30 - 17:45	74	0	**74**	**74.0**	23	1	**24**	**25.3**	0	0	**0**	**0.0**
17:45 - 18:00	82	2	**84**	**86.6**	23	0	**23**	**23.0**	4	0	**4**	**4.0**
Hourly Total	**299**	**4**	**303**	**308.2**	**99**	**1**	**100**	**101.3**	**4**	**0**	**4**	**4.0**
18:00 - 18:15	75	3	**78**	**81.9**	26	0	**26**	**26.0**	2	0	**2**	**2.0**
18:15 - 18:30	71	0	**71**	**71.0**	24	0	**24**	**24.0**	0	0	**0**	**0.0**
18:30 - 18:45	45	0	**45**	**45.0**	15	0	**15**	**15.0**	1	0	**1**	**1.0**
18:45 - 19:00	47	0	**47**	**47.0**	12	0	**12**	**12.0**	0	0	**0**	**0.0**
Hourly Total	**238**	**3**	**241**	**244.9**	**77**	**0**	**77**	**77.0**	**3**	**0**	**3**	**3.0**
TOTAL	**794**	**10**	**804**	**817.0**	**285**	**6**	**291**	**298.8**	**11**	**0**	**11**	**11.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

A4260/Upper Campsfield Road 2026 Observed traffic flows - AM

2026 Total observed

	A	B	C	Total
A	0	5	229	234
B	7	0	520	527
C	699	500	0	1,199
Total	706	505	749	1,960

2026 HGV observed

	A	B	C	Total
A	0	1	9	10
B	0	0	21	21
C	10	24	0	34
Total	10	25	30	65

2026 HGV %

	A	B	C
A	0%	20%	4%
B	0%	0%	4%
C	1%	5%	0%

2026 Turning proportions

	A	B	C
A	0%	2%	98%
B	1%	0%	99%
C	58%	42%	0%

2026 HGV turning proportions

	A	B	C
A	0%	10%	90%
B	0%	0%	100%
C	29%	71%	0%

A4260/Bunkers Hill 2026 Observed traffic flows - AM

2026 Total observed

	A	B	C	Total
A	0	8	735	743
B	5	0	464	469
C	431	318	0	749
Total	436	326	1,199	1,961

2026 HGV observed

	A	B	C	Total
A	0	3	22	25
B	2	0	12	14
C	19	11	0	30
Total	21	14	34	69

2026 HGV %

	A	B	C
A	0%	38%	3%
B	40%	0%	3%
C	4%	3%	0%

2026 Turning proportions

	A	B	C
A	0%	1%	99%
B	1%	0%	99%
C	58%	42%	0%

2026 HGV turning proportions

	A	B	C
A	0%	12%	88%
B	14%	0%	86%
C	63%	37%	0%

A4260/Upper Campsfield Road 2026 Observed traffic flows - PM

2026 Total observed

	A	B	C	Total
A	0	9	590	599
B	0	0	395	395
C	208	340	0	548
Total	208	349	985	1,542

2026 HGV observed

	A	B	C	Total
A	0	0	7	7
B	0	0	4	4
C	4	8	0	12
Total	4	8	11	23

2026 HGV %

	A	B	C
A	0%	0%	1%
B	0%	0%	1%
C	2%	2%	0%

2026 Turning proportions

	A	B	C
A	0%	2%	98%
B	0%	0%	100%
C	38%	62%	0%

2026 HGV turning proportions

	A	B	C
A	0%	0%	100%
B	0%	0%	100%
C	33%	67%	0%

A4260/Bunkers Hill 2026 Observed traffic flows - PM

2026 Total observed

	A	B	C	Total
A	0	4	268	272
B	9	0	280	289
C	671	314	0	985
Total	680	318	548	1,546

2026 HGV observed

	A	B	C	Total
A	0	1	8	9
B	1	0	4	5
C	9	2	0	11
Total	10	3	12	25

2026 HGV %

	A	B	C
A	0%	25%	3%
B	11%	0%	1%
C	1%	1%	0%

2026 Turning proportions

	A	B	C
A	0%	1%	99%
B	3%	0%	97%
C	68%	32%	0%

2026 HGV turning proportions

	A	B	C
A	0%	11%	89%
B	20%	0%	80%
C	82%	18%	0%

A4260/Bunkers Hill 2034 BTM traffic flows - AM

2034 RC3A

	A	B	C	Total
A	0	0	734	734
B	0	0	530	530
C	313	383	0	696
Total	313	383	1,264	1,960

2034 RC3A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	5	5
C	0	0	0	0
Total	0	0	5	5

2034 RC3A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	1%
C	0%	0%	0%

2034 DS3A

	A	B	C	Total
A	0	0	777	777
B	0	0	554	554
C	313	420	0	733
Total	313	420	1,331	2,064

2034 DS3A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	5	5
C	0	0	0	0
Total	0	0	5	5

2034 DS3A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	1%
C	0%	0%	0%

2034 DS3AwTP

	A	B	C	Total
A	0	0	777	777
B	0	0	554	554
C	313	413	0	726
Total	313	413	1,331	2,057

2034 DS3AwTP HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	5	5
C	0	0	0	0
Total	0	0	5	5

2034 DS3AwTP HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	1%
C	0%	0%	0%

A4260/Bunkers Hill Adjusted 2034 BTM traffic flows - AM

2034 RC3A

	A	B	C	Total
A	0	8	726	734
B	6	0	524	530
C	433	256	0	689
Total	438	264	1,250	1,953

2034 RC3A HGV

	A	B	C	Total
A	0	3	22	25
B	2	0	12	14
C	19	11	0	30
Total	21	14	34	69

2034 RC3A HGV %

	A	B	C
A	0%	38%	3%
B	35%	0%	2%
C	4%	4%	0%

2034 DS3A

	A	B	C	Total
A	0	8	769	777
B	6	0	548	554
C	449	276	0	725
Total	455	285	1,317	2,056

2034 DS3A HGV

	A	B	C	Total
A	0	3	22	25
B	2	0	12	14
C	19	11	0	30
Total	21	14	34	69

2034 DS3A HGV %

	A	B	C
A	0%	36%	3%
B	34%	0%	2%
C	4%	4%	0%

2034 DS3AwTP

	A	B	C	Total
A	0	8	769	777
B	6	0	548	554
C	445	273	0	718
Total	451	281	1,317	2,049

2034 DS3AwTP HGV

	A	B	C	Total
A	0	3	22	25
B	2	0	12	14
C	19	11	0	30
Total	21	14	34	69

2034 DS3AwTP HGV %

	A	B	C
A	0%	36%	3%
B	34%	0%	2%
C	4%	4%	0%

A4260/Bunkers Hill 2034 BTM traffic flows - PM

2034 RC3A

	A	B	C	Total
A	0	0	348	348
B	0	0	433	433
C	677	660	0	1,337
Total	677	660	781	2,118

2034 RC3A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	5	5
C	0	0	0	0
Total	0	0	5	5

2034 RC3A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	1%
C	0%	0%	0%

2034 DS3A

	A	B	C	Total
A	0	0	354	354
B	0	0	452	452
C	667	647	0	1,314
Total	667	647	806	2,120

2034 DS3A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	5	5
C	0	0	0	0
Total	0	0	5	5

2034 DS3A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	1%
C	0%	0%	0%

2034 DS3AwTP

	A	B	C	Total
A	0	0	354	354
B	0	0	449	449
C	622	524	0	1,146
Total	622	524	803	1,949

2034 DS3AwTP HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	5	5
C	0	0	0	0
Total	0	0	5	5

2034 DS3AwTP HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	1%
C	0%	0%	0%

A4260/Bunkers Hill Adjusted 2034 BTM traffic flows - PM

2034 RC3A

	A	B	C	Total
A	0	4	344	348
B	5	0	428	433
C	794	527	0	1,321
Total	799	530	773	2,102

2034 RC3A HGV

	A	B	C	Total
A	0	1	8	9
B	1	0	4	5
C	9	2	0	11
Total	10	3	12	25

2034 RC3A HGV %

	A	B	C
A	0%	27%	2%
B	22%	0%	1%
C	1%	0%	0%

2034 DS3A

	A	B	C	Total
A	0	4	350	354
B	5	0	447	452
C	780	518	0	1,298
Total	785	522	797	2,104

2034 DS3A HGV

	A	B	C	Total
A	0	1	8	9
B	1	0	4	5
C	9	2	0	11
Total	10	3	12	25

2034 DS3A HGV %

	A	B	C
A	0%	26%	2%
B	21%	0%	1%
C	1%	0%	0%

2034 DS3AwTP

	A	B	C	Total
A	0	4	350	354
B	5	0	444	449
C	780	518	0	1,298
Total	785	522	794	2,101

2034 DS3AwTP HGV

	A	B	C	Total
A	0	1	8	9
B	1	0	4	5
C	9	2	0	11
Total	10	3	12	25

2034 DS3AwTP HGV %

	A	B	C
A	0%	26%	2%
B	21%	0%	1%
C	1%	0%	0%

A4260/Bunkers Hill 2042 BTM traffic flows - AM

2042 RC4A

	A	B	C	Total
A	0	0	790	790
B	0	0	586	586
C	360	490	0	850
Total	360	490	1,376	2,226

2042 RC4A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	10	10
C	0	31	0	31
Total	0	31	10	41

2042 RC4A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	2%
C	0%	6%	0%

2042 DS4A

	A	B	C	Total
A	0	0	823	823
B	0	0	588	588
C	361	501	0	862
Total	361	501	1,411	2,273

2042 DS4A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	10	10
C	0	31	0	31
Total	0	31	10	41

2042 DS4A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	2%
C	0%	6%	0%

2042 DS4AwTP

	A	B	C	Total
A	0	0	823	823
B	0	0	590	590
C	361	497	0	858
Total	361	497	1,413	2,271

2042 DS4AwTP HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	10	10
C	0	31	0	31
Total	0	31	10	41

2042 DS4AwTP HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	2%
C	0%	6%	0%

A4260/Bunkers Hill Adjusted 2042 BTM traffic flows - AM

2042 RC4A

	A	B	C	Total
A	0	9	781	790
B	6	0	580	586
C	518	323	0	841
Total	524	331	1,361	2,217

2042 RC4A HGV

	A	B	C	Total
A	0	3	22	25
B	2	0	12	14
C	19	11	0	30
Total	21	14	34	69

2042 RC4A HGV %

	A	B	C
A	0%	35%	3%
B	32%	0%	2%
C	4%	3%	0%

2042 DS4A

	A	B	C	Total
A	0	9	814	823
B	6	0	582	588
C	522	330	0	852
Total	528	339	1,396	2,263

2042 DS4A HGV

	A	B	C	Total
A	0	3	22	25
B	2	0	12	14
C	19	11	0	30
Total	21	14	34	69

2042 DS4A HGV %

	A	B	C
A	0%	34%	3%
B	32%	0%	2%
C	4%	3%	0%

2042 DS4AwTP

	A	B	C	Total
A	0	9	814	823
B	6	0	584	590
C	520	328	0	848
Total	526	337	1,398	2,261

2042 DS4AwTP HGV

	A	B	C	Total
A	0	3	22	25
B	2	0	12	14
C	19	11	0	30
Total	21	14	34	69

2042 DS4AwTP HGV %

	A	B	C
A	0%	34%	3%
B	32%	0%	2%
C	4%	3%	0%

A4260/Bunkers Hill 2042 BTM traffic flows - PM

2042 RC4A

	A	B	C	Total
A	0	0	376	376
B	0	0	475	475
C	764	712	0	1,476
Total	764	712	851	2,327

2042 RC4A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	8	8
C	0	3	0	3
Total	0	3	8	11

2042 RC4A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	2%
C	0%	0%	0%

2042 DS4A

	A	B	C	Total
A	0	0	374	374
B	0	0	499	499
C	747	708	0	1,455
Total	747	708	873	2,328

2042 DS4A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	2	2
C	0	3	0	3
Total	0	3	2	5

2042 DS4A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

2042 DS4AwTP

	A	B	C	Total
A	0	0	373	373
B	0	0	493	493
C	746	706	0	1,452
Total	746	706	866	2,318

2042 DS4AwTP HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	6	6
C	0	3	0	3
Total	0	3	6	9

2042 DS4AwTP HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	1%
C	0%	0%	0%

A4260/Bunkers Hill Adjusted 2042 BTM traffic flows - PM

2042 RC4A

	A	B	C	Total
A	0	4	372	376
B	5	0	470	475
C	864	595	0	1,458
Total	869	599	842	2,309

2042 RC4A HGV

	A	B	C	Total
A	0	1	8	9
B	1	0	4	5
C	9	2	0	11
Total	10	3	12	25

2042 RC4A HGV %

	A	B	C
A	0%	25%	2%
B	20%	0%	1%
C	1%	0%	0%

2042 DS4A

	A	B	C	Total
A	0	4	370	374
B	5	0	494	499
C	852	586	0	1,438
Total	857	590	864	2,311

2042 DS4A HGV

	A	B	C	Total
A	0	1	8	9
B	1	0	4	5
C	9	2	0	11
Total	10	3	12	25

2042 DS4A HGV %

	A	B	C
A	0%	25%	2%
B	19%	0%	1%
C	1%	0%	0%

2042 DS4AwTP

	A	B	C	Total
A	0	4	369	373
B	5	0	488	493
C	850	585	0	1,435
Total	855	589	857	2,301

2042 DS4AwTP HGV

	A	B	C	Total
A	0	1	8	9
B	1	0	4	5
C	9	2	0	11
Total	10	3	12	25

2042 DS4AwTP HGV %

	A	B	C
A	0%	25%	2%
B	19%	0%	1%
C	1%	0%	0%

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260210 A4260_Bunkers Hill.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\19. Banbury Rd_Upper Campsfield Road T-junction
Report generation date: 11/02/2026 10:38:54

»D1 - 2034 | RC3A | AM
»D2 - 2034 | DS3A | AM
»D3 - 2034 | DS3AwTP | AM
»D4 - 2034 | RC3A | PM
»D5 - 2034 | DS3A | PM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | DS4A | AM
»D9 - 2042 | DS4AwTP | AM
»D10 - 2042 | RC4A | PM
»D11 - 2042 | DS4A | PM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	50.9	307.74	1.18	F	D4	3.2	25.43	0.77	D
Stream B-A		1.4	1102.01	1.15	F		0.1	78.60	0.11	F
Stream C-AB		1.1	13.17	0.51	B		5.8	21.53	0.83	C
	2034 - DS3A									
Stream B-C	D2	72.3	481.75	1.27	F	D5	3.9	29.89	0.81	D
Stream B-A		1.6	1277.47	1.17	F		0.1	88.54	0.12	F
Stream C-AB		1.3	14.98	0.57	B		5.3	20.76	0.82	C
	2034 - DS3AwTP									
Stream B-C	D3	72.2	481.11	1.27	F	D6	3.8	29.13	0.80	D
Stream B-A		1.6	1276.63	1.17	F		0.1	86.05	0.12	F
Stream C-AB		1.3	14.81	0.56	B		5.3	20.76	0.82	C
	2042 - RC4A									
Stream B-C	D7	99.7	682.64	1.37	F	D10	6.1	45.57	0.88	E
Stream B-A		1.8	1473.22	1.03	F		0.4	294.86	0.33	F
Stream C-AB		2.1	18.23	0.66	C		19.1	43.35	0.95	E
	2042 - DS4A									
Stream B-C	D8	110.4	757.34	1.41	F	D11	8.3	58.77	0.92	F
Stream B-A		1.9	1560.11	1.07	F		0.5	470.00	0.48	F
Stream C-AB		2.4	19.81	0.69	C		16.0	38.42	0.93	E
	2042 - DS4AwTP									
Stream B-C	D9	112.1	767.12	1.42	F	D12	7.5	53.78	0.91	F
Stream B-A		1.9	1569.71	1.07	F		0.4	368.13	0.39	F
Stream C-AB		2.4	19.63	0.69	C		15.6	37.83	0.93	E

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						1.00	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D3	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓
D9	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		87.69	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	87.69	F

Arms

Arms

Arm	Name	Description	Arm type
A	A4260 north		Major
B	Bunkers Hill		Minor
C	A4260 south		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4260 south	7.00		✓	3.50	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B - Bunkers Hill	One lane plus flare	10.00	5.60	3.60	3.00	3.00	✓	1.00	90	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	534	0.093	0.235	0.148	0.336
B-C	732	0.107	0.271	-	-
C-B	820	0.304	0.304	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	734	100.000
B - Bunkers Hill		ONE HOUR	✓	530	100.000
C - A4260 south		ONE HOUR	✓	689	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	8	726
	B - Bunkers Hill	6	0	524
	C - A4260 south	433	256	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	38	3
	B - Bunkers Hill	35	0	2
	C - A4260 south	4	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.18	307.74	50.9	F	481	721
B-A	1.15	1102.01	1.4	F	6	8
C-AB	0.51	13.17	1.1	B	237	355
C-A					395	593
A-B					7	11
A-C					666	999

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	394	99	0.00	567	0.696	386	0.0	2.1	19.085	C
B-A	5	1	0.00	150	0.030	4	0.0	0.0	24.789	C
C-AB	193	48	0.00	628	0.307	191	0.0	0.4	8.205	A
C-A	326	81	0.00			326				
A-B	6	2	0.00			6				
A-C	547	137	0.00			547				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	471	118	0.00	536	0.878	458	2.1	5.3	40.571	E
B-A	5	1	0.00	57	0.095	5	0.0	0.1	69.345	F
C-AB	231	58	0.00	597	0.387	230	0.4	0.6	9.793	A
C-A	389	97	0.00			389				
A-B	7	2	0.00			7				
A-C	653	163	0.00			653				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	577	144	0.00	493	1.170	484	5.3	28.4	145.428	F
B-A	7	2	0.00	6	1.146	3	0.1	1.0	914.892	F
C-AB	287	72	0.00	560	0.512	285	0.6	1.0	13.017	B
C-A	472	118	0.00			472				
A-B	9	2	0.00			9				
A-C	799	200	0.00			799				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	577	144	0.00	489	1.180	487	28.4	50.9	303.014	F
B-A	7	2	0.00	7	0.883	5	1.0	1.4	1102.013	F
C-AB	287	72	0.00	560	0.512	287	1.0	1.1	13.166	B
C-A	472	118	0.00			472				
A-B	9	2	0.00			9				
A-C	799	200	0.00			799				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	471	118	0.00	532	0.886	521	50.9	38.3	307.743	F
B-A	5	1	0.00	9	0.631	5	1.4	1.4	943.133	F
C-AB	231	58	0.00	597	0.387	232	1.1	0.6	9.921	A
C-A	389	97	0.00			389				
A-B	7	2	0.00			7				
A-C	653	163	0.00			653				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	394	99	0.00	562	0.702	535	38.3	3.1	138.553	F
B-A	5	1	0.00	26	0.175	9	1.4	0.3	231.156	F
C-AB	193	48	0.00	628	0.307	194	0.6	0.4	8.301	A
C-A	326	81	0.00			326				
A-B	6	2	0.00			6				
A-C	547	137	0.00			547				

D2 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		133.77	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	133.77	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	777	100.000
B - Bunkers Hill		ONE HOUR	✓	554	100.000
C - A4260 south		ONE HOUR	✓	725	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	8	769
	B - Bunkers Hill	6	0	548
	C - A4260 south	449	276	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	36	3
	B - Bunkers Hill	34	0	2
	C - A4260 south	4	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.27	481.75	72.3	F	503	754
B-A	1.17	1277.47	1.6	F	6	8
C-AB	0.57	14.98	1.3	B	257	386
C-A					408	612
A-B					7	11
A-C					706	1058

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	413	103	0.00	558	0.739	402	0.0	2.6	21.857	C
B-A	5	1	0.00	129	0.035	4	0.0	0.0	28.926	D
C-AB	208	52	0.00	619	0.336	206	0.0	0.5	8.683	A
C-A	338	84	0.00			338				
A-B	6	2	0.00			6				
A-C	579	145	0.00			579				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	493	123	0.00	526	0.937	472	2.6	7.6	53.682	F
B-A	5	1	0.00	26	0.206	5	0.0	0.2	163.459	F
C-AB	249	62	0.00	586	0.425	248	0.5	0.7	10.619	B
C-A	402	101	0.00			402				
A-B	7	2	0.00			7				
A-C	691	173	0.00			691				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	603	151	0.00	479	1.260	474	7.6	39.9	199.407	F
B-A	7	2	0.00	6	1.174	3	0.2	1.1	1019.898	F
C-AB	314	79	0.00	554	0.567	312	0.7	1.3	14.722	B
C-A	484	121	0.00			484				
A-B	9	2	0.00			9				
A-C	847	212	0.00			847				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	603	151	0.00	474	1.272	474	39.9	72.3	427.918	F
B-A	7	2	0.00	7	0.977	5	1.1	1.5	1277.469	F
C-AB	314	79	0.00	554	0.567	314	1.3	1.3	14.982	B
C-A	484	121	0.00			484				
A-B	9	2	0.00			9				
A-C	847	212	0.00			847				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	493	123	0.00	520	0.947	513	72.3	67.1	481.753	F
B-A	5	1	0.00	8	0.710	5	1.5	1.6	1191.176	F
C-AB	249	62	0.00	586	0.425	252	1.3	0.8	10.822	B
C-A	402	101	0.00			402				
A-B	7	2	0.00			7				
A-C	691	173	0.00			691				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	413	103	0.00	553	0.746	545	67.1	34.1	337.909	F
B-A	5	1	0.00	9	0.516	5	1.6	1.5	1019.234	F
C-AB	208	52	0.00	619	0.336	209	0.8	0.5	8.809	A
C-A	338	84	0.00			338				
A-B	6	2	0.00			6				
A-C	579	145	0.00			579				

D3 - 2034 | DS3AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		134.01	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	134.01	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	777	100.000
B - Bunkers Hill		ONE HOUR	✓	554	100.000
C - A4260 south		ONE HOUR	✓	718	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	8	769
	B - Bunkers Hill	6	0	548
	C - A4260 south	445	273	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	36	3
	B - Bunkers Hill	34	0	2
	C - A4260 south	4	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.27	481.11	72.2	F	503	754
B-A	1.17	1276.63	1.6	F	6	8
C-AB	0.56	14.81	1.3	B	254	381
C-A					405	607
A-B					7	11
A-C					706	1058

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	413	103	0.00	558	0.739	402	0.0	2.6	21.851	C
B-A	5	1	0.00	129	0.035	4	0.0	0.0	28.789	D
C-AB	206	51	0.00	619	0.333	204	0.0	0.5	8.638	A
C-A	335	84	0.00			335				
A-B	6	2	0.00			6				
A-C	579	145	0.00			579				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	493	123	0.00	526	0.937	472	2.6	7.6	53.665	F
B-A	5	1	0.00	26	0.205	5	0.0	0.2	162.182	F
C-AB	247	62	0.00	586	0.420	246	0.5	0.7	10.540	B
C-A	399	100	0.00			399				
A-B	7	2	0.00			7				
A-C	691	173	0.00			691				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	603	151	0.00	479	1.260	475	7.6	39.8	199.217	F
B-A	7	2	0.00	6	1.174	3	0.2	1.1	1019.361	F
C-AB	310	78	0.00	553	0.561	308	0.7	1.3	14.560	B
C-A	480	120	0.00			480				
A-B	9	2	0.00			9				
A-C	847	212	0.00			847				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	603	151	0.00	475	1.271	474	39.8	72.2	427.391	F
B-A	7	2	0.00	7	0.977	5	1.1	1.5	1276.626	F
C-AB	310	78	0.00	553	0.561	310	1.3	1.3	14.806	B
C-A	480	120	0.00			480				
A-B	9	2	0.00			9				
A-C	847	212	0.00			847				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	493	123	0.00	520	0.947	513	72.2	67.0	481.107	F
B-A	5	1	0.00	8	0.710	5	1.5	1.6	1190.513	F
C-AB	247	62	0.00	586	0.420	249	1.3	0.7	10.731	B
C-A	399	100	0.00			399				
A-B	7	2	0.00			7				
A-C	691	173	0.00			691				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	413	103	0.00	553	0.746	545	67.0	33.9	337.238	F
B-A	5	1	0.00	9	0.516	5	1.6	1.5	1018.520	F
C-AB	206	51	0.00	619	0.333	207	0.7	0.5	8.760	A
C-A	335	84	0.00			335				
A-B	6	2	0.00			6				
A-C	579	145	0.00			579				

D4 - 2034 | RC3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.78	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.78	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	348	100.000
B - Bunkers Hill		ONE HOUR	✓	433	100.000
C - A4260 south		ONE HOUR	✓	1321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	4	344
	B - Bunkers Hill	5	0	428
	C - A4260 south	794	527	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	27	2
	B - Bunkers Hill	22	0	1
	C - A4260 south	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.77	25.43	3.2	D	393	589
B-A	0.11	78.60	0.1	F	5	7
C-AB	0.83	21.53	5.8	C	575	863
C-A					637	955
A-B					4	6
A-C					316	473

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	322	81	0.00	652	0.494	318	0.0	1.0	10.676	B
B-A	4	1	0.00	187	0.020	4	0.0	0.0	19.599	C
C-AB	404	101	0.00	754	0.537	400	0.0	1.1	10.055	B
C-A	590	148	0.00			590				
A-B	3	0.75	0.00			3				
A-C	259	65	0.00			259				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	385	96	0.00	636	0.605	383	1.0	1.5	14.070	B
B-A	4	1	0.00	128	0.035	4	0.0	0.0	29.121	D
C-AB	511	128	0.00	780	0.655	507	1.1	1.9	13.104	B
C-A	677	169	0.00			677				
A-B	4	1	0.00			4				
A-C	309	77	0.00			309				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	471	118	0.00	612	0.771	465	1.5	3.0	23.596	C
B-A	6	1	0.00	54	0.101	5	0.0	0.1	72.720	F
C-AB	811	203	0.00	980	0.827	798	1.9	5.2	19.136	C
C-A	643	161	0.00			643				
A-B	4	1	0.00			4				
A-C	379	95	0.00			379				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	471	118	0.00	611	0.772	471	3.0	3.2	25.431	D
B-A	6	1	0.00	51	0.108	5	0.1	0.1	78.599	F
C-AB	811	203	0.00	981	0.827	809	5.2	5.8	21.534	C
C-A	643	161	0.00			643				
A-B	4	1	0.00			4				
A-C	379	95	0.00			379				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	385	96	0.00	636	0.605	391	3.2	1.6	15.077	C
B-A	4	1	0.00	122	0.037	5	0.1	0.0	30.727	D
C-AB	511	128	0.00	781	0.654	525	5.8	2.2	14.941	B
C-A	677	169	0.00			677				
A-B	4	1	0.00			4				
A-C	309	77	0.00			309				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	322	81	0.00	652	0.494	325	1.6	1.0	11.083	B
B-A	4	1	0.00	184	0.020	4	0.0	0.0	20.020	C
C-AB	404	101	0.00	754	0.537	408	2.2	1.2	10.540	B
C-A	590	148	0.00			590				
A-B	3	0.75	0.00			3				
A-C	259	65	0.00			259				

D5 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.54	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.54	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	354	100.000
B - Bunkers Hill		ONE HOUR	✓	452	100.000
C - A4260 south		ONE HOUR	✓	1298	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	4	350
	B - Bunkers Hill	5	0	447
	C - A4260 south	780	518	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	26	2
	B - Bunkers Hill	21	0	1
	C - A4260 south	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.81	29.89	3.9	D	410	615
B-A	0.12	88.54	0.1	F	5	7
C-AB	0.82	20.76	5.3	C	557	835
C-A					634	951
A-B					4	6
A-C					321	482

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	337	84	0.00	651	0.517	332	0.0	1.0	11.165	B
B-A	4	1	0.00	187	0.020	4	0.0	0.0	19.637	C
C-AB	397	99	0.00	751	0.528	392	0.0	1.1	9.931	A
C-A	580	145	0.00			580				
A-B	3	0.75	0.00			3				
A-C	263	66	0.00			263				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	402	100	0.00	635	0.633	399	1.0	1.7	15.114	C
B-A	4	1	0.00	126	0.036	4	0.0	0.0	29.703	D
C-AB	498	125	0.00	772	0.645	495	1.1	1.9	12.886	B
C-A	669	167	0.00			669				
A-B	4	1	0.00			4				
A-C	315	79	0.00			315				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	492	123	0.00	610	0.807	484	1.7	3.6	26.980	D
B-A	6	1	0.00	50	0.111	5	0.0	0.1	80.181	F
C-AB	775	194	0.00	951	0.816	764	1.9	4.8	18.683	C
C-A	654	163	0.00			654				
A-B	4	1	0.00			4				
A-C	385	96	0.00			385				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	492	123	0.00	609	0.808	491	3.6	3.9	29.885	D
B-A	6	1	0.00	46	0.120	5	0.1	0.1	88.540	F
C-AB	775	194	0.00	951	0.815	774	4.8	5.3	20.760	C
C-A	654	163	0.00			654				
A-B	4	1	0.00			4				
A-C	385	96	0.00			385				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	402	100	0.00	634	0.633	410	3.9	1.8	16.598	C
B-A	4	1	0.00	119	0.038	5	0.1	0.0	31.591	D
C-AB	498	125	0.00	773	0.644	511	5.3	2.0	14.472	B
C-A	669	167	0.00			669				
A-B	4	1	0.00			4				
A-C	315	79	0.00			315				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	337	84	0.00	651	0.517	339	1.8	1.1	11.667	B
B-A	4	1	0.00	183	0.021	4	0.0	0.0	20.090	C
C-AB	397	99	0.00	751	0.528	400	2.0	1.2	10.377	B
C-A	580	145	0.00			580				
A-B	3	0.75	0.00			3				
A-C	263	66	0.00			263				

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.35	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.35	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	354	100.000
B - Bunkers Hill		ONE HOUR	✓	449	100.000
C - A4260 south		ONE HOUR	✓	1298	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	4	350
	B - Bunkers Hill	5	0	444
	C - A4260 south	780	518	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	26	2
	B - Bunkers Hill	21	0	1
	C - A4260 south	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.80	29.13	3.8	D	407	611
B-A	0.12	86.05	0.1	F	5	7
C-AB	0.82	20.76	5.3	C	557	835
C-A					634	951
A-B					4	6
A-C					321	482

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	334	84	0.00	651	0.514	330	0.0	1.0	11.092	B
B-A	4	1	0.00	188	0.020	4	0.0	0.0	19.574	C
C-AB	397	99	0.00	751	0.528	392	0.0	1.1	9.931	A
C-A	580	145	0.00			580				
A-B	3	0.75	0.00			3				
A-C	263	66	0.00			263				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	399	100	0.00	635	0.629	397	1.0	1.6	14.953	B
B-A	4	1	0.00	126	0.036	4	0.0	0.0	29.493	D
C-AB	498	125	0.00	772	0.645	495	1.1	1.9	12.886	B
C-A	669	167	0.00			669				
A-B	4	1	0.00			4				
A-C	315	79	0.00			315				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	489	122	0.00	610	0.801	481	1.6	3.5	26.426	D
B-A	6	1	0.00	51	0.108	5	0.0	0.1	78.316	F
C-AB	775	194	0.00	951	0.816	764	1.9	4.8	18.683	C
C-A	654	163	0.00			654				
A-B	4	1	0.00			4				
A-C	385	96	0.00			385				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	489	122	0.00	609	0.802	488	3.5	3.8	29.130	D
B-A	6	1	0.00	47	0.117	5	0.1	0.1	86.049	F
C-AB	775	194	0.00	951	0.815	774	4.8	5.3	20.760	C
C-A	654	163	0.00			654				
A-B	4	1	0.00			4				
A-C	385	96	0.00			385				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	399	100	0.00	634	0.629	407	3.8	1.8	16.349	C
B-A	4	1	0.00	120	0.037	5	0.1	0.0	31.303	D
C-AB	498	125	0.00	773	0.644	511	5.3	2.0	14.472	B
C-A	669	167	0.00			669				
A-B	4	1	0.00			4				
A-C	315	79	0.00			315				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	334	84	0.00	651	0.514	337	1.8	1.1	11.577	B
B-A	4	1	0.00	184	0.020	4	0.0	0.0	20.018	C
C-AB	397	99	0.00	751	0.528	400	2.0	1.2	10.377	B
C-A	580	145	0.00			580				
A-B	3	0.75	0.00			3				
A-C	263	66	0.00			263				

D7 - 2042 | RC4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		184.60	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	184.60	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	790	100.000
B - Bunkers Hill		ONE HOUR	✓	586	100.000
C - A4260 south		ONE HOUR	✓	841	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	9	781
	B - Bunkers Hill	6	0	580
	C - A4260 south	518	323	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	35	3
	B - Bunkers Hill	32	0	2
	C - A4260 south	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.37	682.64	99.7	F	532	798
B-A	1.03	1473.22	1.8	F	6	8
C-AB	0.66	18.23	2.1	C	309	464
C-A					462	694
A-B					8	12
A-C					717	1075

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	437	109	0.00	555	0.786	424	0.0	3.2	25.350	D
B-A	5	1	0.00	104	0.043	4	0.0	0.0	36.046	E
C-AB	244	61	0.00	621	0.392	241	0.0	0.6	9.408	A
C-A	389	97	0.00			389				
A-B	7	2	0.00			7				
A-C	588	147	0.00			588				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	521	130	0.00	522	0.999	489	3.2	11.4	72.309	F
B-A	5	1	0.00	5	0.992	2	0.0	0.8	908.830	F
C-AB	294	74	0.00	592	0.497	293	0.6	1.0	11.967	B
C-A	462	115	0.00			462				
A-B	8	2	0.00			8				
A-C	702	176	0.00			702				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	639	160	0.00	469	1.363	467	11.4	54.4	272.040	F
B-A	7	2	0.00	7	0.993	4	0.8	1.3	1167.231	F
C-AB	390	97	0.00	587	0.664	386	1.0	2.0	17.573	C
C-A	536	134	0.00			536				
A-B	10	2	0.00			10				
A-C	860	215	0.00			860				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	639	160	0.00	466	1.371	465	54.4	97.7	578.421	F
B-A	7	2	0.00	6	1.027	5	1.3	1.7	1473.216	F
C-AB	390	97	0.00	588	0.664	390	2.0	2.1	18.231	C
C-A	536	134	0.00			536				
A-B	10	2	0.00			10				
A-C	860	215	0.00			860				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	521	130	0.00	515	1.012	514	97.7	99.7	682.638	F
B-A	5	1	0.00	7	0.773	5	1.7	1.8	1416.558	F
C-AB	294	74	0.00	593	0.496	298	2.1	1.0	12.417	B
C-A	462	115	0.00			462				
A-B	8	2	0.00			8				
A-C	702	176	0.00			702				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	437	109	0.00	549	0.795	544	99.7	72.9	572.537	F
B-A	5	1	0.00	8	0.581	5	1.8	1.8	1282.712	F
C-AB	244	61	0.00	622	0.392	245	1.0	0.7	9.606	A
C-A	389	97	0.00			389				
A-B	7	2	0.00			7				
A-C	588	147	0.00			588				

D8 - 2042 | DS4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		201.11	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	201.11	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	823	100.000
B - Bunkers Hill		ONE HOUR	✓	588	100.000
C - A4260 south		ONE HOUR	✓	852	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	9	814
	B - Bunkers Hill	6	0	582
	C - A4260 south	522	330	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	34	3
	B - Bunkers Hill	32	0	2
	C - A4260 south	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.41	757.34	110.4	F	534	801
B-A	1.07	1560.11	1.9	F	6	8
C-AB	0.69	19.81	2.4	C	320	480
C-A					462	693
A-B					8	12
A-C					747	1120

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	438	110	0.00	549	0.799	424	0.0	3.4	26.689	D
B-A	5	1	0.00	96	0.047	4	0.0	0.0	39.078	E
C-AB	249	62	0.00	614	0.406	247	0.0	0.7	9.722	A
C-A	392	98	0.00			392				
A-B	7	2	0.00			7				
A-C	613	153	0.00			613				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	523	131	0.00	514	1.019	485	3.4	12.9	79.876	F
B-A	5	1	0.00	5	1.010	2	0.0	0.8	933.313	F
C-AB	302	75	0.00	585	0.515	300	0.7	1.0	12.561	B
C-A	464	116	0.00			464				
A-B	8	2	0.00			8				
A-C	732	183	0.00			732				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	641	160	0.00	457	1.402	455	12.9	59.2	302.797	F
B-A	7	2	0.00	6	1.026	4	0.8	1.3	1217.423	F
C-AB	409	102	0.00	591	0.692	404	1.0	2.3	18.893	C
C-A	529	132	0.00			529				
A-B	10	2	0.00			10				
A-C	896	224	0.00			896				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	641	160	0.00	454	1.412	454	59.2	106.0	638.812	F
B-A	7	2	0.00	6	1.068	5	1.3	1.8	1560.106	F
C-AB	409	102	0.00	591	0.692	409	2.3	2.4	19.811	C
C-A	529	132	0.00			529				
A-B	10	2	0.00			10				
A-C	896	224	0.00			896				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	523	131	0.00	507	1.033	506	106.0	110.4	757.342	F
B-A	5	1	0.00	7	0.800	5	1.8	1.9	1501.398	F
C-AB	302	75	0.00	586	0.515	307	2.4	1.1	13.160	B
C-A	464	116	0.00			464				
A-B	8	2	0.00			8				
A-C	732	183	0.00			732				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	438	110	0.00	542	0.808	537	110.4	85.6	658.026	F
B-A	5	1	0.00	7	0.604	5	1.9	1.9	1377.353	F
C-AB	249	62	0.00	614	0.406	251	1.1	0.7	9.951	A
C-A	392	98	0.00			392				
A-B	7	2	0.00			7				
A-C	613	153	0.00			613				

D9 - 2042 | DS4AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		204.43	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	204.43	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	823	100.000
B - Bunkers Hill		ONE HOUR	✓	590	100.000
C - A4260 south		ONE HOUR	✓	848	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	9	814
	B - Bunkers Hill	6	0	584
	C - A4260 south	520	328	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	34	3
	B - Bunkers Hill	32	0	2
	C - A4260 south	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.42	767.12	112.1	F	536	804
B-A	1.07	1569.71	1.9	F	6	8
C-AB	0.69	19.63	2.4	C	317	476
C-A					461	691
A-B					8	12
A-C					747	1120

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	440	110	0.00	549	0.802	426	0.0	3.5	26.929	D
B-A	5	1	0.00	96	0.047	4	0.0	0.0	39.388	E
C-AB	248	62	0.00	614	0.403	245	0.0	0.7	9.685	A
C-A	391	98	0.00			391				
A-B	7	2	0.00			7				
A-C	613	153	0.00			613				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	525	131	0.00	514	1.022	486	3.5	13.2	81.151	F
B-A	5	1	0.00	5	1.013	2	0.0	0.8	936.869	F
C-AB	300	75	0.00	585	0.512	298	0.7	1.0	12.491	B
C-A	463	116	0.00			463				
A-B	8	2	0.00			8				
A-C	732	183	0.00			732				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	643	161	0.00	457	1.406	456	13.2	60.0	306.752	F
B-A	7	2	0.00	6	1.029	4	0.8	1.3	1223.498	F
C-AB	405	101	0.00	589	0.688	400	1.0	2.3	18.747	C
C-A	529	132	0.00			529				
A-B	10	2	0.00			10				
A-C	896	224	0.00			896				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	643	161	0.00	454	1.416	454	60.0	107.3	645.982	F
B-A	7	2	0.00	6	1.072	5	1.3	1.8	1569.713	F
C-AB	405	101	0.00	589	0.688	405	2.3	2.4	19.627	C
C-A	529	132	0.00			529				
A-B	10	2	0.00			10				
A-C	896	224	0.00			896				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	525	131	0.00	507	1.036	506	107.3	112.1	767.122	F
B-A	5	1	0.00	7	0.804	5	1.8	1.9	1513.232	F
C-AB	300	75	0.00	585	0.512	305	2.4	1.1	13.070	B
C-A	463	116	0.00			463				
A-B	8	2	0.00			8				
A-C	732	183	0.00			732				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	440	110	0.00	542	0.811	537	112.1	87.7	670.281	F
B-A	5	1	0.00	7	0.608	5	1.9	1.9	1398.691	F
C-AB	248	62	0.00	614	0.403	249	1.1	0.7	9.911	A
C-A	391	98	0.00			391				
A-B	7	2	0.00			7				
A-C	613	153	0.00			613				

D10 - 2042 | RC4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		26.32	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.32	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	376	100.000
B - Bunkers Hill		ONE HOUR	✓	475	100.000
C - A4260 south		ONE HOUR	✓	1459	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	4	372
	B - Bunkers Hill	5	0	470
	C - A4260 south	864	595	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	25	2
	B - Bunkers Hill	20	0	1
	C - A4260 south	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.88	45.57	6.1	E	431	647
B-A	0.33	294.86	0.4	F	5	7
C-AB	0.95	43.35	19.1	E	802	1203
C-A					537	805
A-B					4	6
A-C					341	512

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	354	88	0.00	646	0.548	349	0.0	1.2	11.951	B
B-A	4	1	0.00	159	0.024	4	0.0	0.0	23.166	C
C-AB	469	117	0.00	767	0.611	462	0.0	1.6	11.619	B
C-A	630	157	0.00			630				
A-B	3	0.75	0.00			3				
A-C	280	70	0.00			280				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	423	106	0.00	628	0.672	419	1.2	1.9	16.964	C
B-A	4	1	0.00	94	0.048	4	0.0	0.0	40.058	E
C-AB	636	159	0.00	851	0.748	630	1.6	3.2	16.018	C
C-A	676	169	0.00			676				
A-B	4	1	0.00			4				
A-C	334	84	0.00			334				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	517	129	0.00	595	0.870	505	1.9	5.2	35.686	E
B-A	6	1	0.00	23	0.242	5	0.0	0.2	192.833	F
C-AB	1301	325	0.00	1374	0.947	1256	3.2	14.4	28.305	D
C-A	305	76	0.00			305				
A-B	4	1	0.00			4				
A-C	410	102	0.00			410				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	517	129	0.00	586	0.883	514	5.2	6.1	45.573	E
B-A	6	1	0.00	17	0.329	5	0.2	0.4	294.862	F
C-AB	1301	325	0.00	1375	0.946	1283	14.4	19.1	43.353	E
C-A	305	76	0.00			305				
A-B	4	1	0.00			4				
A-C	410	102	0.00			410				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	423	106	0.00	625	0.676	438	6.1	2.2	20.625	C
B-A	4	1	0.00	79	0.057	6	0.4	0.1	49.755	E
C-AB	636	159	0.00	852	0.746	697	19.1	3.9	31.583	D
C-A	676	169	0.00			676				
A-B	4	1	0.00			4				
A-C	334	84	0.00			334				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	354	88	0.00	646	0.548	358	2.2	1.2	12.665	B
B-A	4	1	0.00	153	0.025	4	0.1	0.0	24.136	C
C-AB	469	117	0.00	767	0.611	478	3.9	1.7	12.838	B
C-A	630	157	0.00			630				
A-B	3	0.75	0.00			3				
A-C	280	70	0.00			280				

D11 - 2042 | DS4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		27.48	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.48	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	374	100.000
B - Bunkers Hill		ONE HOUR	✓	499	100.000
C - A4260 south		ONE HOUR	✓	1438	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	4	370
	B - Bunkers Hill	5	0	494
	C - A4260 south	852	586	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	25	2
	B - Bunkers Hill	19	0	1
	C - A4260 south	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.92	58.77	8.3	F	453	680
B-A	0.48	470.00	0.5	F	5	7
C-AB	0.93	38.42	16.0	E	763	1145
C-A					556	835
A-B					4	6
A-C					340	509

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	372	93	0.00	646	0.575	367	0.0	1.3	12.646	B
B-A	4	1	0.00	158	0.024	4	0.0	0.0	23.315	C
C-AB	459	115	0.00	764	0.602	453	0.0	1.5	11.407	B
C-A	623	156	0.00			623				
A-B	3	0.75	0.00			3				
A-C	279	70	0.00			279				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	444	111	0.00	629	0.706	440	1.3	2.3	18.680	C
B-A	4	1	0.00	91	0.049	4	0.0	0.0	41.564	E
C-AB	616	154	0.00	837	0.736	610	1.5	2.9	15.613	C
C-A	677	169	0.00			677				
A-B	4	1	0.00			4				
A-C	333	83	0.00			333				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	544	136	0.00	597	0.911	526	2.3	6.6	42.833	E
B-A	6	1	0.00	18	0.302	4	0.0	0.3	249.780	F
C-AB	1214	304	0.00	1303	0.932	1176	2.9	12.4	26.587	D
C-A	369	92	0.00			369				
A-B	4	1	0.00			4				
A-C	407	102	0.00			407				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	544	136	0.00	589	0.923	537	6.6	8.3	58.770	F
B-A	6	1	0.00	12	0.476	5	0.3	0.5	469.998	F
C-AB	1214	304	0.00	1304	0.931	1200	12.4	16.0	38.424	E
C-A	369	92	0.00			369				
A-B	4	1	0.00			4				
A-C	407	102	0.00			407				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	444	111	0.00	625	0.710	467	8.3	2.6	25.359	D
B-A	4	1	0.00	74	0.061	6	0.5	0.1	54.160	F
C-AB	616	154	0.00	839	0.734	665	16.0	3.6	26.594	D
C-A	677	169	0.00			677				
A-B	4	1	0.00			4				
A-C	333	83	0.00			333				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	372	93	0.00	646	0.576	377	2.6	1.4	13.607	B
B-A	4	1	0.00	152	0.025	4	0.1	0.0	24.375	C
C-AB	459	115	0.00	764	0.601	467	3.6	1.6	12.470	B
C-A	623	156	0.00			623				
A-B	3	0.75	0.00			3				
A-C	279	70	0.00			279				

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Bunkers Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		25.83	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.83	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 north		ONE HOUR	✓	373	100.000
B - Bunkers Hill		ONE HOUR	✓	493	100.000
C - A4260 south		ONE HOUR	✓	1435	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	4	369
	B - Bunkers Hill	5	0	488
	C - A4260 south	850	585	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 north	B - Bunkers Hill	C - A4260 south
From	A - A4260 north	0	25	2
	B - Bunkers Hill	19	0	1
	C - A4260 south	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.91	53.78	7.5	F	448	672
B-A	0.39	368.13	0.4	F	5	7
C-AB	0.93	37.83	15.6	E	758	1137
C-A					558	838
A-B					4	6
A-C					339	508

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	0.00	647	0.568	362	0.0	1.3	12.449	B
B-A	4	1	0.00	160	0.024	4	0.0	0.0	23.042	C
C-AB	458	115	0.00	764	0.600	452	0.0	1.5	11.380	B
C-A	622	155	0.00			622				
A-B	3	0.75	0.00			3				
A-C	278	69	0.00			278				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	439	110	0.00	629	0.697	435	1.3	2.2	18.182	C
B-A	4	1	0.00	93	0.048	4	0.0	0.0	40.487	E
C-AB	613	153	0.00	836	0.734	608	1.5	2.9	15.554	C
C-A	677	169	0.00			677				
A-B	4	1	0.00			4				
A-C	332	83	0.00			332				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	537	134	0.00	598	0.899	521	2.2	6.2	40.491	E
B-A	6	1	0.00	20	0.271	5	0.0	0.3	219.643	F
C-AB	1203	301	0.00	1294	0.930	1166	2.9	12.2	26.375	D
C-A	377	94	0.00			377				
A-B	4	1	0.00			4				
A-C	406	102	0.00			406				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	537	134	0.00	591	0.909	532	6.2	7.5	53.780	F
B-A	6	1	0.00	14	0.392	5	0.3	0.4	368.127	F
C-AB	1203	301	0.00	1295	0.929	1189	12.2	15.6	37.829	E
C-A	377	94	0.00			377				
A-B	4	1	0.00			4				
A-C	406	102	0.00			406				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	439	110	0.00	626	0.701	459	7.5	2.5	23.613	C
B-A	4	1	0.00	78	0.058	6	0.4	0.1	50.982	F
C-AB	613	153	0.00	837	0.733	662	15.6	3.6	26.055	D
C-A	677	169	0.00			677				
A-B	4	1	0.00			4				
A-C	332	83	0.00			332				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	0.00	646	0.568	372	2.5	1.4	13.333	B
B-A	4	1	0.00	154	0.024	4	0.1	0.0	24.038	C
C-AB	458	115	0.00	764	0.600	466	3.6	1.6	12.423	B
C-A	622	155	0.00			622				
A-B	3	0.75	0.00			3				
A-C	278	69	0.00			278				

APPENDIX M

A4260 BANBURY ROAD/UPPER CAMPSFIELD ROAD JUNCTIONS 11 PICADY REPORT

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 2
Approach: A4260 North

	Left to Bunkers Hill				Ahead to A4260 (S)				Right to Upper Campsfield Road			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	2	1	3	4.3	113	3	116	119.9	46	4	50	55.2
07:15 - 07:30	1	0	1	1.0	97	1	98	99.3	45	2	47	49.6
07:30 - 07:45	0	1	1	2.3	109	3	112	115.9	54	3	57	60.9
07:45 - 08:00	0	1	1	2.3	144	1	145	146.3	33	3	36	39.9
Hourly Total	**3**	**3**	**6**	**9.9**	**463**	**8**	**471**	**481.4**	**178**	**12**	**190**	**205.6**
08:00 - 08:15	1	0	1	1.0	86	1	87	88.3	78	2	80	82.6
08:15 - 08:30	4	1	5	6.3	155	3	158	161.9	56	5	61	67.5
08:30 - 08:45	0	1	1	2.3	109	1	110	111.3	52	6	58	65.8
08:45 - 09:00	0	0	0	0.0	99	1	100	101.3	21	2	23	25.6
Hourly Total	**5**	**2**	**7**	**9.6**	**449**	**6**	**455**	**462.8**	**207**	**15**	**222**	**241.5**
09:00 - 09:15	1	1	2	3.3	60	3	63	66.9	32	6	38	45.8
09:15 - 09:30	1	2	3	5.6	59	3	62	65.9	34	4	38	43.2
09:30 - 09:45	2	0	2	2.0	68	0	68	68.0	21	7	28	37.1
09:45 - 10:00	1	0	1	1.0	57	0	57	57.0	34	1	35	36.3
Hourly Total	**5**	**3**	**8**	**11.9**	**244**	**6**	**250**	**257.8**	**121**	**18**	**139**	**162.4**
TOTAL	**13**	**8**	**21**	**31.4**	**1156**	**20**	**1176**	**1202.0**	**506**	**45**	**551**	**609.5**
16:00 - 16:15	0	0	0	0.0	42	1	43	44.3	26	2	28	30.6
16:15 - 16:30	0	0	0	0.0	39	0	39	39.0	24	5	29	35.5
16:30 - 16:45	2	1	3	4.3	26	1	27	28.3	35	2	37	39.6
16:45 - 17:00	0	0	0	0.0	41	1	42	43.3	35	1	36	37.3
Hourly Total	**2**	**1**	**3**	**4.3**	**148**	**3**	**151**	**154.9**	**120**	**10**	**130**	**143.0**
17:00 - 17:15	1	0	1	1.0	27	0	27	27.0	27	1	28	29.3
17:15 - 17:30	0	0	0	0.0	43	2	45	47.6	26	0	26	26.0
17:30 - 17:45	0	0	0	0.0	29	0	29	29.0	18	1	19	20.3
17:45 - 18:00	1	0	1	1.0	25	0	25	25.0	50	1	51	52.3
Hourly Total	**2**	**0**	**2**	**2.0**	**124**	**2**	**126**	**128.6**	**121**	**3**	**124**	**127.9**
18:00 - 18:15	0	0	0	0.0	45	1	46	47.3	42	0	42	42.0
18:15 - 18:30	1	0	1	1.0	45	2	47	49.6	31	0	31	31.0
18:30 - 18:45	0	0	0	0.0	56	0	56	56.0	21	0	21	21.0
18:45 - 19:00	0	0	0	0.0	43	0	43	43.0	11	0	11	11.0
Hourly Total	**1**	**0**	**1**	**1.0**	**189**	**3**	**192**	**195.9**	**105**	**0**	**105**	**105.0**
TOTAL	**5**	**1**	**6**	**7.3**	**461**	**8**	**469**	**479.4**	**346**	**13**	**359**	**375.9**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 2
Approach: Bunkers Hill

	Left to A4260 (S)				Ahead to Upper Campsfield Road				Right to A4260 (N)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	28	0	28	28.0	51	8	59	69.4	0	0	0	0.0
07:15 - 07:30	29	2	31	33.6	53	4	57	62.2	0	0	0	0.0
07:30 - 07:45	35	5	40	46.5	48	4	52	57.2	2	2	4	6.6
07:45 - 08:00	36	1	37	38.3	88	2	90	92.6	0	1	1	2.3
Hourly Total	**128**	**8**	**136**	**146.4**	**240**	**18**	**258**	**281.4**	**2**	**3**	**5**	**8.9**
08:00 - 08:15	50	1	51	52.3	47	1	48	49.3	1	1	2	3.3
08:15 - 08:30	44	1	45	46.3	71	3	74	77.9	0	0	0	0.0
08:30 - 08:45	65	1	66	67.3	51	2	53	55.6	2	0	2	2.0
08:45 - 09:00	38	2	40	42.6	46	3	49	52.9	0	1	1	2.3
Hourly Total	**197**	**5**	**202**	**208.5**	**215**	**9**	**224**	**235.7**	**3**	**2**	**5**	**7.6**
09:00 - 09:15	23	3	26	29.9	42	3	45	48.9	0	1	1	2.3
09:15 - 09:30	25	6	31	38.8	46	2	48	50.6	1	0	1	1.0
09:30 - 09:45	11	2	13	15.6	39	6	45	52.8	2	2	4	6.6
09:45 - 10:00	12	2	14	16.6	29	3	32	35.9	1	1	2	3.3
Hourly Total	**71**	**13**	**84**	**100.9**	**156**	**14**	**170**	**188.2**	**4**	**4**	**8**	**13.2**
TOTAL	**396**	**26**	**422**	**455.8**	**611**	**41**	**652**	**705.3**	**9**	**9**	**18**	**29.7**
16:00 - 16:15	10	0	10	10.0	39	2	41	43.6	0	0	0	0.0
16:15 - 16:30	9	0	9	9.0	49	0	49	49.0	0	0	0	0.0
16:30 - 16:45	22	0	22	22.0	57	2	59	61.6	0	0	0	0.0
16:45 - 17:00	17	0	17	17.0	52	0	52	52.0	3	1	4	5.3
Hourly Total	**58**	**0**	**58**	**58.0**	**197**	**4**	**201**	**206.2**	**3**	**1**	**4**	**5.3**
17:00 - 17:15	16	0	16	16.0	49	1	50	51.3	0	0	0	0.0
17:15 - 17:30	12	0	12	12.0	51	1	52	53.3	5	0	5	5.0
17:30 - 17:45	18	0	18	18.0	43	0	43	43.0	4	0	4	4.0
17:45 - 18:00	26	1	27	28.3	57	0	57	57.0	2	1	3	4.3
Hourly Total	**72**	**1**	**73**	**74.3**	**200**	**2**	**202**	**204.6**	**11**	**1**	**12**	**13.3**
18:00 - 18:15	12	0	12	12.0	45	3	48	51.9	0	0	0	0.0
18:15 - 18:30	16	0	16	16.0	49	1	50	51.3	0	0	0	0.0
18:30 - 18:45	7	0	7	7.0	38	0	38	38.0	0	0	0	0.0
18:45 - 19:00	9	0	9	9.0	42	1	43	44.3	0	0	0	0.0
Hourly Total	**44**	**0**	**44**	**44.0**	**174**	**5**	**179**	**185.5**	**0**	**0**	**0**	**0.0**
TOTAL	**174**	**1**	**175**	**176.3**	**571**	**11**	**582**	**596.3**	**14**	**2**	**16**	**18.6**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 2
Approach: A4260 South

	Left to Upper Campsfield Road				Ahead to A4260 (N)				Right to Bunkers Hill			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	1	0	1	1.0	24	0	24	24.0	26	2	28	30.6
07:15 - 07:30	0	0	0	0.0	15	1	16	17.3	34	1	35	36.3
07:30 - 07:45	0	1	1	2.3	19	0	19	19.0	28	0	28	28.0
07:45 - 08:00	0	0	0	0.0	24	0	24	24.0	26	3	29	32.9
Hourly Total	**1**	**1**	**2**	**3.3**	**82**	**1**	**83**	**84.3**	**114**	**6**	**120**	**127.8**
08:00 - 08:15	2	1	3	4.3	13	1	14	15.3	41	0	41	41.0
08:15 - 08:30	0	0	0	0.0	36	1	37	38.3	44	2	46	48.6
08:30 - 08:45	2	0	2	2.0	10	0	10	10.0	26	2	28	30.6
08:45 - 09:00	3	0	3	3.0	22	1	23	24.3	25	2	27	29.6
Hourly Total	**7**	**1**	**8**	**9.3**	**81**	**3**	**84**	**87.9**	**136**	**6**	**142**	**149.8**
09:00 - 09:15	0	1	1	2.3	37	2	39	41.6	17	4	21	26.2
09:15 - 09:30	0	2	2	4.6	46	2	48	50.6	13	3	16	19.9
09:30 - 09:45	1	2	3	5.6	28	1	29	30.3	16	2	18	20.6
09:45 - 10:00	3	0	3	3.0	36	4	40	45.2	7	5	12	18.5
Hourly Total	**4**	**5**	**9**	**15.5**	**147**	**9**	**156**	**167.7**	**53**	**14**	**67**	**85.2**
TOTAL	**12**	**7**	**19**	**28.1**	**310**	**13**	**323**	**339.9**	**303**	**26**	**329**	**362.8**
16:00 - 16:15	4	0	4	4.0	81	3	84	87.9	43	1	44	45.3
16:15 - 16:30	2	0	2	2.0	82	1	83	84.3	47	1	48	49.3
16:30 - 16:45	4	0	4	4.0	91	0	91	91.0	46	0	46	46.0
16:45 - 17:00	2	0	2	2.0	88	4	92	97.2	34	1	35	36.3
Hourly Total	**12**	**0**	**12**	**12.0**	**342**	**8**	**350**	**360.4**	**170**	**3**	**173**	**176.9**
17:00 - 17:15	1	0	1	1.0	96	1	97	98.3	66	0	66	66.0
17:15 - 17:30	2	0	2	2.0	98	1	99	100.3	64	0	64	64.0
17:30 - 17:45	2	0	2	2.0	71	1	72	73.3	45	0	45	45.0
17:45 - 18:00	0	0	0	0.0	69	0	69	69.0	45	0	45	45.0
Hourly Total	**5**	**0**	**5**	**5.0**	**334**	**3**	**337**	**340.9**	**220**	**0**	**220**	**220.0**
18:00 - 18:15	1	0	1	1.0	53	0	53	53.0	33	0	33	33.0
18:15 - 18:30	1	0	1	1.0	51	0	51	51.0	32	0	32	32.0
18:30 - 18:45	0	0	0	0.0	57	1	58	59.3	18	0	18	18.0
18:45 - 19:00	0	0	0	0.0	39	0	39	39.0	17	0	17	17.0
Hourly Total	**2**	**0**	**2**	**2.0**	**200**	**1**	**201**	**202.3**	**100**	**0**	**100**	**100.0**
TOTAL	**19**	**0**	**19**	**19.0**	**876**	**12**	**888**	**903.6**	**490**	**3**	**493**	**496.9**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Kidlington
Tuesday 27th January 2026
Junction: 2
Approach: Upper Campsfield Road

	Left to A4260 (N)				Ahead to Bunkers Hill				Right to A4260 (S)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:00 - 07:15	48	0	**48**	**48.0**	33	1	**34**	**35.3**	0	1	**1**	**2.3**
07:15 - 07:30	59	2	**61**	**63.6**	32	0	**32**	**32.0**	0	0	**0**	**0.0**
07:30 - 07:45	75	1	**76**	**77.3**	41	1	**42**	**43.3**	1	0	**1**	**1.0**
07:45 - 08:00	73	7	**80**	**89.1**	38	0	**38**	**38.0**	0	0	**0**	**0.0**
Hourly Total	**255**	**10**	**265**	**278.0**	**144**	**2**	**146**	**148.6**	**1**	**1**	**2**	**3.3**
08:00 - 08:15	94	3	**97**	**100.9**	52	0	**52**	**52.0**	0	0	**0**	**0.0**
08:15 - 08:30	91	2	**93**	**95.6**	47	2	**49**	**51.6**	3	0	**3**	**3.0**
08:30 - 08:45	71	5	**76**	**82.5**	33	2	**35**	**37.6**	4	0	**4**	**4.0**
08:45 - 09:00	56	5	**61**	**67.5**	31	2	**33**	**35.6**	1	1	**2**	**3.3**
Hourly Total	**312**	**15**	**327**	**346.5**	**163**	**6**	**169**	**176.8**	**8**	**1**	**9**	**10.3**
09:00 - 09:15	41	4	**45**	**50.2**	43	4	**47**	**52.2**	1	2	**3**	**5.6**
09:15 - 09:30	33	4	**37**	**42.2**	32	3	**35**	**38.9**	2	0	**2**	**2.0**
09:30 - 09:45	30	8	**38**	**48.4**	24	3	**27**	**30.9**	1	0	**1**	**1.0**
09:45 - 10:00	25	2	**27**	**29.6**	21	3	**24**	**27.9**	2	0	**2**	**2.0**
Hourly Total	**129**	**18**	**147**	**170.4**	**120**	**13**	**133**	**149.9**	**6**	**2**	**8**	**10.6**
TOTAL	**696**	**43**	**739**	**794.9**	**427**	**21**	**448**	**475.3**	**15**	**4**	**19**	**24.2**
16:00 - 16:15	43	1	**44**	**45.3**	25	3	**28**	**31.9**	1	0	**1**	**1.0**
16:15 - 16:30	68	1	**69**	**70.3**	35	1	**36**	**37.3**	3	0	**3**	**3.0**
16:30 - 16:45	84	1	**85**	**86.3**	21	0	**21**	**21.0**	0	0	**0**	**0.0**
16:45 - 17:00	62	0	**62**	**62.0**	28	1	**29**	**30.3**	0	0	**0**	**0.0**
Hourly Total	**257**	**3**	**260**	**263.9**	**109**	**5**	**114**	**120.5**	**4**	**0**	**4**	**4.0**
17:00 - 17:15	64	2	**66**	**68.6**	23	0	**23**	**23.0**	0	0	**0**	**0.0**
17:15 - 17:30	79	0	**79**	**79.0**	30	0	**30**	**30.0**	0	0	**0**	**0.0**
17:30 - 17:45	74	0	**74**	**74.0**	23	1	**24**	**25.3**	0	0	**0**	**0.0**
17:45 - 18:00	82	2	**84**	**86.6**	23	0	**23**	**23.0**	4	0	**4**	**4.0**
Hourly Total	**299**	**4**	**303**	**308.2**	**99**	**1**	**100**	**101.3**	**4**	**0**	**4**	**4.0**
18:00 - 18:15	75	3	**78**	**81.9**	26	0	**26**	**26.0**	2	0	**2**	**2.0**
18:15 - 18:30	71	0	**71**	**71.0**	24	0	**24**	**24.0**	0	0	**0**	**0.0**
18:30 - 18:45	45	0	**45**	**45.0**	15	0	**15**	**15.0**	1	0	**1**	**1.0**
18:45 - 19:00	47	0	**47**	**47.0**	12	0	**12**	**12.0**	0	0	**0**	**0.0**
Hourly Total	**238**	**3**	**241**	**244.9**	**77**	**0**	**77**	**77.0**	**3**	**0**	**3**	**3.0**
TOTAL	**794**	**10**	**804**	**817.0**	**285**	**6**	**291**	**298.8**	**11**	**0**	**11**	**11.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

A4260/Upper Campsfield Road 2026 Observed traffic flows - AM

2026 Total observed

	A	B	C	Total
A	0	5	229	234
B	7	0	520	527
C	699	500	0	1,199
Total	706	505	749	1,960

2026 HGV observed

	A	B	C	Total
A	0	1	9	10
B	0	0	21	21
C	10	24	0	34
Total	10	25	30	65

2026 HGV %

	A	B	C
A	0%	20%	4%
B	0%	0%	4%
C	1%	5%	0%

2026 Turning proportions

	A	B	C
A	0%	2%	98%
B	1%	0%	99%
C	58%	42%	0%

2026 HGV turning proportions

	A	B	C
A	0%	10%	90%
B	0%	0%	100%
C	29%	71%	0%

A4260/Bunkers Hill 2026 Observed traffic flows - AM

2026 Total observed

	A	B	C	Total
A	0	8	735	743
B	5	0	464	469
C	431	318	0	749
Total	436	326	1,199	1,961

2026 HGV observed

	A	B	C	Total
A	0	3	22	25
B	2	0	12	14
C	19	11	0	30
Total	21	14	34	69

2026 HGV %

	A	B	C
A	0%	38%	3%
B	40%	0%	3%
C	4%	3%	0%

2026 Turning proportions

	A	B	C
A	0%	1%	99%
B	1%	0%	99%
C	58%	42%	0%

2026 HGV turning proportions

	A	B	C
A	0%	12%	88%
B	14%	0%	86%
C	63%	37%	0%

A4260/Upper Campsfield Road 2026 Observed traffic flows - PM

2026 Total observed

	A	B	C	Total
A	0	9	590	599
B	0	0	395	395
C	208	340	0	548
Total	208	349	985	1,542

2026 HGV observed

	A	B	C	Total
A	0	0	7	7
B	0	0	4	4
C	4	8	0	12
Total	4	8	11	23

2026 HGV %

	A	B	C
A	0%	0%	1%
B	0%	0%	1%
C	2%	2%	0%

2026 Turning proportions

	A	B	C
A	0%	2%	98%
B	0%	0%	100%
C	38%	62%	0%

2026 HGV turning proportions

	A	B	C
A	0%	0%	100%
B	0%	0%	100%
C	33%	67%	0%

A4260/Bunkers Hill 2026 Observed traffic flows - PM

2026 Total observed

	A	B	C	Total
A	0	4	268	272
B	9	0	280	289
C	671	314	0	985
Total	680	318	548	1,546

2026 HGV observed

	A	B	C	Total
A	0	1	8	9
B	1	0	4	5
C	9	2	0	11
Total	10	3	12	25

2026 HGV %

	A	B	C
A	0%	25%	3%
B	11%	0%	1%
C	1%	1%	0%

2026 Turning proportions

	A	B	C
A	0%	1%	99%
B	3%	0%	97%
C	68%	32%	0%

2026 HGV turning proportions

	A	B	C
A	0%	11%	89%
B	20%	0%	80%
C	82%	18%	0%

A4260/Upper Campsfield Road 2034 BTM traffic flows - AM

2034 RC3A

	A	B	C	Total
A	0	3	86	89
B	0	0	610	610
C	250	1,014	0	1,264
Total	250	1,017	696	1,963

2034 RC3A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	5	0	5
Total	0	5	0	5

2034 RC3A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

2034 DS3A

	A	B	C	Total
A	0	3	114	117
B	0	0	619	619
C	289	1,042	0	1,331
Total	289	1,045	733	2,067

2034 DS3A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	5	0	5
Total	0	5	0	5

2034 DS3A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

2034 DS3AwTP

	A	B	C	Total
A	0	3	110	113
B	0	0	616	616
C	289	1,042	0	1,331
Total	289	1,045	726	2,060

2034 DS3AwTP HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	5	0	5
Total	0	5	0	5

2034 DS3AwTP HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

A4260/Upper Campsfield Road Adjusted 2034 BTM traffic flows - AM

2034 RC3A

	A	B	C	Total
A	0	2	87	89
B	8	0	602	610
C	719	532	0	1,250
Total	727	534	689	1,949

2034 RC3A HGV

	A	B	C	Total
A	0	1	9	10
B	0	0	21	21
C	10	24	0	34
Total	10	25	30	65

2034 RC3A HGV %

	A	B	C
A	0%	53%	10%
B	0%	0%	3%
C	1%	5%	0%

2034 DS3A

	A	B	C	Total
A	0	3	115	117
B	8	0	611	619
C	758	559	0	1,317
Total	766	561	725	2,053

2034 DS3A HGV

	A	B	C	Total
A	0	1	9	10
B	0	0	21	21
C	10	24	0	34
Total	10	25	30	65

2034 DS3A HGV %

	A	B	C
A	0%	40%	8%
B	0%	0%	3%
C	1%	4%	0%

2034 DS3AwTP

	A	B	C	Total
A	0	2	111	113
B	8	0	608	616
C	758	559	0	1,317
Total	766	561	718	2,046

2034 DS3AwTP HGV

	A	B	C	Total
A	0	1	9	10
B	0	0	21	21
C	10	24	0	34
Total	10	25	30	65

2034 DS3AwTP HGV %

	A	B	C
A	0%	41%	8%
B	0%	0%	3%
C	1%	4%	0%

A4260/Upper Campsfield Road 2034 BTM traffic flows - PM

2034 RC3A

	A	B	C	Total
A	0	0	294	294
B	4	0	1,043	1,047
C	165	616	0	781
Total	169	616	1,337	2,122

2034 RC3A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	5	0	5
Total	0	5	0	5

2034 RC3A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	1%	0%

2034 DS3A

	A	B	C	Total
A	0	0	290	290
B	4	0	1,024	1,028
C	183	623	0	806
Total	187	623	1,314	2,124

2034 DS3A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	5	0	5
Total	0	5	0	5

2034 DS3A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	1%	0%

2034 DS3AwTP

	A	B	C	Total
A	0	168	123	291
B	4	0	1,023	1,027
C	182	621	0	803
Total	186	789	1,146	2,121

2034 DS3AwTP HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	5	0	5
Total	0	5	0	5

2034 DS3AwTP HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	1%	0%

A4260/Upper Campsfield Road Adjusted 2034 BTM traffic flows - PM

2034 RC3A

	A	B	C	Total
A	0	6	288	294
B	14	0	1,033	1,047
C	418	355	0	773
Total	432	361	1,321	2,114

2034 RC3A HGV

	A	B	C	Total
A	0	0	7	7
B	0	0	4	4
C	4	8	0	12
Total	4	8	11	23

2034 RC3A HGV %

	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	1%	2%	0%

2034 DS3A

	A	B	C	Total
A	0	6	284	290
B	14	0	1,014	1,028
C	430	367	0	797
Total	444	374	1,298	2,115

2034 DS3A HGV

	A	B	C	Total
A	0	0	7	7
B	0	0	4	4
C	4	8	0	12
Total	4	8	11	23

2034 DS3A HGV %

	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	1%	2%	0%

2034 DS3AwTP

	A	B	C	Total
A	0	6	285	291
B	14	0	1,013	1,027
C	429	366	0	794
Total	442	372	1,298	2,112

2034 DS3AwTP HGV

	A	B	C	Total
A	0	0	7	7
B	0	0	4	4
C	4	8	0	12
Total	4	8	11	23

2034 DS3AwTP HGV %

	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	1%	2%	0%

A4260/Upper Campsfield Road 2042 BTM traffic flows - AM

2042 RC4A

	A	B	C	Total
A	0	3	141	144
B	0	0	709	709
C	338	1,038	0	1,376
Total	338	1,041	850	2,229

2042 RC4A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	31	31
C	0	10	0	10
Total	0	10	31	41

2042 RC4A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	4%
C	0%	1%	0%

2042 DS4A

	A	B	C	Total
A	0	3	153	156
B	0	0	709	709
C	346	1,065	0	1,411
Total	346	1,068	862	2,276

2042 DS4A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	31	31
C	0	10	0	10
Total	0	10	31	41

2042 DS4A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	4%
C	0%	1%	0%

2042 DS4AwTP

	A	B	C	Total
A	0	3	151	154
B	0	0	707	707
C	349	1,064	0	1,413
Total	349	1,067	858	2,274

2042 DS4AwTP HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	31	31
C	0	10	0	10
Total	0	10	31	41

2042 DS4AwTP HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	4%
C	0%	1%	0%

A4260/Upper Campsfield Road Adjusted 2042 BTM traffic flows - AM

2042 RC4A

	A	B	C	Total
A	0	3	141	144
B	9	0	700	709
C	780	581	0	1,361
Total	790	584	841	2,214

2042 RC4A HGV

	A	B	C	Total
A	0	1	9	10
B	0	0	21	21
C	10	24	0	34
Total	10	25	30	65

2042 RC4A HGV %

	A	B	C
A	0%	33%	6%
B	0%	0%	3%
C	1%	4%	0%

2042 DS4A

	A	B	C	Total
A	0	3	153	156
B	9	0	700	709
C	803	593	0	1,396
Total	813	596	852	2,261

2042 DS4A HGV

	A	B	C	Total
A	0	1	9	10
B	0	0	21	21
C	10	24	0	34
Total	10	25	30	65

2042 DS4A HGV %

	A	B	C
A	0%	30%	6%
B	0%	0%	3%
C	1%	4%	0%

2042 DS4AwTP

	A	B	C	Total
A	0	3	151	154
B	9	0	698	707
C	804	594	0	1,398
Total	814	597	848	2,259

2042 DS4AwTP HGV

	A	B	C	Total
A	0	1	9	10
B	0	0	21	21
C	10	24	0	34
Total	10	25	30	65

2042 DS4AwTP HGV %

	A	B	C
A	0%	30%	6%
B	0%	0%	3%
C	1%	4%	0%

A4260/Upper Campsfield Road 2042 BTM traffic flows - PM

2042 RC4A

	A	B	C	Total
A	0	0	371	371
B	5	0	1,105	1,110
C	192	659	0	851
Total	197	659	1,476	2,332

2042 RC4A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	3	3
C	0	8	0	8
Total	0	8	3	11

2042 RC4A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	1%	0%

2042 DS4A

	A	B	C	Total
A	0	0	365	365
B	5	0	1,090	1,095
C	211	662	0	873
Total	216	662	1,455	2,333

2042 DS4A HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	3	3
C	0	2	0	2
Total	0	2	3	5

2042 DS4A HGV %

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

2042 DS4AwTP

	A	B	C	Total
A	0	0	363	363
B	5	0	1,089	1,094
C	207	659	0	866
Total	212	659	1,452	2,323

2042 DS4AwTP HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	3	3
C	0	6	0	6
Total	0	6	3	9

2042 DS4AwTP HGV %

	A	B	C
A	0%	#####	0%
B	0%	0%	0%
C	0%	1%	0%

A4260/Upper Campsfield Road Adjusted 2042 BTM traffic flows - PM

2042 RC4A

	A	B	C	Total
A	0	8	363	371
B	15	0	1,095	1,110
C	455	387	0	842
Total	469	395	1,458	2,323

2042 RC4A HGV

	A	B	C	Total
A	0	0	7	7
B	0	0	4	4
C	4	8	0	12
Total	4	8	11	23

2042 RC4A HGV %

	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	1%	2%	0%

2042 DS4A

	A	B	C	Total
A	0	8	357	365
B	15	0	1,080	1,095
C	463	400	0	864
Total	478	408	1,438	2,324

2042 DS4A HGV

	A	B	C	Total
A	0	0	7	7
B	0	0	4	4
C	4	8	0	12
Total	4	8	11	23

2042 DS4A HGV %

	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	1%	2%	0%

2042 DS4AwTP

	A	B	C	Total
A	0	8	355	363
B	15	0	1,079	1,094
C	460	397	0	857
Total	475	404	1,435	2,314

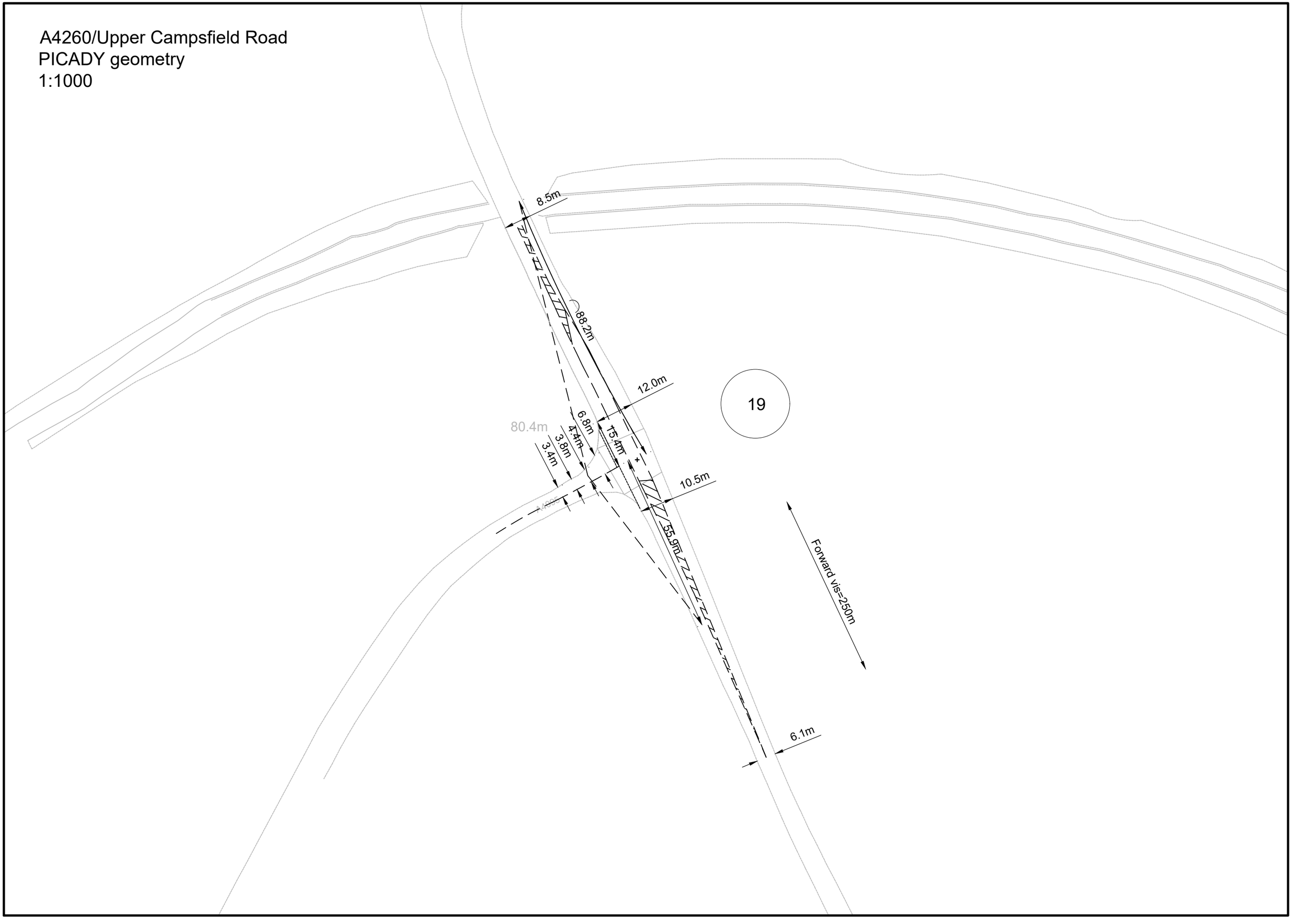
2042 DS4AwTP HGV

	A	B	C	Total
A	0	0	7	7
B	0	0	4	4
C	4	8	0	12
Total	4	8	11	23

2042 DS4AwTP HGV %

	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	1%	2%	0%

A4260/Upper Campsfield Road
PICADY geometry
1:1000



Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260210 A4260_Upper Campsfield Road.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\19. Banbury Rd_Upper Campsfield Road T-junction
Report generation date: 11/02/2026 10:45:32

»D1 - 2034 | RC3A | AM
»D2 - 2034 | DS3A | AM
»D3 - 2034 | DS3AwTP | AM
»D4 - 2034 | RC3A | PM
»D5 - 2034 | DS3A | PM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | DS4A | AM
»D9 - 2042 | DS4AwTP | AM
»D10 - 2042 | RC4A | PM
»D11 - 2042 | DS4A | PM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	13.3	75.55	0.97	F	D4	462.8	2473.25	1.83	F
Stream B-A		1.1	444.85	0.81	F		6.8	2940.39	1.65	F
Stream C-AB		3.9	17.09	0.77	C		1.2	11.09	0.55	B
	2034 - DS3A									
Stream B-C	D2	18.3	98.64	1.00	F	D5	420.9	2219.94	1.76	F
Stream B-A		1.3	623.13	0.98	F		6.4	2676.03	1.58	F
Stream C-AB		5.3	19.68	0.82	C		1.3	11.47	0.57	B
	2034 - DS3AwTP									
Stream B-C	D3	17.1	93.27	1.00	F	D6	419.9	2215.50	1.76	F
Stream B-A		1.3	617.89	0.98	F		6.4	2671.36	1.57	F
Stream C-AB		5.2	19.50	0.81	C		1.3	11.45	0.57	B
	2042 - RC4A									
Stream B-C	D7	64.4	325.54	1.17	F	D10	566.2	3050.88	2.00	F
Stream B-A		1.8	868.73	1.11	F		8.3	3511.86	1.83	F
Stream C-AB		7.4	23.50	0.86	C		1.7	13.39	0.62	B
	2042 - DS4A									
Stream B-C	D8	67.5	345.91	1.18	F	D11	543.9	2929.05	1.97	F
Stream B-A		1.8	886.06	1.11	F		8.1	3384.70	1.80	F
Stream C-AB		9.2	26.42	0.88	D		1.8	13.94	0.64	B
	2042 - DS4AwTP									
Stream B-C	D9	66.0	336.47	1.18	F	D12	541.5	2914.16	1.96	F
Stream B-A		1.8	878.38	1.11	F		8.1	3369.23	1.80	F
Stream C-AB		9.3	26.51	0.88	D		1.8	13.75	0.64	B

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						1.00	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D3	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓
D9	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		30.34	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	30.34	D

Arms

Arms

Arm	Name	Description	Arm type
A	A4260 south		Major
B	Upper Campsfield Road		Minor
C	A4260 north		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4260 north	7.00		✓	3.50	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B - Upper Campsfield Road	One lane plus flare	10.00	6.80	4.40	3.80	3.40	✓	1.00	88	56

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	496	0.086	0.219	0.138	0.312
B-C	745	0.109	0.276	-	-
C-B	820	0.304	0.304	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	89	100.000
B - Upper Campsfield Road		ONE HOUR	✓	610	100.000
C - A4260 north		ONE HOUR	✓	1251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	2	87
	B - Upper Campsfield Road	8	0	602
	C - A4260 north	719	532	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	53	10
	B - Upper Campsfield Road	0	0	3
	C - A4260 north	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.97	75.55	13.3	F	552	829
B-A	0.81	444.85	1.1	F	7	11
C-AB	0.77	17.09	3.9	C	546	819
C-A					602	903
A-B					2	3
A-C					80	120

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	453	113	0.00	704	0.644	446	0.0	1.7	13.645	B
B-A	6	2	0.00	204	0.030	6	0.0	0.0	18.199	C
C-AB	407	102	0.00	780	0.522	403	0.0	1.1	9.436	A
C-A	535	134	0.00			535				
A-B	2	0.38	0.00			2				
A-C	65	16	0.00			65				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	541	135	0.00	698	0.775	536	1.7	3.1	21.414	C
B-A	7	2	0.00	123	0.059	7	0.0	0.1	31.041	D
C-AB	506	126	0.00	807	0.626	503	1.1	1.7	11.769	B
C-A	619	155	0.00			619				
A-B	2	0.45	0.00			2				
A-C	78	20	0.00			78				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	663	166	0.00	688	0.964	635	3.1	10.1	51.292	F
B-A	9	2	0.00	18	0.499	7	0.1	0.6	298.031	F
C-AB	724	181	0.00	939	0.772	716	1.7	3.7	16.040	C
C-A	653	163	0.00			653				
A-B	2	0.55	0.00			2				
A-C	96	24	0.00			96				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	663	166	0.00	684	0.969	650	10.1	13.3	75.545	F
B-A	9	2	0.00	11	0.812	7	0.6	1.1	444.852	F
C-AB	724	181	0.00	937	0.773	723	3.7	3.9	17.086	C
C-A	653	163	0.00			653				
A-B	2	0.55	0.00			2				
A-C	96	24	0.00			96				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	541	135	0.00	693	0.781	578	13.3	4.0	37.731	E
B-A	7	2	0.00	92	0.078	11	1.1	0.1	46.695	E
C-AB	506	126	0.00	805	0.628	514	3.9	1.8	12.643	B
C-A	619	155	0.00			619				
A-B	2	0.45	0.00			2				
A-C	78	20	0.00			78				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	453	113	0.00	703	0.644	462	4.0	1.9	15.381	C
B-A	6	2	0.00	194	0.031	6	0.1	0.0	19.194	C
C-AB	407	102	0.00	780	0.522	410	1.8	1.1	9.799	A
C-A	535	134	0.00			535				
A-B	2	0.38	0.00			2				
A-C	65	16	0.00			65				

D2 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		38.04	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	38.04	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	118	100.000
B - Upper Campsfield Road		ONE HOUR	✓	619	100.000
C - A4260 north		ONE HOUR	✓	1317	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	3	115
	B - Upper Campsfield Road	8	0	611
	C - A4260 north	758	559	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	40	8
	B - Upper Campsfield Road	0	0	3
	C - A4260 north	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.00	98.64	18.3	F	561	841
B-A	0.98	623.13	1.3	F	7	11
C-AB	0.82	19.68	5.3	C	599	899
C-A					609	914
A-B					3	4
A-C					106	158

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	460	115	0.00	698	0.659	453	0.0	1.8	14.294	B
B-A	6	2	0.00	188	0.032	6	0.0	0.0	19.746	C
C-AB	430	108	0.00	784	0.549	426	0.0	1.2	9.911	A
C-A	561	140	0.00			561				
A-B	2	0.56	0.00			2				
A-C	87	22	0.00			87				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	549	137	0.00	690	0.796	543	1.8	3.5	23.341	C
B-A	7	2	0.00	106	0.068	7	0.0	0.1	36.390	E
C-AB	543	136	0.00	823	0.660	540	1.2	2.0	12.629	B
C-A	641	160	0.00			641				
A-B	3	0.67	0.00			3				
A-C	103	26	0.00			103				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	673	168	0.00	677	0.993	637	3.5	12.5	60.343	F
B-A	9	2	0.00	9	0.982	5	0.1	1.1	623.129	F
C-AB	825	206	0.00	1012	0.815	813	2.0	4.9	17.842	C
C-A	625	156	0.00			625				
A-B	3	1	0.00			3				
A-C	127	32	0.00			127				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	673	168	0.00	670	1.004	649	12.5	18.3	98.641	F
B-A	9	2	0.00	12	0.725	8	1.1	1.3	485.570	F
C-AB	825	206	0.00	1010	0.816	823	4.9	5.3	19.680	C
C-A	625	156	0.00			625				
A-B	3	1	0.00			3				
A-C	127	32	0.00			127				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	549	137	0.00	684	0.803	603	18.3	4.8	55.634	F
B-A	7	2	0.00	61	0.118	12	1.3	0.1	78.114	F
C-AB	543	136	0.00	820	0.662	555	5.3	2.2	14.115	B
C-A	641	160	0.00			641				
A-B	3	0.67	0.00			3				
A-C	103	26	0.00			103				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	460	115	0.00	697	0.660	471	4.8	2.0	16.638	C
B-A	6	2	0.00	177	0.034	6	0.1	0.0	21.197	C
C-AB	430	108	0.00	784	0.549	434	2.2	1.3	10.390	B
C-A	561	140	0.00			561				
A-B	2	0.56	0.00			2				
A-C	87	22	0.00			87				

D3 - 2034 | DS3AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		36.36	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	36.36	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	113	100.000
B - Upper Campsfield Road		ONE HOUR	✓	616	100.000
C - A4260 north		ONE HOUR	✓	1317	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	2	111
	B - Upper Campsfield Road	8	0	608
	C - A4260 north	758	559	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	41	8
	B - Upper Campsfield Road	0	0	3
	C - A4260 north	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.00	93.27	17.1	F	558	837
B-A	0.98	617.89	1.3	F	7	11
C-AB	0.81	19.50	5.2	C	598	897
C-A					611	916
A-B					2	3
A-C					102	153

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	458	114	0.00	699	0.655	450	0.0	1.8	14.126	B
B-A	6	2	0.00	190	0.032	6	0.0	0.0	19.541	C
C-AB	430	108	0.00	785	0.548	425	0.0	1.2	9.880	A
C-A	561	140	0.00			561				
A-B	2	0.38	0.00			2				
A-C	84	21	0.00			84				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	547	137	0.00	692	0.790	540	1.8	3.4	22.834	C
B-A	7	2	0.00	108	0.066	7	0.0	0.1	35.443	E
C-AB	542	136	0.00	824	0.658	539	1.2	2.0	12.572	B
C-A	642	160	0.00			642				
A-B	2	0.45	0.00			2				
A-C	100	25	0.00			100				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	669	167	0.00	679	0.986	636	3.4	11.8	58.085	F
B-A	9	2	0.00	9	0.976	5	0.1	1.1	617.885	F
C-AB	821	205	0.00	1010	0.813	810	2.0	4.8	17.719	C
C-A	629	157	0.00			629				
A-B	2	0.55	0.00			2				
A-C	122	31	0.00			122				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	669	167	0.00	671	0.997	649	11.8	17.1	93.271	F
B-A	9	2	0.00	12	0.719	8	1.1	1.3	476.860	F
C-AB	821	205	0.00	1009	0.814	820	4.8	5.2	19.501	C
C-A	629	157	0.00			629				
A-B	2	0.55	0.00			2				
A-C	122	31	0.00			122				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	547	137	0.00	685	0.798	597	17.1	4.6	50.668	F
B-A	7	2	0.00	68	0.106	12	1.3	0.1	68.770	F
C-AB	542	136	0.00	821	0.660	554	5.2	2.2	14.015	B
C-A	642	160	0.00			642				
A-B	2	0.45	0.00			2				
A-C	100	25	0.00			100				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	458	114	0.00	698	0.656	468	4.6	2.0	16.294	C
B-A	6	2	0.00	179	0.034	6	0.1	0.0	20.876	C
C-AB	430	108	0.00	785	0.548	434	2.2	1.3	10.352	B
C-A	561	140	0.00			561				
A-B	2	0.38	0.00			2				
A-C	84	21	0.00			84				

D4 - 2034 | RC3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1231.69	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1231.69	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	294	100.000
B - Upper Campsfield Road		ONE HOUR	✓	1047	100.000
C - A4260 north		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	6	288
	B - Upper Campsfield Road	14	0	1033
	C - A4260 north	418	355	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	0	2
	B - Upper Campsfield Road	0	0	2
	C - A4260 north	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.83	2473.25	462.8	F	948	1422
B-A	1.65	2940.39	6.8	F	13	19
C-AB	0.55	11.09	1.2	B	329	493
C-A					381	571
A-B					6	8
A-C					264	396

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	778	194	0.00	666	1.167	647	0.0	32.8	104.361	F
B-A	11	3	0.00	9	1.167	5	0.0	1.3	673.977	F
C-AB	268	67	0.00	741	0.361	265	0.0	0.6	7.534	A
C-A	314	79	0.00			314				
A-B	5	1	0.00			5				
A-C	217	54	0.00			217				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	929	232	0.00	649	1.431	648	32.8	102.8	392.311	F
B-A	13	3	0.00	11	1.145	9	1.3	2.3	1034.273	F
C-AB	320	80	0.00	730	0.439	320	0.6	0.8	8.751	A
C-A	374	94	0.00			374				
A-B	5	1	0.00			5				
A-C	259	65	0.00			259				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1137	284	0.00	627	1.815	626	102.8	230.5	968.197	F
B-A	15	4	0.00	10	1.551	9	2.3	3.9	1544.451	F
C-AB	398	100	0.00	723	0.551	397	0.8	1.2	10.979	B
C-A	453	113	0.00			453				
A-B	7	2	0.00			7				
A-C	317	79	0.00			317				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1137	284	0.00	622	1.828	622	230.5	359.3	1713.491	F
B-A	15	4	0.00	9	1.646	9	3.9	5.5	2243.225	F
C-AB	398	100	0.00	723	0.551	398	1.2	1.2	11.095	B
C-A	453	113	0.00			453				
A-B	7	2	0.00			7				
A-C	317	79	0.00			317				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	929	232	0.00	640	1.452	640	359.3	431.5	2205.699	F
B-A	13	3	0.00	9	1.341	9	5.5	6.4	2708.270	F
C-AB	320	80	0.00	730	0.439	322	1.2	0.8	8.862	A
C-A	374	94	0.00			374				
A-B	5	1	0.00			5				
A-C	259	65	0.00			259				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	778	194	0.00	653	1.192	653	431.5	462.8	2473.251	F
B-A	11	3	0.00	9	1.114	9	6.4	6.8	2940.388	F
C-AB	268	67	0.00	741	0.361	268	0.8	0.6	7.631	A
C-A	314	79	0.00			314				
A-B	5	1	0.00			5				
A-C	217	54	0.00			217				

D5 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1077.02	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1077.02	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	290	100.000
B - Upper Campsfield Road		ONE HOUR	✓	1028	100.000
C - A4260 north		ONE HOUR	✓	797	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	6	284
	B - Upper Campsfield Road	14	0	1014
	C - A4260 north	430	367	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	0	2
	B - Upper Campsfield Road	0	0	0
	C - A4260 north	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.76	2219.94	420.9	F	930	1396
B-A	1.58	2676.03	6.4	F	13	19
C-AB	0.57	11.47	1.3	B	341	511
C-A					391	586
A-B					6	8
A-C					261	391

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	763	191	0.00	678	1.126	654	0.0	27.4	89.309	F
B-A	11	3	0.00	9	1.126	5	0.0	1.3	645.056	F
C-AB	277	69	0.00	742	0.373	274	0.0	0.6	7.658	A
C-A	323	81	0.00			323				
A-B	5	1	0.00			5				
A-C	214	53	0.00			214				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	912	228	0.00	660	1.381	659	27.4	90.4	337.161	F
B-A	13	3	0.00	12	1.092	9	1.3	2.2	959.730	F
C-AB	332	83	0.00	732	0.453	331	0.6	0.8	8.952	A
C-A	385	96	0.00			385				
A-B	5	1	0.00			5				
A-C	255	64	0.00			255				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1116	279	0.00	637	1.751	637	90.4	210.2	859.644	F
B-A	15	4	0.00	10	1.480	9	2.2	3.7	1425.716	F
C-AB	414	103	0.00	727	0.569	412	0.8	1.3	11.339	B
C-A	464	116	0.00			464				
A-B	7	2	0.00			7				
A-C	313	78	0.00			313				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1116	279	0.00	633	1.763	633	210.2	331.0	1545.433	F
B-A	15	4	0.00	10	1.575	9	3.7	5.3	2070.369	F
C-AB	414	103	0.00	727	0.569	414	1.3	1.3	11.473	B
C-A	464	116	0.00			464				
A-B	7	2	0.00			7				
A-C	313	78	0.00			313				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	912	228	0.00	651	1.400	651	331.0	396.1	1994.434	F
B-A	13	3	0.00	10	1.285	9	5.3	6.1	2483.520	F
C-AB	332	83	0.00	732	0.453	333	1.3	0.8	9.080	A
C-A	385	96	0.00			385				
A-B	5	1	0.00			5				
A-C	255	64	0.00			255				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	763	191	0.00	664	1.149	664	396.1	420.9	2219.945	F
B-A	11	3	0.00	10	1.068	9	6.1	6.4	2676.026	F
C-AB	277	69	0.00	742	0.373	278	0.8	0.6	7.768	A
C-A	323	81	0.00			323				
A-B	5	1	0.00			5				
A-C	214	53	0.00			214				

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1074.83	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1074.83	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	291	100.000
B - Upper Campsfield Road		ONE HOUR	✓	1027	100.000
C - A4260 north		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	6	285
	B - Upper Campsfield Road	14	0	1013
	C - A4260 north	429	366	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	0	2
	B - Upper Campsfield Road	0	0	0
	C - A4260 north	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.76	2215.50	419.9	F	930	1394
B-A	1.57	2671.36	6.4	F	13	19
C-AB	0.57	11.45	1.3	B	340	509
C-A					390	585
A-B					6	8
A-C					262	392

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	763	191	0.00	678	1.126	654	0.0	27.3	89.051	F
B-A	11	3	0.00	9	1.126	5	0.0	1.3	644.535	F
C-AB	276	69	0.00	742	0.372	274	0.0	0.6	7.650	A
C-A	323	81	0.00			323				
A-B	5	1	0.00			5				
A-C	215	54	0.00			215				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	911	228	0.00	660	1.380	659	27.3	90.2	336.221	F
B-A	13	3	0.00	12	1.092	9	1.3	2.2	958.526	F
C-AB	331	83	0.00	732	0.452	330	0.6	0.8	8.938	A
C-A	384	96	0.00			384				
A-B	5	1	0.00			5				
A-C	256	64	0.00			256				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1115	279	0.00	637	1.750	637	90.2	209.7	857.867	F
B-A	15	4	0.00	10	1.479	9	2.2	3.7	1423.809	F
C-AB	412	103	0.00	727	0.567	410	0.8	1.3	11.317	B
C-A	463	116	0.00			463				
A-B	7	2	0.00			7				
A-C	314	78	0.00			314				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1115	279	0.00	633	1.762	633	209.7	330.3	1542.742	F
B-A	15	4	0.00	10	1.574	9	3.7	5.3	2067.515	F
C-AB	412	103	0.00	727	0.567	412	1.3	1.3	11.449	B
C-A	463	116	0.00			463				
A-B	7	2	0.00			7				
A-C	314	78	0.00			314				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	911	228	0.00	651	1.399	651	330.3	395.2	1990.823	F
B-A	13	3	0.00	10	1.284	9	5.3	6.1	2479.638	F
C-AB	331	83	0.00	731	0.452	333	1.3	0.8	9.065	A
C-A	384	96	0.00			384				
A-B	5	1	0.00			5				
A-C	256	64	0.00			256				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	763	191	0.00	664	1.148	664	395.2	419.9	2215.500	F
B-A	11	3	0.00	10	1.067	9	6.1	6.4	2671.363	F
C-AB	276	69	0.00	742	0.372	277	0.8	0.6	7.758	A
C-A	323	81	0.00			323				
A-B	5	1	0.00			5				
A-C	215	54	0.00			215				

D7 - 2042 | RC4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		114.20	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	114.20	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	144	100.000
B - Upper Campsfield Road		ONE HOUR	✓	709	100.000
C - A4260 north		ONE HOUR	✓	1361	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	3	141
	B - Upper Campsfield Road	9	0	700
	C - A4260 north	780	581	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	33	6
	B - Upper Campsfield Road	0	0	3
	C - A4260 north	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.17	325.54	64.4	F	642	963
B-A	1.11	868.73	1.8	F	8	12
C-AB	0.86	23.50	7.4	C	657	986
C-A					592	888
A-B					3	4
A-C					129	194

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	527	132	0.00	692	0.762	515	0.0	2.9	19.311	C
B-A	7	2	0.00	142	0.048	7	0.0	0.0	26.519	D
C-AB	451	113	0.00	785	0.575	445	0.0	1.3	10.460	B
C-A	574	143	0.00			574				
A-B	2	0.56	0.00			2				
A-C	106	27	0.00			106				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	629	157	0.00	683	0.922	611	2.9	7.5	41.987	E
B-A	8	2	0.00	41	0.196	7	0.0	0.2	104.448	F
C-AB	579	145	0.00	838	0.691	575	1.3	2.3	13.612	B
C-A	644	161	0.00			644				
A-B	3	0.67	0.00			3				
A-C	127	32	0.00			127				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	771	193	0.00	666	1.157	658	7.5	35.7	134.941	F
B-A	10	2	0.00	9	1.107	5	0.2	1.3	716.632	F
C-AB	941	235	0.00	1100	0.856	925	2.3	6.5	20.158	C
C-A	557	139	0.00			557				
A-B	3	1	0.00			3				
A-C	155	39	0.00			155				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	771	193	0.00	658	1.172	656	35.7	64.4	285.629	F
B-A	10	2	0.00	11	0.905	8	1.3	1.8	868.732	F
C-AB	941	235	0.00	1098	0.858	938	6.5	7.5	23.501	C
C-A	557	139	0.00			557				
A-B	3	1	0.00			3				
A-C	155	39	0.00			155				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	629	157	0.00	675	0.933	664	64.4	55.7	325.542	F
B-A	8	2	0.00	12	0.700	8	1.8	1.8	851.436	F
C-AB	579	145	0.00	835	0.694	599	7.5	2.7	16.318	C
C-A	644	161	0.00			644				
A-B	3	0.67	0.00			3				
A-C	127	32	0.00			127				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	527	132	0.00	684	0.770	672	55.7	19.3	206.138	F
B-A	7	2	0.00	13	0.530	8	1.8	1.6	748.199	F
C-AB	451	113	0.00	784	0.575	456	2.7	1.4	11.112	B
C-A	574	143	0.00			574				
A-B	2	0.56	0.00			2				
A-C	106	27	0.00			106				

D8 - 2042 | DS4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		119.63	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	119.63	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	156	100.000
B - Upper Campsfield Road		ONE HOUR	✓	709	100.000
C - A4260 north		ONE HOUR	✓	1396	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	3	153
	B - Upper Campsfield Road	9	0	700
	C - A4260 north	803	593	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	30	6
	B - Upper Campsfield Road	0	0	3
	C - A4260 north	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.18	345.91	67.5	F	642	963
B-A	1.11	886.06	1.8	F	8	12
C-AB	0.88	26.42	9.2	D	696	1044
C-A					585	877
A-B					3	4
A-C					140	211

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	527	132	0.00	689	0.765	515	0.0	3.0	19.565	C
B-A	7	2	0.00	137	0.050	7	0.0	0.1	27.599	D
C-AB	463	116	0.00	786	0.589	457	0.0	1.4	10.766	B
C-A	588	147	0.00			588				
A-B	2	0.56	0.00			2				
A-C	115	29	0.00			115				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	629	157	0.00	679	0.926	610	3.0	7.7	43.166	E
B-A	8	2	0.00	37	0.216	7	0.1	0.2	117.477	F
C-AB	603	151	0.00	850	0.709	598	1.4	2.6	14.162	B
C-A	652	163	0.00			652				
A-B	3	0.67	0.00			3				
A-C	138	34	0.00			138				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	771	193	0.00	660	1.167	653	7.7	37.2	140.516	F
B-A	10	2	0.00	9	1.108	6	0.2	1.3	726.919	F
C-AB	1023	256	0.00	1165	0.878	1002	2.6	7.9	21.601	C
C-A	514	128	0.00			514				
A-B	3	1	0.00			3				
A-C	168	42	0.00			168				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	771	193	0.00	651	1.184	650	37.2	67.5	300.239	F
B-A	10	2	0.00	11	0.917	8	1.3	1.8	886.063	F
C-AB	1023	256	0.00	1163	0.880	1018	7.9	9.2	26.422	D
C-A	514	128	0.00			514				
A-B	3	1	0.00			3				
A-C	168	42	0.00			168				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	629	157	0.00	671	0.939	661	67.5	59.6	345.908	F
B-A	8	2	0.00	11	0.709	8	1.8	1.8	872.332	F
C-AB	603	151	0.00	847	0.712	628	9.2	3.0	18.084	C
C-A	652	163	0.00			652				
A-B	3	0.67	0.00			3				
A-C	138	34	0.00			138				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	527	132	0.00	681	0.773	670	59.6	23.8	228.572	F
B-A	7	2	0.00	13	0.538	8	1.8	1.6	771.451	F
C-AB	463	116	0.00	786	0.589	469	3.0	1.5	11.542	B
C-A	588	147	0.00			588				
A-B	2	0.56	0.00			2				
A-C	115	29	0.00			115				

D9 - 2042 | DS4AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		116.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	116.54	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	154	100.000
B - Upper Campsfield Road		ONE HOUR	✓	707	100.000
C - A4260 north		ONE HOUR	✓	1398	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	3	151
	B - Upper Campsfield Road	9	0	698
	C - A4260 north	804	594	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	30	6
	B - Upper Campsfield Road	0	0	3
	C - A4260 north	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.18	336.47	66.0	F	640	961
B-A	1.11	878.38	1.8	F	8	12
C-AB	0.88	26.51	9.3	D	698	1047
C-A					585	877
A-B					3	4
A-C					139	208

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	525	131	0.00	689	0.762	514	0.0	2.9	19.389	C
B-A	7	2	0.00	138	0.049	7	0.0	0.1	27.370	D
C-AB	464	116	0.00	787	0.589	458	0.0	1.4	10.772	B
C-A	589	147	0.00			589				
A-B	2	0.56	0.00			2				
A-C	114	28	0.00			114				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	627	157	0.00	680	0.923	609	2.9	7.5	42.401	E
B-A	8	2	0.00	39	0.207	7	0.1	0.2	111.424	F
C-AB	604	151	0.00	851	0.709	600	1.4	2.6	14.171	B
C-A	653	163	0.00			653				
A-B	3	0.67	0.00			3				
A-C	136	34	0.00			136				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	769	192	0.00	661	1.163	653	7.5	36.4	137.799	F
B-A	10	2	0.00	9	1.107	5	0.2	1.3	722.244	F
C-AB	1027	257	0.00	1168	0.879	1005	2.6	8.0	21.636	C
C-A	512	128	0.00			512				
A-B	3	1	0.00			3				
A-C	166	42	0.00			166				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	769	192	0.00	652	1.180	650	36.4	66.0	293.891	F
B-A	10	2	0.00	11	0.913	8	1.3	1.8	878.377	F
C-AB	1027	257	0.00	1166	0.881	1022	8.0	9.3	26.505	D
C-A	512	128	0.00			512				
A-B	3	1	0.00			3				
A-C	166	42	0.00			166				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	627	157	0.00	671	0.935	661	66.0	57.6	336.469	F
B-A	8	2	0.00	11	0.705	8	1.8	1.8	861.920	F
C-AB	604	151	0.00	848	0.713	629	9.3	3.0	18.134	C
C-A	653	163	0.00			653				
A-B	3	0.67	0.00			3				
A-C	136	34	0.00			136				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	525	131	0.00	682	0.771	670	57.6	21.4	217.202	F
B-A	7	2	0.00	13	0.533	8	1.8	1.6	759.124	F
C-AB	464	116	0.00	786	0.590	469	3.0	1.5	11.555	B
C-A	589	147	0.00			589				
A-B	2	0.56	0.00			2				
A-C	114	28	0.00			114				

D10 - 2042 | RC4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1453.31	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1453.31	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	371	100.000
B - Upper Campsfield Road		ONE HOUR	✓	1110	100.000
C - A4260 north		ONE HOUR	✓	842	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	8	363
	B - Upper Campsfield Road	15	0	1095
	C - A4260 north	455	387	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	0	2
	B - Upper Campsfield Road	0	0	0
	C - A4260 north	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	2.00	3050.88	566.2	F	1005	1507
B-A	1.83	3511.86	8.3	F	14	21
C-AB	0.62	13.39	1.7	B	363	544
C-A					410	615
A-B					7	11
A-C					333	500

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	824	206	0.00	660	1.249	646	0.0	44.7	136.359	F
B-A	11	3	0.00	9	1.249	5	0.0	1.5	705.181	F
C-AB	292	73	0.00	724	0.403	289	0.0	0.7	8.229	A
C-A	342	85	0.00			342				
A-B	6	2	0.00			6				
A-C	273	68	0.00			273				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	984	246	0.00	638	1.542	638	44.7	131.2	516.117	F
B-A	13	3	0.00	11	1.267	9	1.5	2.6	1169.712	F
C-AB	351	88	0.00	712	0.493	350	0.7	1.0	9.898	A
C-A	406	101	0.00			406				
A-B	7	2	0.00			7				
A-C	326	82	0.00			326				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1206	301	0.00	609	1.981	609	131.2	280.4	1226.673	F
B-A	17	4	0.00	10	1.735	9	2.6	4.6	1799.250	F
C-AB	445	111	0.00	714	0.623	442	1.0	1.7	13.138	B
C-A	482	120	0.00			482				
A-B	9	2	0.00			9				
A-C	400	100	0.00			400				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1206	301	0.00	603	2.000	603	280.4	431.2	2132.198	F
B-A	17	4	0.00	9	1.834	9	4.6	6.5	2627.151	F
C-AB	445	111	0.00	714	0.624	445	1.7	1.7	13.392	B
C-A	482	120	0.00			482				
A-B	9	2	0.00			9				
A-C	400	100	0.00			400				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	984	246	0.00	626	1.573	626	431.2	520.8	2696.171	F
B-A	13	3	0.00	9	1.474	9	6.5	7.7	3195.324	F
C-AB	351	88	0.00	712	0.493	354	1.7	1.0	10.115	B
C-A	406	101	0.00			406				
A-B	7	2	0.00			7				
A-C	326	82	0.00			326				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	824	206	0.00	643	1.283	643	520.8	566.2	3050.880	F
B-A	11	3	0.00	9	1.215	9	7.7	8.3	3511.859	F
C-AB	292	73	0.00	724	0.403	293	1.0	0.7	8.379	A
C-A	342	85	0.00			342				
A-B	6	2	0.00			6				
A-C	273	68	0.00			273				

D11 - 2042 | DS4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1376.75	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1376.75	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	365	100.000
B - Upper Campsfield Road		ONE HOUR	✓	1095	100.000
C - A4260 north		ONE HOUR	✓	863	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	8	357
	B - Upper Campsfield Road	15	0	1080
	C - A4260 north	463	400	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	0	2
	B - Upper Campsfield Road	0	0	0
	C - A4260 north	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.97	2929.05	543.9	F	991	1487
B-A	1.80	3384.70	8.1	F	14	21
C-AB	0.64	13.94	1.8	B	377	565
C-A					415	623
A-B					7	11
A-C					328	491

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	813	203	0.00	661	1.229	646	0.0	41.8	128.639	F
B-A	11	3	0.00	9	1.229	5	0.0	1.5	691.518	F
C-AB	302	75	0.00	726	0.416	299	0.0	0.7	8.382	A
C-A	348	87	0.00			348				
A-B	6	2	0.00			6				
A-C	269	67	0.00			269				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	971	243	0.00	640	1.518	639	41.8	124.7	488.094	F
B-A	13	3	0.00	11	1.241	9	1.5	2.6	1133.605	F
C-AB	363	91	0.00	715	0.508	362	0.7	1.0	10.156	B
C-A	412	103	0.00			412				
A-B	7	2	0.00			7				
A-C	321	80	0.00			321				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1189	297	0.00	610	1.949	610	124.7	269.4	1172.914	F
B-A	17	4	0.00	10	1.701	9	2.6	4.5	1740.280	F
C-AB	464	116	0.00	723	0.643	461	1.0	1.8	13.632	B
C-A	486	121	0.00			486				
A-B	9	2	0.00			9				
A-C	393	98	0.00			393				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1189	297	0.00	604	1.969	604	269.4	415.7	2048.905	F
B-A	17	4	0.00	9	1.801	9	4.5	6.4	2542.500	F
C-AB	464	116	0.00	723	0.643	464	1.8	1.8	13.940	B
C-A	486	121	0.00			486				
A-B	9	2	0.00			9				
A-C	393	98	0.00			393				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	971	243	0.00	627	1.548	627	415.7	501.6	2594.117	F
B-A	13	3	0.00	9	1.448	9	6.4	7.5	3087.248	F
C-AB	363	91	0.00	715	0.508	367	1.8	1.1	10.414	B
C-A	412	103	0.00			412				
A-B	7	2	0.00			7				
A-C	321	80	0.00			321				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	813	203	0.00	644	1.263	644	501.6	543.9	2929.049	F
B-A	11	3	0.00	9	1.194	9	7.5	8.1	3384.703	F
C-AB	302	75	0.00	726	0.416	303	1.1	0.7	8.545	A
C-A	348	87	0.00			348				
A-B	6	2	0.00			6				
A-C	269	67	0.00			269				

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Campsfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1373.82	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1373.82	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4260 south		ONE HOUR	✓	363	100.000
B - Upper Campsfield Road		ONE HOUR	✓	1094	100.000
C - A4260 north		ONE HOUR	✓	857	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	8	355
	B - Upper Campsfield Road	15	0	1079
	C - A4260 north	460	397	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4260 south	B - Upper Campsfield Road	C - A4260 north
From	A - A4260 south	0	0	2
	B - Upper Campsfield Road	0	0	0
	C - A4260 north	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.96	2914.16	541.5	F	990	1485
B-A	1.80	3369.23	8.1	F	14	21
C-AB	0.64	13.75	1.8	B	373	560
C-A					413	620
A-B					7	11
A-C					326	489

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	812	203	0.00	662	1.227	646	0.0	41.5	127.837	F
B-A	11	3	0.00	9	1.227	5	0.0	1.5	690.064	F
C-AB	300	75	0.00	726	0.413	297	0.0	0.7	8.331	A
C-A	346	86	0.00			346				
A-B	6	2	0.00			6				
A-C	267	67	0.00			267				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	970	242	0.00	640	1.515	640	41.5	124.0	484.930	F
B-A	13	3	0.00	11	1.239	9	1.5	2.6	1129.278	F
C-AB	361	90	0.00	716	0.504	359	0.7	1.0	10.070	B
C-A	410	102	0.00			410				
A-B	7	2	0.00			7				
A-C	319	80	0.00			319				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1188	297	0.00	611	1.945	611	124.0	268.3	1166.086	F
B-A	17	4	0.00	10	1.697	9	2.6	4.5	1732.696	F
C-AB	460	115	0.00	721	0.637	457	1.0	1.8	13.467	B
C-A	484	121	0.00			484				
A-B	9	2	0.00			9				
A-C	391	98	0.00			391				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1188	297	0.00	605	1.964	605	268.3	414.1	2037.536	F
B-A	17	4	0.00	9	1.796	9	4.5	6.4	2531.559	F
C-AB	460	115	0.00	721	0.637	459	1.8	1.8	13.754	B
C-A	484	121	0.00			484				
A-B	9	2	0.00			9				
A-C	391	98	0.00			391				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	970	242	0.00	628	1.545	628	414.1	499.6	2581.383	F
B-A	13	3	0.00	9	1.445	9	6.4	7.5	3073.839	F
C-AB	361	90	0.00	715	0.504	364	1.8	1.0	10.314	B
C-A	410	102	0.00			410				
A-B	7	2	0.00			7				
A-C	319	80	0.00			319				

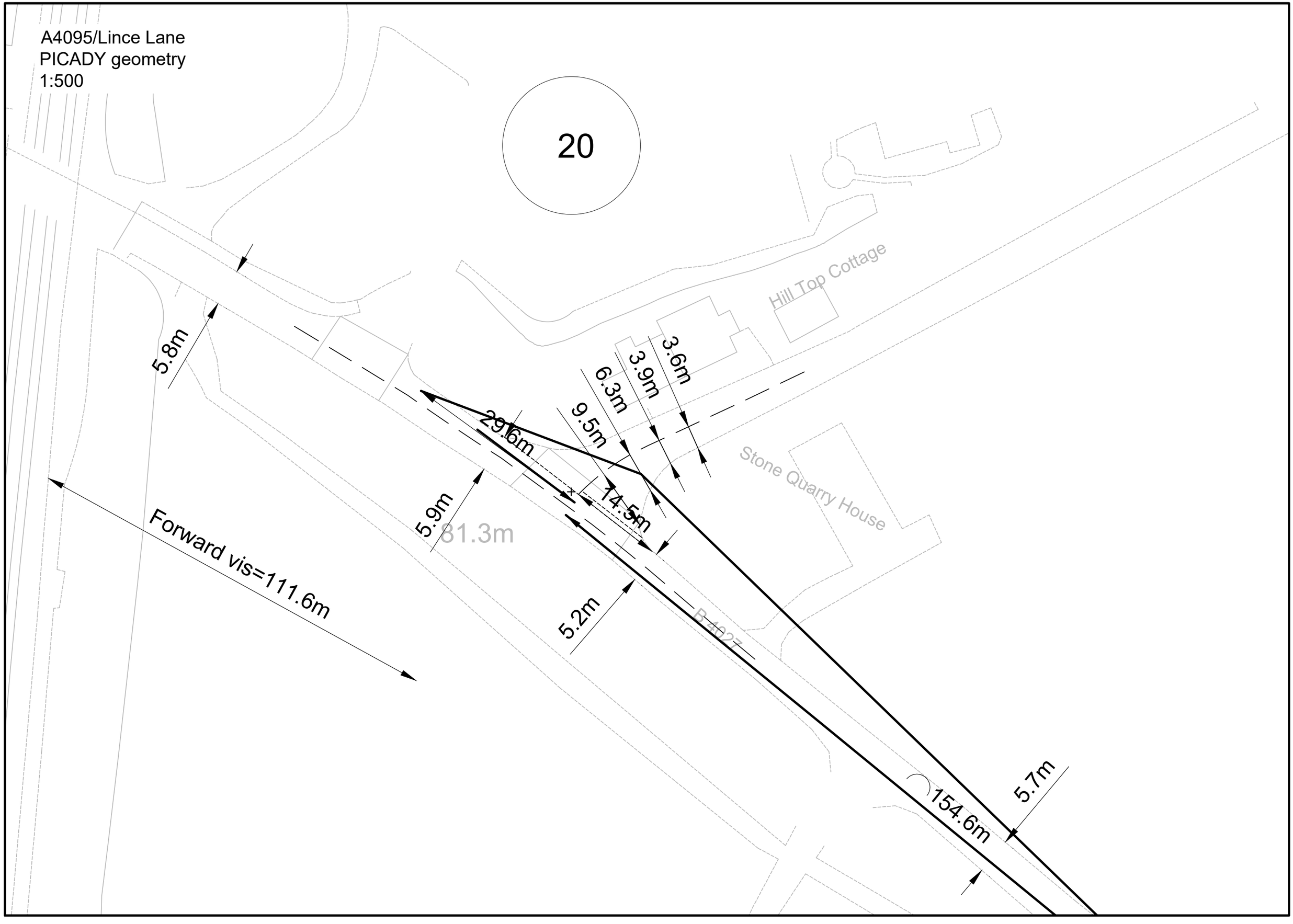
18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	812	203	0.00	645	1.260	644	499.6	541.5	2914.165	F
B-A	11	3	0.00	9	1.192	9	7.5	8.1	3369.234	F
C-AB	300	75	0.00	726	0.413	301	1.0	0.7	8.492	A
C-A	346	86	0.00			346				
A-B	6	2	0.00			6				
A-C	267	67	0.00			267				

APPENDIX N

A4095 STATION ROAD/LINCE LANE JUNCTIONS 11 PICADY REPORT

A4095/Lince Lane
PICADY geometry
1:500



Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260115 B4027_Lince Lane T-junction.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\20. A4095 Bunkers Hill_Lince Ln T-junction
Report generation date: 26/03/2026 17:28:14

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3AwTP | AM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | RC4A | PM
»D9 - 2042 | DS4A | AM
»D10 - 2042 | DS4A | PM
»D11 - 2042 | DS4AwTP | AM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		2.9	38.35	0.76	E		18.0	138.74	1.02	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2034 - DS3A									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		3.6	42.59	0.80	E		35.3	235.07	1.11	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2034 - DS3AwTP									
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		3.6	42.14	0.80	E		31.9	214.35	1.10	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - RC4A									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		8.9	100.23	0.95	F		46.7	318.38	1.17	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - DS4A									
Stream B-C	D9	0.0	0.00	0.00	A	D10	0.0	0.00	0.00	A
Stream B-A		12.4	128.04	0.99	F		54.3	373.07	1.20	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2042 - DS4AwTP									
Stream B-C	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream B-A		13.6	136.77	1.00	F		53.9	372.64	1.20	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	15/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						1.00	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		8.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.15	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4095 Bunkers Hill		Major
B	A4095 Lince lane		Minor
C	B4027 Station Rd		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B4027 Station Rd	5.70			112.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B - A4095 Lince lane	One lane plus flare	10.00	9.50	6.30	3.90	3.60	✓	2.00	155	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	624	0.115	0.291	0.183	0.416
B-C	681	0.106	0.267	-	-
C-B	639	0.251	0.251	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	819	100.000
B - A4095 Lince lane		ONE HOUR	✓	262	100.000
C - B4027 Station Rd		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	301	518
	B - A4095 Lince lane	262	0	0
	C - B4027 Station Rd	164	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	0	0
	B - A4095 Lince lane	2	0	0
	C - B4027 Station Rd	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.76	38.35	2.9	E	240	361
C-AB	0.00	0.00	0.0	A	0	0
C-A					150	226
A-B					276	414
A-C					475	713

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
B-A	197	49	0.00	454	0.435	194	0.0	0.7	13.715	B
C-AB	0	0	0.00	478	0.000	0	0.0	0.0	0.000	A
C-A	123	31	0.00			123				
A-B	227	57	0.00			227				
A-C	390	97	0.00			390				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	454	0.000	0	0.0	0.0	0.000	A
B-A	236	59	0.00	423	0.557	234	0.7	1.2	18.846	C
C-AB	0	0	0.00	449	0.000	0	0.0	0.0	0.000	A
C-A	147	37	0.00			147				
A-B	271	68	0.00			271				
A-C	466	116	0.00			466				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	398	0.000	0	0.0	0.0	0.000	A
B-A	288	72	0.00	380	0.759	282	1.2	2.7	34.881	D
C-AB	0	0	0.00	408	0.000	0	0.0	0.0	0.000	A
C-A	181	45	0.00			181				
A-B	331	83	0.00			331				
A-C	570	143	0.00			570				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	396	0.000	0	0.0	0.0	0.000	A
B-A	288	72	0.00	380	0.759	288	2.7	2.9	38.345	E
C-AB	0	0	0.00	408	0.000	0	0.0	0.0	0.000	A
C-A	181	45	0.00			181				
A-B	331	83	0.00			331				
A-C	570	143	0.00			570				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	451	0.000	0	0.0	0.0	0.000	A
B-A	236	59	0.00	423	0.557	242	2.9	1.3	20.537	C
C-AB	0	0	0.00	449	0.000	0	0.0	0.0	0.000	A
C-A	147	37	0.00			147				
A-B	271	68	0.00			271				
A-C	466	116	0.00			466				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	491	0.000	0	0.0	0.0	0.000	A
B-A	197	49	0.00	454	0.435	199	1.3	0.8	14.254	B
C-AB	0	0	0.00	478	0.000	0	0.0	0.0	0.000	A
C-A	123	31	0.00			123				
A-B	227	57	0.00			227				
A-C	390	97	0.00			390				

D2 - 2034 | RC3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		47.12	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	47.12	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	626	100.000
B - A4095 Lince lane		ONE HOUR	✓	427	100.000
C - B4027 Station Rd		ONE HOUR	✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	428	198
	B - A4095 Lince lane	427	0	0
	C - B4027 Station Rd	211	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	0	0
	B - A4095 Lince lane	1	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	1.02	138.74	18.0	F	392	588
C-AB	0.00	0.00	0.0	A	0	0
C-A					194	290
A-B					393	589
A-C					182	273

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	512	0.000	0	0.0	0.0	0.000	A
B-A	321	80	0.00	510	0.630	315	0.0	1.6	17.903	C
C-AB	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
C-A	159	40	0.00			159				
A-B	322	81	0.00			322				
A-C	149	37	0.00			149				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	475	0.000	0	0.0	0.0	0.000	A
B-A	384	96	0.00	489	0.785	378	1.6	3.2	30.599	D
C-AB	0	0	0.00	498	0.000	0	0.0	0.0	0.000	A
C-A	190	47	0.00			190				
A-B	385	96	0.00			385				
A-C	178	44	0.00			178				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	430	0.000	0	0.0	0.0	0.000	A
B-A	470	118	0.00	460	1.022	434	3.2	12.3	84.363	F
C-AB	0	0	0.00	466	0.000	0	0.0	0.0	0.000	A
C-A	232	58	0.00			232				
A-B	471	118	0.00			471				
A-C	218	55	0.00			218				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	430	0.000	0	0.0	0.0	0.000	A
B-A	470	118	0.00	460	1.022	447	12.3	18.0	138.737	F
C-AB	0	0	0.00	466	0.000	0	0.0	0.0	0.000	A
C-A	232	58	0.00			232				
A-B	471	118	0.00			471				
A-C	218	55	0.00			218				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	455	0.000	0	0.0	0.0	0.000	A
B-A	384	96	0.00	489	0.785	438	18.0	4.5	83.155	F
C-AB	0	0	0.00	498	0.000	0	0.0	0.0	0.000	A
C-A	190	47	0.00			190				
A-B	385	96	0.00			385				
A-C	178	44	0.00			178				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	506	0.000	0	0.0	0.0	0.000	A
B-A	321	80	0.00	510	0.630	332	4.5	1.8	21.321	C
C-AB	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
C-A	159	40	0.00			159				
A-B	322	81	0.00			322				
A-C	149	37	0.00			149				

D3 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		10.57	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.57	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	801	100.000
B - A4095 Lince lane		ONE HOUR	✓	296	100.000
C - B4027 Station Rd		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	352	449
	B - A4095 Lince lane	296	0	0
	C - B4027 Station Rd	110	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	0	0
	B - A4095 Lince lane	2	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.80	42.59	3.6	E	272	407
C-AB	0.00	0.00	0.0	A	0	0
C-A					101	151
A-B					323	485
A-C					412	618

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	496	0.000	0	0.0	0.0	0.000	A
B-A	223	56	0.00	472	0.472	219	0.0	0.9	14.052	B
C-AB	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
C-A	83	21	0.00			83				
A-B	265	66	0.00			265				
A-C	338	85	0.00			338				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	458	0.000	0	0.0	0.0	0.000	A
B-A	266	67	0.00	445	0.598	264	0.9	1.4	19.654	C
C-AB	0	0	0.00	458	0.000	0	0.0	0.0	0.000	A
C-A	99	25	0.00			99				
A-B	316	79	0.00			316				
A-C	404	101	0.00			404				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	404	0.000	0	0.0	0.0	0.000	A
B-A	326	81	0.00	407	0.801	318	1.4	3.4	37.671	E
C-AB	0	0	0.00	418	0.000	0	0.0	0.0	0.000	A
C-A	121	30	0.00			121				
A-B	388	97	0.00			388				
A-C	494	124	0.00			494				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	402	0.000	0	0.0	0.0	0.000	A
B-A	326	81	0.00	407	0.801	325	3.4	3.6	42.593	E
C-AB	0	0	0.00	418	0.000	0	0.0	0.0	0.000	A
C-A	121	30	0.00			121				
A-B	388	97	0.00			388				
A-C	494	124	0.00			494				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	455	0.000	0	0.0	0.0	0.000	A
B-A	266	67	0.00	445	0.598	274	3.6	1.6	22.026	C
C-AB	0	0	0.00	458	0.000	0	0.0	0.0	0.000	A
C-A	99	25	0.00			99				
A-B	316	79	0.00			316				
A-C	404	101	0.00			404				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
B-A	223	56	0.00	472	0.472	225	1.6	0.9	14.730	B
C-AB	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
C-A	83	21	0.00			83				
A-B	265	66	0.00			265				
A-C	338	85	0.00			338				

D4 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		85.99	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	85.99	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	609	100.000
B - A4095 Lince lane		ONE HOUR	✓	471	100.000
C - B4027 Station Rd		ONE HOUR	✓	198	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	410	199
	B - A4095 Lince lane	471	0	0
	C - B4027 Station Rd	198	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	0	6
	B - A4095 Lince lane	0	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	1.11	235.07	35.3	F	432	648
C-AB	0.00	0.00	0.0	A	0	0
C-A					182	273
A-B					376	564
A-C					183	274

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
B-A	355	89	0.00	515	0.688	346	0.0	2.0	20.433	C
C-AB	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
C-A	149	37	0.00			149				
A-B	309	77	0.00			309				
A-C	150	37	0.00			150				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	463	0.000	0	0.0	0.0	0.000	A
B-A	423	106	0.00	494	0.857	413	2.0	4.6	39.870	E
C-AB	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
C-A	178	44	0.00			178				
A-B	369	92	0.00			369				
A-C	179	45	0.00			179				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	429	0.000	0	0.0	0.0	0.000	A
B-A	519	130	0.00	465	1.115	453	4.6	21.1	123.393	F
C-AB	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
C-A	218	55	0.00			218				
A-B	451	113	0.00			451				
A-C	219	55	0.00			219				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	429	0.000	0	0.0	0.0	0.000	A
B-A	519	130	0.00	465	1.115	462	21.1	35.3	235.071	F
C-AB	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
C-A	218	55	0.00			218				
A-B	451	113	0.00			451				
A-C	219	55	0.00			219				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	444	0.000	0	0.0	0.0	0.000	A
B-A	423	106	0.00	494	0.857	481	35.3	21.0	214.689	F
C-AB	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
C-A	178	44	0.00			178				
A-B	369	92	0.00			369				
A-C	179	45	0.00			179				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	477	0.000	0	0.0	0.0	0.000	A
B-A	355	89	0.00	515	0.688	429	21.0	2.5	63.173	F
C-AB	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
C-A	149	37	0.00			149				
A-B	309	77	0.00			309				
A-C	150	37	0.00			150				

D5 - 2034 | DS3AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		10.47	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.47	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	794	100.000
B - A4095 Lince lane		ONE HOUR	✓	295	100.000
C - B4027 Station Rd		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	342	452
	B - A4095 Lince lane	295	0	0
	C - B4027 Station Rd	112	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	0	0
	B - A4095 Lince lane	2	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.80	42.14	3.6	E	271	406
C-AB	0.00	0.00	0.0	A	0	0
C-A					103	154
A-B					314	471
A-C					415	622

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
B-A	222	56	0.00	472	0.470	219	0.0	0.9	14.016	B
C-AB	0	0	0.00	489	0.000	0	0.0	0.0	0.000	A
C-A	84	21	0.00			84				
A-B	257	64	0.00			257				
A-C	340	85	0.00			340				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	458	0.000	0	0.0	0.0	0.000	A
B-A	265	66	0.00	445	0.596	263	0.9	1.4	19.570	C
C-AB	0	0	0.00	460	0.000	0	0.0	0.0	0.000	A
C-A	101	25	0.00			101				
A-B	307	77	0.00			307				
A-C	406	102	0.00			406				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	405	0.000	0	0.0	0.0	0.000	A
B-A	325	81	0.00	407	0.799	317	1.4	3.3	37.358	E
C-AB	0	0	0.00	420	0.000	0	0.0	0.0	0.000	A
C-A	123	31	0.00			123				
A-B	377	94	0.00			377				
A-C	498	124	0.00			498				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	403	0.000	0	0.0	0.0	0.000	A
B-A	325	81	0.00	407	0.799	324	3.3	3.6	42.139	E
C-AB	0	0	0.00	420	0.000	0	0.0	0.0	0.000	A
C-A	123	31	0.00			123				
A-B	377	94	0.00			377				
A-C	498	124	0.00			498				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	455	0.000	0	0.0	0.0	0.000	A
B-A	265	66	0.00	445	0.596	273	3.6	1.6	21.884	C
C-AB	0	0	0.00	460	0.000	0	0.0	0.0	0.000	A
C-A	101	25	0.00			101				
A-B	307	77	0.00			307				
A-C	406	102	0.00			406				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
B-A	222	56	0.00	472	0.470	225	1.6	0.9	14.685	B
C-AB	0	0	0.00	489	0.000	0	0.0	0.0	0.000	A
C-A	84	21	0.00			84				
A-B	257	64	0.00			257				
A-C	340	85	0.00			340				

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		78.59	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	78.59	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	604	100.000
B - A4095 Lince lane		ONE HOUR	✓	467	100.000
C - B4027 Station Rd		ONE HOUR	✓	198	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	411	193
	B - A4095 Lince lane	467	0	0
	C - B4027 Station Rd	198	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	0	3
	B - A4095 Lince lane	0	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	1.10	214.35	31.9	F	429	643
C-AB	0.00	0.00	0.0	A	0	0
C-A					182	273
A-B					377	566
A-C					177	266

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
B-A	352	88	0.00	518	0.679	344	0.0	2.0	19.891	C
C-AB	0	0	0.00	524	0.000	0	0.0	0.0	0.000	A
C-A	149	37	0.00			149				
A-B	309	77	0.00			309				
A-C	145	36	0.00			145				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	467	0.000	0	0.0	0.0	0.000	A
B-A	420	105	0.00	497	0.845	410	2.0	4.3	37.811	E
C-AB	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
C-A	178	44	0.00			178				
A-B	369	92	0.00			369				
A-C	174	43	0.00			174				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	431	0.000	0	0.0	0.0	0.000	A
B-A	514	129	0.00	469	1.097	454	4.3	19.4	114.878	F
C-AB	0	0	0.00	471	0.000	0	0.0	0.0	0.000	A
C-A	218	55	0.00			218				
A-B	453	113	0.00			453				
A-C	212	53	0.00			212				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	431	0.000	0	0.0	0.0	0.000	A
B-A	514	129	0.00	469	1.097	464	19.4	31.9	214.349	F
C-AB	0	0	0.00	471	0.000	0	0.0	0.0	0.000	A
C-A	218	55	0.00			218				
A-B	453	113	0.00			453				
A-C	212	53	0.00			212				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	446	0.000	0	0.0	0.0	0.000	A
B-A	420	105	0.00	497	0.845	482	31.9	16.3	185.305	F
C-AB	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
C-A	178	44	0.00			178				
A-B	369	92	0.00			369				
A-C	174	43	0.00			174				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	486	0.000	0	0.0	0.0	0.000	A
B-A	352	88	0.00	518	0.679	408	16.3	2.3	45.303	E
C-AB	0	0	0.00	524	0.000	0	0.0	0.0	0.000	A
C-A	149	37	0.00			149				
A-B	309	77	0.00			309				
A-C	145	36	0.00			145				

D7 - 2042 | RC4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		22.95	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.95	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	911	100.000
B - A4095 Lince lane		ONE HOUR	✓	308	100.000
C - B4027 Station Rd		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	350	561
	B - A4095 Lince lane	308	0	0
	C - B4027 Station Rd	126	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	1	5
	B - A4095 Lince lane	3	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.95	100.23	8.9	F	283	424
C-AB	0.00	0.00	0.0	A	0	0
C-A					116	173
A-B					321	482
A-C					515	772

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	465	0.000	0	0.0	0.0	0.000	A
B-A	232	58	0.00	438	0.530	228	0.0	1.1	16.814	C
C-AB	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
C-A	95	24	0.00			95				
A-B	263	66	0.00			263				
A-C	422	106	0.00			422				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	419	0.000	0	0.0	0.0	0.000	A
B-A	277	69	0.00	404	0.685	273	1.1	2.0	26.712	D
C-AB	0	0	0.00	428	0.000	0	0.0	0.0	0.000	A
C-A	113	28	0.00			113				
A-B	315	79	0.00			315				
A-C	504	126	0.00			504				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	355	0.000	0	0.0	0.0	0.000	A
B-A	339	85	0.00	358	0.947	319	2.0	7.0	70.341	F
C-AB	0	0	0.00	380	0.000	0	0.0	0.0	0.000	A
C-A	139	35	0.00			139				
A-B	385	96	0.00			385				
A-C	618	154	0.00			618				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	351	0.000	0	0.0	0.0	0.000	A
B-A	339	85	0.00	358	0.947	331	7.0	8.9	100.225	F
C-AB	0	0	0.00	380	0.000	0	0.0	0.0	0.000	A
C-A	139	35	0.00			139				
A-B	385	96	0.00			385				
A-C	618	154	0.00			618				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	409	0.000	0	0.0	0.0	0.000	A
B-A	277	69	0.00	404	0.685	303	8.9	2.4	41.873	E
C-AB	0	0	0.00	428	0.000	0	0.0	0.0	0.000	A
C-A	113	28	0.00			113				
A-B	315	79	0.00			315				
A-C	504	126	0.00			504				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
B-A	232	58	0.00	438	0.530	237	2.4	1.2	18.333	C
C-AB	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
C-A	95	24	0.00			95				
A-B	263	66	0.00			263				
A-C	422	106	0.00			422				

D8 - 2042 | RC4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		110.84	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	110.84	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	692	100.000
B - A4095 Lince lane		ONE HOUR	✓	480	100.000
C - B4027 Station Rd		ONE HOUR	✓	217	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	521	171
	B - A4095 Lince lane	480	0	0
	C - B4027 Station Rd	217	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	1	0
	B - A4095 Lince lane	2	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	1.17	318.38	46.7	F	440	661
C-AB	0.00	0.00	0.0	A	0	0
C-A					199	299
A-B					478	717
A-C					157	235

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	496	0.000	0	0.0	0.0	0.000	A
B-A	361	90	0.00	503	0.718	352	0.0	2.3	22.654	C
C-AB	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-A	163	41	0.00			163				
A-B	392	98	0.00			392				
A-C	129	32	0.00			129				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	455	0.000	0	0.0	0.0	0.000	A
B-A	432	108	0.00	481	0.896	418	2.3	5.8	48.165	E
C-AB	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
C-A	195	49	0.00			195				
A-B	468	117	0.00			468				
A-C	154	38	0.00			154				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	427	0.000	0	0.0	0.0	0.000	A
B-A	528	132	0.00	452	1.170	444	5.8	27.0	154.028	F
C-AB	0	0	0.00	447	0.000	0	0.0	0.0	0.000	A
C-A	239	60	0.00			239				
A-B	574	143	0.00			574				
A-C	188	47	0.00			188				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	427	0.000	0	0.0	0.0	0.000	A
B-A	528	132	0.00	452	1.170	450	27.0	46.7	307.026	F
C-AB	0	0	0.00	447	0.000	0	0.0	0.0	0.000	A
C-A	239	60	0.00			239				
A-B	574	143	0.00			574				
A-C	188	47	0.00			188				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	443	0.000	0	0.0	0.0	0.000	A
B-A	432	108	0.00	481	0.896	471	46.7	36.7	318.378	F
C-AB	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
C-A	195	49	0.00			195				
A-B	468	117	0.00			468				
A-C	154	38	0.00			154				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	454	0.000	0	0.0	0.0	0.000	A
B-A	361	90	0.00	503	0.718	490	36.7	4.5	163.123	F
C-AB	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-A	163	41	0.00			163				
A-B	392	98	0.00			392				
A-C	129	32	0.00			129				

D9 - 2042 | DS4A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		31.26	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.26	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	903	100.000
B - A4095 Lince lane		ONE HOUR	✓	328	100.000
C - B4027 Station Rd		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	354	549
	B - A4095 Lince lane	328	0	0
	C - B4027 Station Rd	112	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	1	5
	B - A4095 Lince lane	3	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.99	128.04	12.4	F	301	451
C-AB	0.00	0.00	0.0	A	0	0
C-A					103	154
A-B					325	487
A-C					504	756

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	463	0.000	0	0.0	0.0	0.000	A
B-A	247	62	0.00	442	0.559	242	0.0	1.2	17.629	C
C-AB	0	0	0.00	464	0.000	0	0.0	0.0	0.000	A
C-A	84	21	0.00			84				
A-B	267	67	0.00			267				
A-C	413	103	0.00			413				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	417	0.000	0	0.0	0.0	0.000	A
B-A	295	74	0.00	409	0.720	290	1.2	2.3	29.187	D
C-AB	0	0	0.00	430	0.000	0	0.0	0.0	0.000	A
C-A	101	25	0.00			101				
A-B	318	80	0.00			318				
A-C	494	123	0.00			494				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	354	0.000	0	0.0	0.0	0.000	A
B-A	361	90	0.00	364	0.991	334	2.3	9.0	82.590	F
C-AB	0	0	0.00	383	0.000	0	0.0	0.0	0.000	A
C-A	123	31	0.00			123				
A-B	390	97	0.00			390				
A-C	604	151	0.00			604				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	354	0.000	0	0.0	0.0	0.000	A
B-A	361	90	0.00	364	0.991	347	9.0	12.4	128.041	F
C-AB	0	0	0.00	383	0.000	0	0.0	0.0	0.000	A
C-A	123	31	0.00			123				
A-B	390	97	0.00			390				
A-C	604	151	0.00			604				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	403	0.000	0	0.0	0.0	0.000	A
B-A	295	74	0.00	409	0.720	333	12.4	3.0	59.184	F
C-AB	0	0	0.00	430	0.000	0	0.0	0.0	0.000	A
C-A	101	25	0.00			101				
A-B	318	80	0.00			318				
A-C	494	123	0.00			494				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	459	0.000	0	0.0	0.0	0.000	A
B-A	247	62	0.00	442	0.559	253	3.0	1.3	19.711	C
C-AB	0	0	0.00	464	0.000	0	0.0	0.0	0.000	A
C-A	84	21	0.00			84				
A-B	267	67	0.00			267				
A-C	413	103	0.00			413				

D10 - 2042 | DS4A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		132.46	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	132.46	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	683	100.000
B - A4095 Lince lane		ONE HOUR	✓	504	100.000
C - B4027 Station Rd		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	543	140
	B - A4095 Lince lane	504	0	0
	C - B4027 Station Rd	227	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	1	1
	B - A4095 Lince lane	0	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	1.20	373.07	54.3	F	462	694
C-AB	0.00	0.00	0.0	A	0	0
C-A					208	312
A-B					498	747
A-C					128	193

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
B-A	379	95	0.00	514	0.738	369	0.0	2.5	23.438	C
C-AB	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
C-A	171	43	0.00			171				
A-B	409	102	0.00			409				
A-C	105	26	0.00			105				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	455	0.000	0	0.0	0.0	0.000	A
B-A	453	113	0.00	493	0.919	437	2.5	6.7	52.312	F
C-AB	0	0	0.00	484	0.000	0	0.0	0.0	0.000	A
C-A	204	51	0.00			204				
A-B	488	122	0.00			488				
A-C	126	31	0.00			126				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	432	0.000	0	0.0	0.0	0.000	A
B-A	555	139	0.00	464	1.197	457	6.7	31.1	169.060	F
C-AB	0	0	0.00	449	0.000	0	0.0	0.0	0.000	A
C-A	250	62	0.00			250				
A-B	598	149	0.00			598				
A-C	154	39	0.00			154				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	432	0.000	0	0.0	0.0	0.000	A
B-A	555	139	0.00	464	1.197	462	31.1	54.3	342.854	F
C-AB	0	0	0.00	449	0.000	0	0.0	0.0	0.000	A
C-A	250	62	0.00			250				
A-B	598	149	0.00			598				
A-C	154	39	0.00			154				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	446	0.000	0	0.0	0.0	0.000	A
B-A	453	113	0.00	493	0.919	484	54.3	46.5	373.070	F
C-AB	0	0	0.00	484	0.000	0	0.0	0.0	0.000	A
C-A	204	51	0.00			204				
A-B	488	122	0.00			488				
A-C	126	31	0.00			126				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	457	0.000	0	0.0	0.0	0.000	A
B-A	379	95	0.00	514	0.738	503	46.5	15.5	228.562	F
C-AB	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
C-A	171	43	0.00			171				
A-B	409	102	0.00			409				
A-C	105	26	0.00			105				

D11 - 2042 | DS4AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		33.77	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	33.77	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	900	100.000
B - A4095 Lince lane		ONE HOUR	✓	332	100.000
C - B4027 Station Rd		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	350	550
	B - A4095 Lince lane	332	0	0
	C - B4027 Station Rd	112	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	1	5
	B - A4095 Lince lane	3	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	1.00	136.77	13.6	F	305	457
C-AB	0.00	0.00	0.0	A	0	0
C-A					103	154
A-B					321	482
A-C					505	757

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
B-A	250	62	0.00	442	0.566	245	0.0	1.2	17.861	C
C-AB	0	0	0.00	464	0.000	0	0.0	0.0	0.000	A
C-A	84	21	0.00			84				
A-B	263	66	0.00			263				
A-C	414	104	0.00			414				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	416	0.000	0	0.0	0.0	0.000	A
B-A	298	75	0.00	409	0.729	294	1.2	2.4	29.923	D
C-AB	0	0	0.00	430	0.000	0	0.0	0.0	0.000	A
C-A	101	25	0.00			101				
A-B	315	79	0.00			315				
A-C	494	124	0.00			494				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	354	0.000	0	0.0	0.0	0.000	A
B-A	366	91	0.00	365	1.003	337	2.4	9.6	86.319	F
C-AB	0	0	0.00	384	0.000	0	0.0	0.0	0.000	A
C-A	123	31	0.00			123				
A-B	385	96	0.00			385				
A-C	606	151	0.00			606				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	354	0.000	0	0.0	0.0	0.000	A
B-A	366	91	0.00	365	1.003	350	9.6	13.6	136.765	F
C-AB	0	0	0.00	384	0.000	0	0.0	0.0	0.000	A
C-A	123	31	0.00			123				
A-B	385	96	0.00			385				
A-C	606	151	0.00			606				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	400	0.000	0	0.0	0.0	0.000	A
B-A	298	75	0.00	409	0.729	340	13.6	3.1	65.992	F
C-AB	0	0	0.00	430	0.000	0	0.0	0.0	0.000	A
C-A	101	25	0.00			101				
A-B	315	79	0.00			315				
A-C	494	124	0.00			494				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	458	0.000	0	0.0	0.0	0.000	A
B-A	250	62	0.00	442	0.566	257	3.1	1.4	20.134	C
C-AB	0	0	0.00	464	0.000	0	0.0	0.0	0.000	A
C-A	84	21	0.00			84				
A-B	263	66	0.00			263				
A-C	414	104	0.00			414				

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - A4095 Lince lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B4027 Station Rd - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4027/A4095 Lince lane	T-Junction	Two-way	Two-way	Two-way		133.14	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	133.14	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4095 Bunkers Hill		ONE HOUR	✓	680	100.000
B - A4095 Lince lane		ONE HOUR	✓	501	100.000
C - B4027 Station Rd		ONE HOUR	✓	223	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	540	140
	B - A4095 Lince lane	501	0	0
	C - B4027 Station Rd	223	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - A4095 Bunkers Hill	B - A4095 Lince lane	C - B4027 Station Rd
From	A - A4095 Bunkers Hill	0	1	1
	B - A4095 Lince lane	1	0	0
	C - B4027 Station Rd	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	1.20	372.64	53.9	F	460	690
C-AB	0.00	0.00	0.0	A	0	0
C-A					205	307
A-B					496	743
A-C					128	193

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
B-A	377	94	0.00	511	0.738	367	0.0	2.5	23.592	C
C-AB	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
C-A	168	42	0.00			168				
A-B	407	102	0.00			407				
A-C	105	26	0.00			105				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	456	0.000	0	0.0	0.0	0.000	A
B-A	450	113	0.00	490	0.919	434	2.5	6.7	52.567	F
C-AB	0	0	0.00	484	0.000	0	0.0	0.0	0.000	A
C-A	200	50	0.00			200				
A-B	485	121	0.00			485				
A-C	126	31	0.00			126				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	432	0.000	0	0.0	0.0	0.000	A
B-A	552	138	0.00	461	1.196	455	6.7	30.9	169.108	F
C-AB	0	0	0.00	450	0.000	0	0.0	0.0	0.000	A
C-A	246	61	0.00			246				
A-B	595	149	0.00			595				
A-C	154	39	0.00			154				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	432	0.000	0	0.0	0.0	0.000	A
B-A	552	138	0.00	461	1.196	460	30.9	53.9	342.425	F
C-AB	0	0	0.00	450	0.000	0	0.0	0.0	0.000	A
C-A	246	61	0.00			246				
A-B	595	149	0.00			595				
A-C	154	39	0.00			154				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	447	0.000	0	0.0	0.0	0.000	A
B-A	450	113	0.00	490	0.919	481	53.9	46.2	372.636	F
C-AB	0	0	0.00	484	0.000	0	0.0	0.0	0.000	A
C-A	200	50	0.00			200				
A-B	485	121	0.00			485				
A-C	126	31	0.00			126				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	457	0.000	0	0.0	0.0	0.000	A
B-A	377	94	0.00	511	0.738	500	46.2	15.5	228.540	F
C-AB	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
C-A	168	42	0.00			168				
A-B	407	102	0.00			407				
A-C	105	26	0.00			105				

APPENDIX O

A43 BARLEYMOW EXISTING ROUNDABOUT JUNCTION 11 ARCADY REPORT

2025 observed 07:30 to 07:45 - AM

Total	A	B	C	D	Total
A	0	42	341	36	419
B	27	0	33	36	96
C	244	75	0	20	339
D	26	21	2	0	49
Total	297	138	376	92	903

HGV	A	B	C	D	Total
A	0	1	39	1	41
B	3	0	6	0	9
C	31	11	0	1	43
D	1	0	0	0	1
Total	35	12	45	2	94

HGV %	A	B	C	D
A	0%	2%	11%	3%
B	11%	0%	18%	0%
C	13%	15%	0%	5%
D	4%	0%	0%	0%

% split 07:30 to 07:45 - AM

	A	B	C	D
A	0%	23%	28%	19%
B	15%	0%	25%	29%
C	22%	29%	0%	21%
D	22%	21%	17%	0%

HGV % split 07:30 to 07:45 - AM

	A	B	C	D
A	0%	7%	25%	33%
B	27%	0%	27%	0%
C	25%	35%	0%	50%
D	25%	0%	0%	0%

2025 observed 07:45 to 08:00 - AM

Total	A	B	C	D	Tot
A	0	38	332	59	429
B	49	0	36	31	116
C	267	64	0	24	355
D	43	32	2	0	77
Tot	359	134	370	114	977

HGV	A	B	C	D	Tot
A	0	2	42	1	45
B	3	0	5	0	8
C	41	6	0	0	47
D	0	0	0	0	0
Tot	44	8	47	1	100

HGV %	A	B	C	D
A	0%	5%	13%	2%
B	6%	0%	14%	0%
C	15%	9%	0%	0%
D	0%	0%	0%	0%

% split 07:45 to 08:00 - AM

	A	B	C	D
A	0%	20%	27%	32%
B	27%	0%	27%	25%
C	24%	24%	0%	26%
D	37%	32%	17%	0%

HGV % split 07:45 to 08:00 - AM

	A	B	C	D
A	0%	13%	27%	33%
B	27%	0%	23%	0%
C	33%	19%	0%	0%
D	25%	0%	0%	0%

2025 observed 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	64	291	43	398
B	52	0	36	31	119
C	295	69	0	24	388
D	26	21	2	0	49
Tot	373	154	329	98	954

HGV	A	B	C	D	Tot
A	0	8	44	0	52
B	4	0	5	1	10
C	27	9	0	0	36
D	0	0	0	0	0
Tot	31	17	49	1	98

HGV %	A	B	C	D
A	0%	13%	15%	0%
B	8%	0%	14%	3%
C	9%	13%	0%	0%
D	0%	0%	0%	0%

% split 08:00 to 08:15 - AM

	A	B	C	D
A	0%	34%	24%	23%
B	29%	0%	27%	25%
C	27%	26%	0%	26%
D	22%	21%	17%	0%

HGV % split 08:00 to 08:15 - AM

	A	B	C	D
A	0%	53%	28%	0%
B	36%	0%	23%	100%
C	22%	29%	0%	0%
D	25%	0%	0%	0%

2025 observed 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	42	267	49	358
B	52	0	28	28	108
C	285	55	0	26	366
D	21	25	6	0	52
Tot	358	122	301	103	884

HGV	A	B	C	D	Tot
A	0	4	33	1	38
B	1	0	6	0	7
C	26	5	0	1	32
D	0	0	1	0	1
Tot	27	9	40	2	78

HGV %	A	B	C	D
A	0%	10%	12%	2%
B	2%	0%	21%	0%
C	9%	9%	0%	4%
D	0%	0%	17%	0%

% split 08:15 to 08:30 - AM

	A	B	C	D
A	0%	23%	22%	26%
B	29%	0%	21%	22%
C	26%	21%	0%	28%
D	18%	25%	50%	0%

HGV % split 08:15 to 08:30 - AM

	A	B	C	D
A	0%	27%	21%	33%
B	9%	0%	27%	0%
C	21%	16%	0%	50%
D	25%	0%	100%	0%

2025 observed 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	186	1,231	187	1,604
B	180	0	133	126	439
C	1,091	263	0	94	1,448
D	116	99	12	0	227
Tot	1,387	548	1,376	407	3,718

HGV	A	B	C	D	Tot
A	0	15	158	3	176
B	11	0	22	1	34
C	125	31	0	2	158
D	1	0	1	0	2
Tot	137	46	181	6	370

HGV %	A	B	C	D
A	0%	8%	13%	2%
B	6%	0%	17%	1%
C	11%	12%	0%	2%
D	1%	0%	8%	0%

% split 07:30 to 08:30 - AM

	A	B	C	D
A	0%	100%	100%	100%
B	100%	0%	100%	100%
C	100%	100%	0%	100%
D	100%	100%	100%	0%

HGV % split 07:30 to 08:30 - AM

	A	B	C	D
A	0%	100%	100%	100%
B	100%	0%	100%	100%
C	100%	100%	0%	100%
D	100%	0%	100%	0%

2031 RC1 07:30 to 07:45 - AM

Total	A	B	C	D	Tot
A	0	47	433	5	485
B	13	0	82	24	119
C	254	123	0	20	397
D	5	22	16	0	43
Tot	272	191	531	49	1,043

HGV	A	B	C	D	Tot
A	0	3	28	0	31
B	6	0	36	0	42
C	21	29	0	0	50
D	3	0	0	0	3
Tot	29	31	65	0	125

HGV %	A	B	C	D
A		6%	7%	0%
B	43%		44%	0%
C	8%	23%		0%
D	46%	0%	0%	

2031 RC1 07:45 to 08:00 - AM

Total	A	B	C	D	Tot
A	0	42	422	8	472
B	24	0	89	20	134
C	278	105	0	25	407
D	9	33	16	0	58
Tot	311	180	527	53	1,070

HGV	A	B	C	D	Tot
A	0	5	31	0	36
B	6	0	30	0	36
C	28	16	0	0	43
D	3	0	0	0	3
Tot	36	21	61	0	117

HGV %	A	B	C	D
A		12%	7%	0%
B	24%		34%	0%
C	10%	15%		0%
D	28%	0%	0%	

2031 RC1 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	71	370	6	446
B	25	0	89	20	135
C	307	113	0	25	444
D	5	22	16	0	43
Tot	338	206	475	50	1,069

HGV	A	B	C	D	Tot
A	0	21	32	0	53
B	8	0	30	0	38
C	18	24	0	0	42
D	3	0	0	0	3
Tot	28	44	62	0	135

HGV %	A	B	C	D
A		29%	9%	0%
B	30%		34%	0%
C	6%	21%		0%
D	46%	0%	0%	

2031 RC1 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	47	339	6	392
B	25	0	69	18	113
C	296	90	0	27	413
D	4	26	47	0	77
Tot	326	163	455	51	996

HGV	A	B	C	D	Tot
A	0	10	24	0	34
B	2	0	36	0	38
C	17	13	0	0	31
D	3	0	0	0	3
Tot	22	23	60	0	106

HGV %	A	B	C	D
A		22%	7%	0%
B	8%		52%	0%
C	6%	14%		0%
D	58%	0%	0%	

2031 RC1 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	207	1,564	24	1,795
B	88	0	330	83	501
C	1,135	431	0	96	1,662
D	24	103	93	0	220
Tot	1,247	741	1,987	203	4,178

HGV	A	B	C	D	Tot
A	0	39	115	0	154
B	21	0	133	0	154
C	84	81	0	0	165
D	10	0	0	0	10
Tot	115	120	248	0	483

2031 DS1 07:30 to 07:45 - AM

Total	A	B	C	D	Tot
A	0	20	535	1	555
B	10	0	158	14	182
C	248	105	0	19	372
D	6	14	36	0	55
Tot	264	138	729	33	1,164

HGV	A	B	C	D	Tot
A	0	3	31	0	33
B	6	0	38	0	44
C	23	31	0	0	54
D	3	0	0	0	3
Tot	32	33	69	0	134

HGV %	A	B	C	D
A		13%	6%	0%
B	59%		24%	0%
C	9%	29%		0%
D	43%	0%	0%	

2031 DS1 07:45 to 08:00 - AM

Total	A	B	C	D	Tot
A	0	18	521	1	540
B	18	0	172	12	202
C	272	89	0	23	384
D	10	21	36	0	66
Tot	299	128	729	35	1,192

HGV	A	B	C	D	Tot
A	0	5	33	0	38
B	6	0	32	0	37
C	31	17	0	0	48
D	3	0	0	0	3
Tot	39	22	65	0	126

HGV %	A	B	C	D
A		29%	6%	0%
B	32%		18%	0%
C	11%	19%		0%
D	26%	0%	0%	

2031 DS1 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	30	456	1	487
B	19	0	172	12	203
C	300	96	0	23	419
D	6	14	36	0	55
Tot	325	140	665	35	1,165

HGV	A	B	C	D	Tot
A	0	21	35	0	56
B	8	0	32	0	39
C	20	25	0	0	46
D	3	0	0	0	3
Tot	30	46	66	0	143

HGV %	A	B	C	D
A		69%	8%	0%
B	41%		18%	0%
C	7%	26%		0%
D	43%	0%	0%	

2031 DS1 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	20	419	1	439
B	19	0	134	11	164
C	290	77	0	25	392
D	5	16	108	0	129
Tot	314	113	660	36	1,123

HGV	A	B	C	D	Tot
A	0	10	26	0	37
B	2	0	38	0	40
C	20	14	0	0	34
D	3	0	0	0	3
Tot	24	24	64	0	112

HGV %	A	B	C	D
A		53%	6%	0%
B	10%		28%	0%
C	7%	18%		0%
D	53%	0%	0%	

2031 DS1 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	87	1,931	3	2,021
B	65	0	637	48	750
C	1,111	367	0	89	1,567
D	26	65	215	0	306
Tot	1,202	519	2,783	140	4,644

HGV	A	B	C	D	Tot
A	0	39	125	0	164
B	21	0	139	0	160
C	94	87	0	0	181
D	10	0	0	0	10
Tot	125	126	264	0	515

2025 observed 16:45 to 17:00 - PM

Total	A	B	C	D	Total
A	0	15	248	34	297
B	31	0	59	15	105
C	359	81	0	2	442
D	39	18	34	0	91
Total	429	114	341	51	935

HGV	A	B	C	D	Total
A	0	0	23	0	23
B	1	0	6	0	7
C	27	11	0	0	38
D	0	0	0	0	0
Total	28	11	29	0	68

HGV %	A	B	C	D
A	0%	0%	9%	0%
B	3%	0%	10%	0%
C	8%	14%	0%	0%
D	0%	0%	0%	0%

% split 16:45 to 17:00 - PM

	A	B	C	D
A	0%	21%	23%	25%
B	20%	0%	30%	17%
C	28%	26%	0%	10%
D	29%	24%	35%	0%

HGV % split 07:30 to 07:45 - PM

	A	B	C	D
A	0%	0%	26%	25%
B	33%	0%	43%	0%
C	30%	30%	0%	0%
D	25%	0%	0%	0%

2025 observed 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	19	274	35	328
B	35	0	39	7	81
C	330	58	0	10	398
D	35	13	25	0	73
Tot	400	90	338	52	880

HGV	A	B	C	D	Tot
A	0	1	19	0	20
B	1	0	2	0	3
C	26	6	0	0	32
D	2	0	0	0	2
Tot	29	7	21	0	57

HGV %	A	B	C	D
A	0%	5%	7%	0%
B	3%	0%	5%	0%
C	8%	10%	0%	0%
D	6%	0%	0%	0%

% split 17:00 to 17:15 - PM

	A	B	C	D
A	0%	26%	25%	26%
B	23%	0%	20%	8%
C	26%	19%	0%	50%
D	26%	17%	26%	0%

HGV % split 17:00 to 17:15 - PM

	A	B	C	D
A	0%	50%	21%	25%
B	33%	0%	14%	0%
C	29%	16%	0%	0%
D	25%	0%	0%	0%

2025 observed 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	19	291	37	347
B	48	0	58	34	140
C	309	80	0	3	392
D	34	24	27	0	85
Tot	391	123	376	74	964

HGV	A	B	C	D	Tot
A	0	0	22	0	22
B	1	0	2	0	3
C	21	11	0	0	32
D	0	0	0	0	0
Tot	22	11	24	0	57

HGV %	A	B	C	D
A	0%	0%	8%	0%
B	2%	0%	3%	0%
C	7%	14%	0%	0%
D	0%	0%	0%	0%

% split 17:15 to 17:30 - PM

	A	B	C	D
A	0%	26%	27%	27%
B	31%	0%	29%	40%
C	24%	26%	0%	15%
D	25%	32%	28%	0%

HGV % split 17:15 to 17:30 - PM

	A	B	C	D
A	0%	0%	25%	25%
B	33%	0%	14%	0%
C	23%	30%	0%	0%
D	25%	0%	0%	0%

2025 observed 17:30 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	19	281	29	329
B	39	0	43	30	112
C	289	87	0	5	381
D	26	21	12	0	59
Tot	354	127	336	64	881

HGV	A	B	C	D	Tot
A	0	1	25	0	26
B	0	0	4	0	4
C	16	9	0	0	25
D	0	0	1	0	1
Tot	16	10	30	0	56

HGV %	A	B	C	D
A	0%	5%	9%	0%
B	0%	0%	9%	0%
C	6%	10%	0%	0%
D	0%	0%	8%	0%

% split 17:30 to 17:45 - PM

	A	B	C	D
A	0%	26%	26%	21%
B	25%	0%	22%	35%
C	22%	28%	0%	25%
D	19%	28%	12%	0%

HGV % split 17:30 to 17:45 - PM

	A	B	C	D
A	0%	50%	28%	25%
B	0%	0%	29%	0%
C	18%	24%	0%	0%
D	25%	0%	100%	0%

2025 observed 16:45 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	72	1,094	135	1,301
B	153	0	199	86	438
C	1,287	306	0	20	1,613
D	134	76	98	0	308
Tot	1,574	454	1,391	241	3,660

HGV	A	B	C	D	Tot
A	0	2	89	0	91
B	3	0	14	0	17
C	90	37	0	0	127
D	2	0	1	0	3
Tot	95	39	104	0	238

HGV %	A	B	C	D
A	0%	3%	8%	0%
B	2%	0%	7%	0%
C	7%	12%	0%	0%
D	1%	0%	1%	0%

% split 16:45 to 17:45 - PM

	A	B	C	D
A	0%	100%	100%	100%
B	100%	0%	100%	100%
C	100%	100%	0%	100%
D	100%	100%	100%	0%

HGV % split 16:45 to 17:45 - PM

	A	B	C	D
A	0%	100%	100%	100%
B	100%	0%	100%	0%
C	100%	100%	0%	0%
D	100%	0%	100%	0%

2031 RC1 16:45 to 17:00 - PM

Total	A	B	C	D	Tot
A	0	23	287	2	312
B	22	0	133	12	167
C	439	94	0	13	546
D	1	13	43	0	58
Tot	463	130	463	27	1,083

HGV	A	B	C	D	Tot
A	0	0	20	2	21
B	5	0	14	0	19
C	17	16	0	0	34
D	0	0	0	0	0
Tot	22	16	34	2	74

HGV %	A	B	C	D
A		0%	7%	66%
B	22%		11%	0%
C	4%	17%		0%
D	0%	0%	0%	

2031 RC1 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	29	317	2	348
B	25	0	88	5	119
C	404	67	0	66	536
D	1	10	32	0	43
Tot	430	106	436	73	1,046

HGV	A	B	C	D	Tot
A	0	6	16	2	24
B	5	0	5	0	10
C	17	9	0	0	26
D	0	0	0	0	0
Tot	22	15	21	2	59

HGV %	A	B	C	D
A		21%	5%	64%
B	20%		5%	0%
C	4%	13%		0%
D	0%	0%	0%	

2031 RC1 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	29	336	2	368
B	35	0	131	26	192
C	378	93	0	20	490
D	1	18	34	0	53
Tot	414	139	502	48	1,103

HGV	A	B	C	D	Tot
A	0	0	19	2	20
B	5	0	5	0	10
C	14	16	0	0	30
D	0	0	0	0	0
Tot	19	16	24	2	60

HGV %	A	B	C	D
A		0%	6%	61%
B	14%		4%	0%
C	4%	18%		0%
D	0%	0%	0%	

2031 RC1 17:30 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	29	325	2	356
B	28	0	97	23	148
C	353	101	0	33	487
D	1	15	15	0	32
Tot	383	145	437	58	1,023

HGV	A	B	C	D	Tot
A	0	6	21	2	29
B	0	0	9	0	9
C	10	13	0	0	24
D	0	0	0	0	0
Tot	10	19	31	2	62

HGV %	A	B	C	D
A		21%	7%	78%
B	0%		10%	0%
C	3%	13%		0%
D	0%	0%	0%	

2031 RC1 16:45 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	110	1,264	9	1,383
B	111	0	449	66	626
C	1,574	354	0	131	2,059
D	5	56	125	0	186
Tot	1,690	520	1,838	206	4,254

HGV	A	B	C	D	Tot
A	0	12	76	6	94
B	15	0	33	0	48
C	58	55	0	0	113
D	0	0	0	0	0
Tot	73	67	109	6	255

2031 DS1 16:45 to 17:00 - PM

Total	A	B	C	D	Tot
A	0	19	305	4	327
B	24	0	122	14	160
C	530	151	0	21	703
D	1	14	44	0	60
Tot	555	185	472	39	1,250

HGV	A	B	C	D	Tot
A	0	0	22	2	24
B	5	0	17	0	22
C	24	22	0	0	46
D	0	0	0	0	0
Tot	29	22	39	2	92

HGV %	A	B	C	D
A		0%	7%	40%
B	21%		14%	0%
C	5%	14%		0%
D	0%	0%	0%	

2031 DS1 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	24	337	4	364
B	27	0	81	6	114
C	487	108	0	106	702
D	1	10	33	0	44
Tot	516	143	450	116	1,225

HGV	A	B	C	D	Tot
A	0	6	19	2	26
B	5	0	6	0	11
C	23	12	0	0	35
D	0	0	0	0	0
Tot	28	18	24	2	72

HGV %	A	B	C	D
A		25%	6%	39%
B	19%		7%	0%
C	5%	11%		0%
D	0%	0%	0%	

2031 DS1 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	24	357	4	385
B	37	0	120	31	188
C	456	150	0	32	638
D	1	19	35	0	56
Tot	494	193	513	67	1,267

HGV	A	B	C	D	Tot
A	0	0	22	2	23
B	5	0	6	0	11
C	19	22	0	0	41
D	0	0	0	0	0
Tot	24	22	27	2	74

HGV %	A	B	C	D
A		0%	6%	36%
B	14%		5%	0%
C	4%	15%		0%
D	0%	0%	0%	

2031 DS1 17:30 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	24	345	3	372
B	30	0	89	28	147
C	427	163	0	53	643
D	1	17	16	0	33
Tot	458	203	450	84	1,195

HGV	A	B	C	D	Tot
A	0	6	24	2	32
B	0	0	11	0	11
C	14	18	0	0	32
D	0	0	0	0	0
Tot	14	24	36	2	75

HGV %	A	B	C	D
A		25%	7%	47%
B	0%		12%	0%
C	3%	11%		0%
D	0%	0%	0%	

2031 DS1 16:45 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	90	1,344	15	1,449
B	117	0	413	79	609
C	1,901	572	0	212	2,685
D	5	61	128	0	194
Tot	2,023	723	1,885	306	4,937

HGV	A	B	C	D	Tot
A	0	12	87	6	105
B	15	0	39	0	54
C	81	73	0	0	154
D	0	0	0	0	0
Tot	96	85	126	6	313

2031 RC1A 07:45 to 08:00 - AM

Total	A	B	C	D	Tot
A	0	25	481	1	507
B	25	0	106	20	151
C	278	94	0	23	395
D	10	23	30	0	62
Tot	313	141	617	44	1,115

HGV	A	B	C	D	Tot
A	0	5	37	0	42
B	6	0	30	0	36
C	35	16	0	0	51
D	3	0	0	0	3
Tot	44	21	67	0	132

HGV %	A	B	C	D
A		21%	8%	0%
B	23%		29%	0%
C	13%	17%		0%
D	26%	0%	0%	

2031 RC1A 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	42	421	1	464
B	27	0	106	20	152
C	307	101	0	23	431
D	6	15	30	0	51
Tot	340	158	557	44	1,098

HGV	A	B	C	D	Tot
A	0	21	39	0	60
B	8	0	30	0	38
C	23	24	0	0	47
D	3	0	0	0	3
Tot	33	44	69	0	147

HGV %	A	B	C	D
A		50%	9%	0%
B	29%		29%	0%
C	8%	23%		0%
D	43%	0%	0%	

2031 RC1A 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	27	387	1	415
B	27	0	82	18	127
C	297	81	0	25	402
D	5	18	90	0	112
Tot	328	126	559	44	1,056

HGV	A	B	C	D	Tot
A	0	10	29	0	39
B	2	0	36	0	38
C	22	13	0	0	36
D	3	0	0	0	3
Tot	27	23	65	0	116

HGV %	A	B	C	D
A		38%	8%	0%
B	7%		44%	0%
C	8%	16%		0%
D	53%	0%	0%	

2031 RC1A 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	121	1,783	3	1,907
B	92	0	391	81	564
C	1,136	386	0	90	1,612
D	26	70	180	0	276
Tot	1,254	577	2,354	174	4,359

HGV	A	B	C	D	Tot
A	0	39	139	0	178
B	21	0	133	0	154
C	108	81	0	0	189
D	10	0	0	0	10
Tot	139	120	272	0	531

2031 DSA1 07:30 to 07:45 - AM

Total	A	B	C	D	Tot
A	0	21	540	1	562
B	10	0	159	14	182
C	252	105	0	19	376
D	6	14	37	0	57
Tot	268	140	735	33	1,177

HGV	A	B	C	D	Tot
A	0	3	37	0	39
B	6	0	38	0	44
C	29	31	0	0	60
D	3	0	0	0	3
Tot	37	33	74	0	145

HGV %	A	B	C	D
A		12%	7%	0%
B	59%		24%	0%
C	12%	29%		0%
D	43%	0%	0%	

2031 DS1A 07:45 to 08:00 - AM

Total	A	B	C	D	Tot
A	0	19	526	1	546
B	18	0	173	12	202
C	276	90	0	22	388
D	10	22	37	0	68
Tot	304	130	736	35	1,205

HGV	A	B	C	D	Tot
A	0	5	39	0	45
B	6	0	32	0	37
C	39	17	0	0	56
D	3	0	0	0	3
Tot	47	22	71	0	140

HGV %	A	B	C	D
A		27%	7%	0%
B	32%		18%	0%
C	14%	19%		0%
D	26%	0%	0%	

2031 DS1A 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	32	461	1	494
B	19	0	173	12	204
C	305	97	0	22	424
D	6	14	37	0	57
Tot	330	143	671	35	1,178

HGV	A	B	C	D	Tot
A	0	21	41	0	62
B	8	0	32	0	39
C	25	25	0	0	51
D	3	0	0	0	3
Tot	36	46	73	0	154

HGV %	A	B	C	D
A		65%	9%	0%
B	41%		18%	0%
C	8%	26%		0%
D	43%	0%	0%	

2031 DS1A 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	21	423	1	445
B	19	0	135	11	164
C	295	77	0	24	396
D	5	17	110	0	132
Tot	318	115	667	36	1,137

HGV	A	B	C	D	Tot
A	0	10	31	0	41
B	2	0	38	0	40
C	25	14	0	0	39
D	3	0	0	0	3
Tot	29	24	69	0	122

HGV %	A	B	C	D
A		50%	7%	0%
B	10%		28%	0%
C	8%	18%		0%
D	53%	0%	0%	

2031 DS1A 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	93	1,950	3	2,046
B	65	0	639	48	752
C	1,129	368	0	88	1,585
D	26	67	220	0	313
Tot	1,220	528	2,809	139	4,696

HGV	A	B	C	D	Tot
A	0	39	148	0	187
B	21	0	139	0	160
C	118	87	0	0	205
D	10	0	0	0	10
Tot	149	126	287	0	562

2031 RCA1 16:45 to 17:00 - PM

Total	A	B	C	D	Tot
A	0	23	296	4	323
B	24	0	113	14	151
C	483	113	0	14	610
D	2	16	42	0	59
Tot	509	151	451	32	1,143

HGV	A	B	C	D	Tot
A	0	0	25	2	27
B	5	0	14	0	19
C	25	18	0	0	44
D	0	0	0	0	0
Tot	30	18	39	2	89

HGV %	A	B	C	D
A		0%	8%	37%
B	21%		13%	0%
C	5%	16%		0%
D	0%	0%	0%	

2031 RC1A 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	29	327	4	360
B	27	0	75	7	109
C	444	81	0	70	595
D	2	11	31	0	43
Tot	473	121	432	81	1,107

HGV	A	B	C	D	Tot
A	0	6	21	2	28
B	5	0	5	0	10
C	24	10	0	0	34
D	0	0	0	0	0
Tot	29	16	25	2	72

HGV %	A	B	C	D
A		21%	6%	36%
B	18%		6%	0%
C	5%	12%		0%
D	0%	0%	0%	

2031 RC1A 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	29	347	4	381
B	38	0	111	32	181
C	416	111	0	21	548
D	2	21	33	0	55
Tot	455	161	491	57	1,165

HGV	A	B	C	D	Tot
A	0	0	24	2	25
B	5	0	5	0	10
C	20	18	0	0	38
D	0	0	0	0	0
Tot	25	18	29	2	73

HGV %	A	B	C	D
A		0%	7%	34%
B	13%		4%	0%
C	5%	17%		0%
D	0%	0%	0%	

2031 RC1A 17:30 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	29	335	3	368
B	31	0	82	28	141
C	389	121	0	35	545
D	1	18	15	0	34
Tot	421	168	432	67	1,088

HGV	A	B	C	D	Tot
A	0	6	27	2	35
B	0	0	9	0	9
C	15	15	0	0	30
D	0	0	0	0	0
Tot	15	21	37	2	74

HGV %	A	B	C	D
A		21%	8%	44%
B	0%		11%	0%
C	4%	12%		0%
D	0%	0%	0%	

2031 RC1A 16:45 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	109	1,306	16	1,431
B	120	0	381	81	582
C	1,732	426	0	140	2,298
D	6	66	120	0	192
Tot	1,858	601	1,807	237	4,503

HGV	A	B	C	D	Tot
A	0	12	97	6	115
B	15	0	33	0	48
C	84	62	0	0	146
D	0	0	0	0	0
Tot	99	74	130	6	309

2031 DSA1 16:45 to 17:00 - PM

Total	A	B	C	D	Tot
A	0	19	306	4	328
B	24	0	121	14	159
C	546	156	0	21	724
D	2	16	43	0	61
Tot	573	191	470	39	1,272

HGV	A	B	C	D	Tot
A	0	0	28	2	29
B	5	0	17	0	22
C	30	22	0	0	52
D	0	0	0	0	0
Tot	35	22	45	2	103

HGV %	A	B	C	D
A		0%	9%	40%
B	21%		14%	0%
C	6%	14%		0%
D	0%	0%	0%	

2031 DS1A 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	23	338	4	365
B	27	0	80	6	114
C	502	112	0	107	720
D	2	12	32	0	45
Tot	531	147	450	117	1,244

HGV	A	B	C	D	Tot
A	0	6	23	2	31
B	5	0	6	0	11
C	29	12	0	0	41
D	0	0	0	0	0
Tot	34	18	29	2	82

HGV %	A	B	C	D
A		26%	7%	39%
B	18%		7%	0%
C	6%	11%		0%
D	0%	0%	0%	

2031 DS1A 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	23	359	4	387
B	38	0	119	31	188
C	470	154	0	32	656
D	2	21	34	0	57
Tot	510	199	512	67	1,288

HGV	A	B	C	D	Tot
A	0	0	27	2	28
B	5	0	6	0	11
C	24	22	0	0	45
D	0	0	0	0	0
Tot	29	22	32	2	84

HGV %	A	B	C	D
A		0%	7%	36%
B	13%		5%	0%
C	5%	14%		0%
D	0%	0%	0%	

2031 DS1A 17:30 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	23	347	3	373
B	31	0	88	28	146
C	440	167	0	53	661
D	1	19	15	0	35
Tot	472	210	450	84	1,215

HGV	A	B	C	D	Tot
A	0	6	30	2	38
B	0	0	11	0	11
C	18	18	0	0	36
D	0	0	0	0	0
Tot	18	24	41	2	85

HGV %	A	B	C	D
A		26%	9%	47%
B	0%		13%	0%
C	4%	11%		0%
D	0%	0%	0%	

2031 DS1A 16:45 to 17:45 - PM

Total	A	B	C	D	Tot
A	0	89	1,350	15	1,454
B	120	0	407	79	606
C	1,959	589	0	213	2,761
D	6	68	124	0	198
Tot	2,085	746	1,881	307	5,019

HGV	A	B	C	D	Tot
A	0	12	108	6	126
B	15	0	39	0	54
C	101	73	0	0	174
D	0	0	0	0	0
Tot	116	85	147	6	354

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260122 A43_A421 Barleymow roundabout DIRECT ENTRY.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\21. A43 Barley Mow roundabout
Report generation date: 26/03/2026 21:14:02

»D1 - 2031 | RC1 | AM
»D2 - 2031 | RC1 | PM
»D3 - 2031 | RC1A | AM
»D4 - 2031 | RC1A | PM
»D5 - 2031 | DS1 | AM
»D6 - 2031 | DS1 | PM
»D7 - 2031 | DS1A | AM
»D8 - 2031 | DS1A | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2031 - RC1							
1 - A43 North	D1	21.7	42.22	1.00	D2	2.6	6.50	0.73
2 - A421		2.1	14.64	0.69		2.2	10.76	0.70
3 - A43 South		3.0	6.21	0.76		7.2	11.15	0.89
4 - B4031		0.9	10.52	0.48		1.4	22.54	0.60
	2031 - RC1A							
1 - A43 North	D3	62.0	114.78	1.07	D4	3.4	8.23	0.78
2 - A421		6.1	37.83	0.89		2.0	10.44	0.68
3 - A43 South		2.8	5.89	0.74		26.5	41.26	1.01
4 - B4031		2.1	16.96	0.69		4.6	60.98	0.89
	2031 - DS1							
1 - A43 North	D5	123.9	225.20	1.14	D6	3.8	9.29	0.80
2 - A421		91.1	501.36	1.20		2.5	12.35	0.73
3 - A43 South		2.3	5.05	0.70		271.8	382.23	1.16
4 - B4031		2.6	18.12	0.74		6.2	80.48	0.96
	2031 - DS1A							
1 - A43 North	D7	155.1	297.08	1.16	D8	4.0	9.89	0.80
2 - A421		94.3	516.25	1.20		2.6	12.70	0.74
3 - A43 South		2.4	5.30	0.71		360.4	503.19	1.20
4 - B4031		3.0	20.63	0.77		7.6	90.19	1.01

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

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

File summary

File Description

Title	OxSRFI
Location	A43/A421 Barley Mow roundabout
Site number	
Date	08/12/2025
Version	v1
Status	preliminary
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC
Description	2031 SRN scenario

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	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						1.00	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031	RC1	AM	DIRECT	07:30	08:30	60	15	✓
D2	2031	RC1	PM	DIRECT	16:45	17:45	60	15	✓
D3	2031	RC1A	AM	DIRECT	07:30	08:30	60	15	✓
D4	2031	RC1A	PM	DIRECT	16:45	17:45	60	15	✓
D5	2031	DS1	AM	DIRECT	07:30	08:30	60	15	✓
D6	2031	DS1	PM	DIRECT	16:45	17:45	60	15	✓
D7	2031	DS1A	AM	DIRECT	07:30	08:30	60	15	✓
D8	2031	DS1A	PM	DIRECT	16:45	17:45	60	15	✓

Analysis Set Details

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

D1 - 2031 | RC1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A43 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	22.72	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.72	C

Arms

Arms

Arm	Name	Description	No give-way line
1	A43 North		
2	A421		
3	A43 South		
4	B4031		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A43 North	7.50	7.70	0.2	70.5	67.0	8.0		
2 - A421	3.80	7.90	20.6	40.2	67.0	13.5		
3 - A43 South	7.30	8.90	44.5	28.5	67.0	30.0		
4 - B4031	3.30	7.20	8.4	18.5	67.0	13.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A43 North	0.683	635.405
2 - A421	0.599	516.664
3 - A43 South	0.682	671.319
4 - B4031	0.509	388.479

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031	RC1	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - A421		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - B4031		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	47.00	433.00	5.00
	2 - A421	13.00	0.00	82.00	24.00
	3 - A43 South	254.00	123.00	0.00	20.00
	4 - B4031	5.00	22.00	16.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	42.00	422.00	8.00
	2 - A421	24.00	0.00	89.00	20.00
	3 - A43 South	278.00	105.00	0.00	25.00
	4 - B4031	9.00	33.00	16.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	71.00	370.00	6.00
	2 - A421	25.00	0.00	89.00	20.00
	3 - A43 South	307.00	113.00	0.00	25.00
	4 - B4031	5.00	22.00	16.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	47.00	339.00	6.00
	2 - A421	25.00	0.00	69.00	18.00
	3 - A43 South	296.00	90.00	0.00	27.00
	4 - B4031	4.00	26.00	47.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

07:30 - 07:45

Heavy Vehicle %

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	6	7	0
	2 - A421	43	0	44	0
	3 - A43 South	8	23	0	0
	4 - B4031	46	0	0	0

Heavy Vehicle %

07:45 - 08:00

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	12	7	0
	2 - A421	24	0	34	0
	3 - A43 South	10	15	0	0
	4 - B4031	28	0	0	0

Heavy Vehicle %

08:00 - 08:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	29	9	0
	2 - A421	24	0	34	0
	3 - A43 South	6	21	0	0
	4 - B4031	46	0	0	0

Heavy Vehicle %

08:15 - 08:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	22	7	0
	2 - A421	8	0	52	0
	3 - A43 South	6	14	0	0
	4 - B4031	58	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	1.00	42.22	21.7	E	449.03	1796.14
2 - A421	0.69	14.64	2.1	B	124.50	497.99
3 - A43 South	0.76	6.21	3.0	A	415.74	1662.96
4 - B4031	0.48	10.52	0.9	B	55.25	220.99

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	485.00	485.00	160.03	484.28	1.001	463.12	270.44	0.0	21.9	30.191	D
2 - A421	119.00	119.00	434.11	189.69	0.627	117.38	189.05	0.0	1.6	12.192	B
3 - A43 South	397.00	397.00	41.27	583.04	0.681	394.90	510.22	0.0	2.1	4.733	A
4 - B4031	43.00	43.00	387.83	162.19	0.265	42.64	48.34	0.0	0.4	7.505	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	472.00	472.00	153.89	492.88	0.958	471.97	310.51	21.9	21.9	42.218	E
2 - A421	133.00	133.00	445.78	193.45	0.687	132.50	180.08	1.6	2.1	14.636	B
3 - A43 South	408.00	408.00	51.65	583.11	0.700	407.81	526.63	2.1	2.3	5.127	A
4 - B4031	58.00	58.00	406.63	155.98	0.372	57.77	52.83	0.4	0.6	9.144	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	447.00	447.00	150.90	474.67	0.944	449.32	336.58	21.9	19.7	39.043	E
2 - A421	134.00	134.00	395.34	217.01	0.617	134.44	204.88	2.1	1.7	10.963	B
3 - A43 South	445.00	445.00	51.25	588.44	0.756	444.27	478.53	2.3	3.0	6.207	A
4 - B4031	43.00	43.00	444.37	136.84	0.314	43.12	51.15	0.6	0.5	9.616	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	392.00	392.00	162.85	483.07	0.811	407.15	325.53	19.7	4.6	13.928	B
2 - A421	112.00	112.00	404.16	206.83	0.542	112.44	165.84	1.7	1.2	9.582	A
3 - A43 South	413.00	413.00	49.28	601.15	0.687	413.80	467.32	3.0	2.2	4.826	A
4 - B4031	77.00	77.00	411.81	161.69	0.476	76.57	51.27	0.5	0.9	10.522	B

D2 - 2031 | RC1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A43 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	10.04	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.04	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031	RC1	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - A421		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - B4031		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	23.00	287.00	2.00
	2 - A421	22.00	0.00	133.00	12.00
	3 - A43 South	439.00	94.00	0.00	13.00
	4 - B4031	1.00	13.00	43.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	29.00	317.00	2.00
	2 - A421	25.00	0.00	88.00	5.00
	3 - A43 South	404.00	67.00	0.00	66.00
	4 - B4031	1.00	10.00	32.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	29.00	336.00	2.00
	2 - A421	35.00	0.00	131.00	26.00
	3 - A43 South	378.00	93.00	0.00	20.00
	4 - B4031	1.00	18.00	34.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	29.00	325.00	2.00
	2 - A421	28.00	0.00	97.00	23.00
	3 - A43 South	353.00	101.00	0.00	33.00
	4 - B4031	1.00	15.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

16:45 - 17:00

Heavy Vehicle %

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	0	7	66
	2 - A421	22	0	11	0
	3 - A43 South	4	17	0	0
	4 - B4031	0	0	0	0

17:00 - 17:15

Heavy Vehicle %

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	21	5	64
	2 - A421	20	0	5	0
	3 - A43 South	4	13	0	0
	4 - B4031	0	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	0	6	61
	2 - A421	14	0	4	0
	3 - A43 South	4	18	0	0
	4 - B4031	0	0	0	0

17:30 - 17:45

Heavy Vehicle %

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	21	7	78
	2 - A421	0	0	10	0
	3 - A43 South	3	13	0	0
	4 - B4031	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.73	6.50	2.6	A	345.76	1383.04
2 - A421	0.70	10.76	2.2	B	156.25	624.99
3 - A43 South	0.89	11.15	7.2	B	515.25	2060.99
4 - B4031	0.60	22.54	1.4	C	46.00	184.00

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	312.00	312.00	147.35	498.79	0.626	310.35	455.99	0.0	1.6	4.736	A
2 - A421	167.00	167.00	329.39	282.82	0.590	165.59	128.31	0.0	1.4	7.589	A
3 - A43 South	546.00	546.00	35.70	613.47	0.890	538.79	459.27	0.0	7.2	11.154	B
4 - B4031	57.00	57.00	547.77	94.22	0.605	55.56	26.72	0.0	1.4	22.536	C

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	348.00	348.00	110.31	527.13	0.660	347.74	430.88	1.6	1.9	5.007	A
2 - A421	118.00	118.00	351.45	280.03	0.421	118.68	106.59	1.4	0.7	5.602	A
3 - A43 South	537.00	537.00	32.10	622.82	0.862	537.63	438.03	7.2	6.6	10.692	B
4 - B4031	43.00	43.00	497.30	123.13	0.349	43.89	72.43	1.4	0.5	11.479	B

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	367.00	367.00	144.62	504.04	0.728	366.30	414.88	1.9	2.6	6.499	A
2 - A421	192.00	192.00	371.23	272.59	0.704	190.45	139.70	0.7	2.3	10.760	B
3 - A43 South	491.00	491.00	62.46	594.64	0.826	492.65	499.22	6.6	5.0	8.972	A
4 - B4031	53.00	53.00	506.78	115.58	0.459	52.72	48.33	0.5	0.8	14.256	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	356.00	356.00	131.60	503.98	0.706	356.16	383.07	2.6	2.4	6.099	A
2 - A421	148.00	148.00	342.54	284.98	0.519	149.19	145.23	2.3	1.1	6.683	A
3 - A43 South	487.00	487.00	53.35	610.17	0.798	487.87	438.37	5.0	4.1	7.421	A
4 - B4031	31.00	31.00	483.16	132.81	0.233	31.52	58.07	0.8	0.3	8.930	A

D3 - 2031 | RC1A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A43 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	57.76	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	57.76	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	RC1A	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - A421		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - B4031		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	27.00	494.00	1.00
	2 - A421	14.00	0.00	97.00	23.00
	3 - A43 South	254.00	110.00	0.00	19.00
	4 - B4031	6.00	15.00	30.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	25.00	481.00	1.00
	2 - A421	25.00	0.00	106.00	20.00
	3 - A43 South	278.00	94.00	0.00	23.00
	4 - B4031	10.00	23.00	30.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	42.00	421.00	1.00
	2 - A421	27.00	0.00	106.00	20.00
	3 - A43 South	307.00	101.00	0.00	23.00
	4 - B4031	6.00	15.00	30.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	27.00	387.00	1.00
	2 - A421	27.00	0.00	82.00	18.00
	3 - A43 South	297.00	81.00	0.00	25.00
	4 - B4031	5.00	18.00	90.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

07:30 - 07:45

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	10	7	0
	2 - A421	42	0	37	0
	3 - A43 South	11	26	0	0
	4 - B4031	43	0	0	0

Heavy Vehicle %

07:45 - 08:00

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	21	8	0
	2 - A421	23	0	29	0
	3 - A43 South	13	17	0	0
	4 - B4031	26	0	0	0

Heavy Vehicle %

08:00 - 08:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	50	9	0
	2 - A421	29	0	29	0
	3 - A43 South	8	23	0	0
	4 - B4031	43	0	0	0

Heavy Vehicle %

08:15 - 08:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	38	8	0
	2 - A421	7	0	44	0
	3 - A43 South	8	16	0	0
	4 - B4031	53	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	1.07	114.78	62.0	F	477.11	1908.43
2 - A421	0.89	37.83	6.1	E	141.25	564.99
3 - A43 South	0.74	5.89	2.8	A	402.99	1611.96
4 - B4031	0.69	16.96	2.1	C	69.49	277.97

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	522.00	522.00	154.05	486.85	1.072	476.41	272.30	0.0	45.6	50.687	F
2 - A421	134.00	134.00	481.51	170.63	0.785	130.72	148.95	0.0	3.3	21.109	C
3 - A43 South	383.00	383.00	37.01	575.02	0.666	381.04	575.22	0.0	2.0	4.594	A
4 - B4031	51.00	51.00	375.79	165.26	0.309	50.56	42.25	0.0	0.4	7.817	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	507.00	507.00	146.90	492.86	1.030	490.23	312.03	45.6	62.4	106.033	F
2 - A421	151.00	151.00	495.90	169.12	0.892	148.05	141.23	3.3	6.2	37.834	E
3 - A43 South	395.00	395.00	44.99	576.62	0.685	394.83	598.96	2.0	2.1	4.945	A
4 - B4031	63.00	63.00	396.14	158.06	0.399	62.79	43.68	0.4	0.7	9.424	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	464.00	464.00	145.89	477.10	0.977	472.64	339.64	62.4	54.0	114.778	F
2 - A421	153.00	153.00	462.07	184.48	0.830	153.81	156.46	6.2	5.4	30.443	D
3 - A43 South	431.00	431.00	48.20	582.46	0.740	430.36	567.68	2.1	2.8	5.890	A
4 - B4031	51.00	51.00	434.46	139.08	0.367	51.06	44.10	0.7	0.6	10.233	B

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	415.00	415.00	187.72	462.23	0.896	454.99	329.29	54.0	14.1	73.160	F
2 - A421	127.00	127.00	512.59	156.07	0.814	127.52	130.12	5.4	4.8	32.608	D
3 - A43 South	403.00	403.00	46.01	595.31	0.677	403.66	594.10	2.8	2.1	4.712	A
4 - B4031	113.00	113.00	405.54	163.10	0.693	111.46	44.12	0.6	2.1	16.957	C

D4 - 2031 | RC1A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A43 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	27.47	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.47	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	RC1A	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - A421		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - B4031		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	23.00	296.00	4.00
	2 - A421	24.00	0.00	113.00	14.00
	3 - A43 South	483.00	113.00	0.00	14.00
	4 - B4031	2.00	16.00	42.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	29.00	327.00	4.00
	2 - A421	27.00	0.00	75.00	7.00
	3 - A43 South	444.00	81.00	0.00	70.00
	4 - B4031	2.00	11.00	31.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	29.00	347.00	4.00
	2 - A421	38.00	0.00	111.00	32.00
	3 - A43 South	416.00	111.00	0.00	21.00
	4 - B4031	2.00	21.00	33.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	29.00	335.00	3.00
	2 - A421	31.00	0.00	82.00	28.00
	3 - A43 South	389.00	121.00	0.00	35.00
	4 - B4031	1.00	18.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

16:45 - 17:00

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	0	8	37
	2 - A421	21	0	13	0
	3 - A43 South	5	16	0	0
	4 - B4031	0	0	0	0

Heavy Vehicle %

17:00 - 17:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	21	6	36
	2 - A421	18	0	6	0
	3 - A43 South	5	12	0	0
	4 - B4031	0	0	0	0

Heavy Vehicle %

17:15 - 17:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	0	7	34
	2 - A421	13	0	4	0
	3 - A43 South	5	17	0	0
	4 - B4031	0	0	0	0

Heavy Vehicle %

17:30 - 17:45

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	21	8	44
	2 - A421	0	0	11	0
	3 - A43 South	4	12	0	0
	4 - B4031	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.78	8.23	3.4	A	357.51	1430.04
2 - A421	0.68	10.44	2.0	B	145.50	581.98
3 - A43 South	1.01	41.26	26.5	E	574.50	2298.01
4 - B4031	0.89	60.98	4.6	F	48.50	194.00

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	323.00	323.00	161.71	485.29	0.666	321.04	487.79	0.0	2.0	5.417	A
2 - A421	151.00	151.00	336.99	274.20	0.551	149.80	145.76	0.0	1.2	7.167	A
3 - A43 South	610.00	610.00	41.67	605.80	1.007	583.65	445.12	0.0	26.4	28.249	D
4 - B4031	60.00	60.00	594.06	67.60	0.888	55.44	31.26	0.0	4.6	60.979	F

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	360.00	360.00	127.78	511.79	0.703	359.63	474.17	2.0	2.3	5.898	A
2 - A421	109.00	109.00	364.18	269.82	0.404	109.52	123.23	1.2	0.7	5.633	A
3 - A43 South	595.00	595.00	38.09	615.18	0.967	594.83	435.62	26.4	26.6	41.261	E
4 - B4031	44.00	44.00	554.37	91.17	0.483	47.59	78.55	4.6	1.0	22.196	C

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	380.00	380.00	163.80	487.08	0.780	378.91	461.30	2.3	3.4	8.232	A
2 - A421	181.00	181.00	382.44	264.40	0.685	179.59	160.27	0.7	2.1	10.445	B
3 - A43 South	548.00	548.00	73.39	584.45	0.938	555.88	488.64	26.6	18.7	34.475	D
4 - B4031	56.00	56.00	570.20	80.08	0.699	54.90	59.07	1.0	2.1	34.302	D

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	367.00	367.00	156.78	484.20	0.758	367.21	427.58	3.4	3.2	7.715	A
2 - A421	141.00	141.00	354.18	276.95	0.509	142.03	169.81	2.1	1.1	6.720	A
3 - A43 South	545.00	545.00	62.38	601.16	0.906	552.64	433.83	18.7	11.1	20.446	C
4 - B4031	34.00	34.00	548.84	96.53	0.352	35.52	66.18	2.1	0.6	15.099	C

D5 - 2031 | DS1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A43 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	185.73	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	185.73	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	DS1	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - A421		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - B4031		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	20.00	535.00	1.00
	2 - A421	10.00	0.00	158.00	14.00
	3 - A43 South	248.00	105.00	0.00	19.00
	4 - B4031	6.00	14.00	36.00	0.00

Demand (Veh/TS)

07:45 - 08:00

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	18.00	521.00	1.00
	2 - A421	18.00	0.00	172.00	12.00
	3 - A43 South	272.00	89.00	0.00	23.00
	4 - B4031	10.00	21.00	36.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	30.00	456.00	1.00
	2 - A421	19.00	0.00	172.00	12.00
	3 - A43 South	300.00	96.00	0.00	23.00
	4 - B4031	6.00	14.00	36.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	20.00	419.00	1.00
	2 - A421	19.00	0.00	134.00	11.00
	3 - A43 South	290.00	77.00	0.00	25.00
	4 - B4031	5.00	16.00	108.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

07:30 - 07:45

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	13	6	0
	2 - A421	59	0	24	0
	3 - A43 South	9	29	0	0
	4 - B4031	43	0	0	0

Heavy Vehicle %

07:45 - 08:00

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	29	6	0
	2 - A421	32	0	18	0
	3 - A43 South	11	19	0	0
	4 - B4031	26	0	0	0

Heavy Vehicle %

08:00 - 08:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	69	8	0
	2 - A421	41	0	18	0
	3 - A43 South	7	26	0	0
	4 - B4031	43	0	0	0

Heavy Vehicle %

08:15 - 08:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	53	6	0
	2 - A421	10	0	28	0
	3 - A43 South	7	18	0	0
	4 - B4031	53	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	1.14	225.20	123.9	F	505.87	2023.48
2 - A421	1.20	501.36	91.1	F	188.14	752.54
3 - A43 South	0.70	5.05	2.3	A	391.74	1566.97
4 - B4031	0.74	18.12	2.6	C	76.99	307.97

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	556.00	556.00	154.10	489.19	1.137	482.61	261.72	0.0	73.4	74.230	F
2 - A421	182.00	182.00	500.95	170.47	1.068	162.25	135.76	0.0	19.7	69.886	F
3 - A43 South	372.00	372.00	22.26	586.68	0.634	370.29	640.95	0.0	1.7	4.128	A
4 - B4031	56.00	56.00	360.29	175.10	0.320	55.54	32.26	0.0	0.5	7.499	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	540.00	540.00	145.94	499.75	1.081	499.12	295.86	73.4	114.2	175.689	F
2 - A421	202.00	202.00	518.27	167.08	1.202	166.32	126.80	19.7	55.3	213.853	F
3 - A43 South	384.00	384.00	25.20	593.48	0.647	383.91	659.39	1.7	1.8	4.292	A
4 - B4031	67.00	67.00	374.97	171.19	0.391	66.83	34.13	0.5	0.6	8.610	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	487.00	487.00	145.90	481.92	1.020	481.06	322.20	114.2	120.6	225.198	F
2 - A421	203.00	203.00	490.15	179.73	1.132	179.45	136.81	55.3	78.9	360.186	F
3 - A43 South	419.00	419.00	28.14	596.30	0.703	418.49	641.46	1.8	2.3	5.045	A
4 - B4031	56.00	56.00	412.06	151.86	0.369	56.04	34.57	0.6	0.6	9.399	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	440.00	440.00	199.19	458.52	0.953	454.81	311.17	120.6	105.8	224.426	F
2 - A421	164.00	164.00	538.27	153.97	1.082	153.41	115.73	78.9	89.1	501.358	F
3 - A43 South	392.00	392.00	26.59	608.47	0.644	392.49	665.09	2.3	1.8	4.178	A
4 - B4031	129.00	129.00	383.39	174.83	0.738	126.98	35.70	0.6	2.6	18.116	C

D6 - 2031 | DS1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A43 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	214.30	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	214.30	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	DS1	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - A421		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - B4031		DIRECT	✓	100.000

Origin-Destination Data

16:45 - 17:00

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	19.00	305.00	4.00
	2 - A421	24.00	0.00	122.00	14.00
	3 - A43 South	530.00	151.00	0.00	21.00
	4 - B4031	1.00	14.00	44.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	24.00	337.00	4.00
	2 - A421	27.00	0.00	81.00	6.00
	3 - A43 South	487.00	108.00	0.00	106.00
	4 - B4031	1.00	10.00	33.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	24.00	357.00	4.00
	2 - A421	37.00	0.00	120.00	31.00
	3 - A43 South	456.00	150.00	0.00	32.00
	4 - B4031	1.00	19.00	35.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	24.00	345.00	3.00
	2 - A421	30.00	0.00	89.00	28.00
	3 - A43 South	427.00	163.00	0.00	53.00
	4 - B4031	1.00	17.00	16.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

16:45 - 17:00

Heavy Vehicle %

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	0	7	40
	2 - A421	21	0	14	0
	3 - A43 South	5	14	0	0
	4 - B4031	0	0	0	0

17:00 - 17:15

Heavy Vehicle %

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	25	6	36
	2 - A421	14	0	5	0
	3 - A43 South	4	15	0	0
	4 - B4031	0	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	0	6	36
	2 - A421	14	0	5	0
	3 - A43 South	4	15	0	0
	4 - B4031	0	0	0	0

17:30 - 17:45

Heavy Vehicle %

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	25	7	47
	2 - A421	0	0	12	0
	3 - A43 South	3	11	0	0
	4 - B4031	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.80	9.29	3.8	A	362.51	1450.04
2 - A421	0.73	12.35	2.5	B	152.24	608.98
3 - A43 South	1.16	382.23	271.8	F	670.41	2681.64
4 - B4031	0.96	80.48	6.2	F	48.00	192.00

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	328.00	328.00	181.03	475.30	0.690	325.82	478.03	0.0	2.2	5.937	A
2 - A421	160.00	160.00	346.30	268.64	0.596	158.56	160.56	0.0	1.4	8.075	A
3 - A43 South	702.00	702.00	41.63	606.40	1.158	600.48	463.23	0.0	101.5	80.525	F
4 - B4031	59.00	59.00	606.30	61.23	0.964	52.77	35.81	0.0	6.2	80.482	F

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	365.00	365.00	149.21	495.31	0.737	364.45	462.49	2.2	2.7	6.846	A
2 - A421	114.00	114.00	377.35	265.52	0.429	114.67	136.31	1.4	0.8	5.994	A
3 - A43 South	701.00	701.00	37.11	616.64	1.134	616.40	454.91	101.5	186.1	215.884	F
4 - B4031	44.00	44.00	562.53	87.11	0.505	49.16	90.98	6.2	1.1	26.629	D

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	385.00	385.00	176.70	481.67	0.799	383.92	456.11	2.7	3.8	9.096	A
2 - A421	188.00	188.00	394.40	257.30	0.731	186.18	166.23	0.8	2.6	12.354	B
3 - A43 South	638.00	638.00	71.28	590.84	1.083	590.68	509.30	186.1	233.4	321.789	F
4 - B4031	55.00	55.00	578.92	77.33	0.711	53.90	83.04	1.1	2.2	36.734	E

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	372.00	372.00	182.60	468.82	0.794	372.00	443.15	3.8	3.8	9.290	A
2 - A421	147.00	147.00	364.97	270.19	0.544	148.36	189.62	2.6	1.2	7.466	A
3 - A43 South	643.00	643.00	61.46	602.49	1.062	602.31	451.87	233.4	274.1	382.234	F
4 - B4031	34.00	34.00	590.45	74.62	0.456	35.30	73.32	2.2	0.9	23.572	C

D7 - 2031 | DS1A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A43 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	218.28	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	218.28	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031	DS1A	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - A421		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - B4031		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	21.00	540.00	1.00
	2 - A421	10.00	0.00	159.00	14.00
	3 - A43 South	252.00	105.00	0.00	19.00
	4 - B4031	6.00	14.00	37.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	19.00	526.00	1.00
	2 - A421	18.00	0.00	173.00	12.00
	3 - A43 South	276.00	90.00	0.00	22.00
	4 - B4031	10.00	22.00	37.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	32.00	461.00	1.00
	2 - A421	19.00	0.00	173.00	12.00
	3 - A43 South	305.00	97.00	0.00	22.00
	4 - B4031	6.00	14.00	37.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	21.00	423.00	1.00
	2 - A421	19.00	0.00	135.00	11.00
	3 - A43 South	295.00	77.00	0.00	24.00
	4 - B4031	5.00	17.00	110.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

07:30 - 07:45

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	12	7	0
	2 - A421	59	0	24	0
	3 - A43 South	12	29	0	0
	4 - B4031	43	0	0	0

Heavy Vehicle %

07:45 - 08:00

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	27	7	0
	2 - A421	32	0	18	0
	3 - A43 South	14	19	0	0
	4 - B4031	26	0	0	0

Heavy Vehicle %

08:00 - 08:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	65	9	0
	2 - A421	41	0	18	0
	3 - A43 South	8	26	0	0
	4 - B4031	43	0	0	0

Heavy Vehicle %

08:15 - 08:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	50	7	0
	2 - A421	10	0	28	0
	3 - A43 South	8	18	0	0
	4 - B4031	53	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	1.16	297.08	155.1	F	511.89	2047.56
2 - A421	1.20	516.25	94.3	F	189.16	756.63
3 - A43 South	0.71	5.30	2.4	A	395.99	1583.96
4 - B4031	0.77	20.63	3.0	C	78.74	314.96

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	562.00	562.00	155.04	485.13	1.158	479.33	265.59	0.0	82.7	82.980	F
2 - A421	183.00	183.00	498.10	170.15	1.076	162.30	136.28	0.0	20.7	72.327	F
3 - A43 South	376.00	376.00	22.14	578.64	0.650	374.17	638.27	0.0	1.8	4.364	A
4 - B4031	57.00	57.00	364.13	170.24	0.335	56.50	32.18	0.0	0.5	7.883	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	546.00	546.00	148.91	494.29	1.105	493.88	299.79	82.7	134.8	204.510	F
2 - A421	203.00	203.00	513.45	167.71	1.203	166.99	129.34	20.7	56.6	218.988	F
3 - A43 South	388.00	388.00	25.14	584.28	0.664	387.89	655.30	1.8	2.0	4.579	A
4 - B4031	69.00	69.00	379.90	165.38	0.417	68.79	33.12	0.5	0.7	9.297	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	494.00	494.00	147.92	478.24	1.045	478.21	327.09	134.8	151.0	275.914	F
2 - A421	204.00	204.00	487.70	179.42	1.139	179.17	138.44	56.6	81.4	370.660	F
3 - A43 South	424.00	424.00	27.94	593.23	0.715	423.49	638.92	2.0	2.5	5.302	A
4 - B4031	57.00	57.00	417.95	147.63	0.386	57.06	33.48	0.7	0.6	9.947	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	445.00	445.00	201.82	453.02	0.974	450.11	316.10	151.0	146.0	297.082	F
2 - A421	165.00	165.00	533.94	154.43	1.086	153.89	117.98	81.4	92.2	516.252	F
3 - A43 South	396.00	396.00	26.44	605.17	0.654	396.54	661.40	2.5	1.9	4.325	A
4 - B4031	132.00	132.00	388.35	171.06	0.772	129.57	34.63	0.6	3.1	20.632	C

D8 - 2031 | DS1A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A43 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	283.10	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	283.10	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031	DS1A	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - A421		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - B4031		DIRECT	✓	100.000

Origin-Destination Data

16:45 - 17:00

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	19.00	306.00	4.00
	2 - A421	24.00	0.00	121.00	14.00
	3 - A43 South	546.00	156.00	0.00	21.00
	4 - B4031	2.00	16.00	43.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	23.00	338.00	4.00
	2 - A421	27.00	0.00	80.00	6.00
	3 - A43 South	502.00	112.00	0.00	107.00
	4 - B4031	2.00	12.00	32.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	23.00	359.00	4.00
	2 - A421	38.00	0.00	119.00	31.00
	3 - A43 South	470.00	154.00	0.00	32.00
	4 - B4031	2.00	21.00	34.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0.00	23.00	347.00	3.00
	2 - A421	31.00	0.00	88.00	28.00
	3 - A43 South	440.00	167.00	0.00	53.00
	4 - B4031	1.00	19.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

16:45 - 17:00

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	0	9	40
	2 - A421	21	0	14	0
	3 - A43 South	6	14	0	0
	4 - B4031	0	0	0	0

Heavy Vehicle %

17:00 - 17:15

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	26	7	39
	2 - A421	18	0	7	0
	3 - A43 South	6	11	0	0
	4 - B4031	0	0	0	0

Heavy Vehicle %

17:15 - 17:30

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	0	7	36
	2 - A421	13	0	5	0
	3 - A43 South	5	14	0	0
	4 - B4031	0	0	0	0

Heavy Vehicle %

17:30 - 17:45

		To			
		1 - A43 North	2 - A421	3 - A43 South	4 - B4031
From	1 - A43 North	0	26	9	47
	2 - A421	0	0	13	0
	3 - A43 South	4	11	0	0
	4 - B4031	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.80	9.89	4.0	A	363.26	1453.05
2 - A421	0.74	12.70	2.6	B	151.74	606.98
3 - A43 South	1.20	503.19	360.4	F	689.30	2757.21
4 - B4031	1.01	90.19	7.6	F	49.75	199.00

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	329.00	329.00	180.66	468.94	0.702	326.70	477.22	0.0	2.3	6.232	A
2 - A421	159.00	159.00	345.45	266.45	0.597	157.55	161.91	0.0	1.4	8.161	A
3 - A43 South	723.00	723.00	41.63	602.90	1.199	598.11	461.37	0.0	124.9	97.750	F
4 - B4031	61.00	61.00	604.52	60.34	1.011	53.36	35.22	0.0	7.6	90.194	F

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	365.00	365.00	152.91	490.89	0.744	364.48	462.69	2.3	2.8	7.086	A
2 - A421	113.00	113.00	378.02	258.90	0.436	113.66	139.37	1.4	0.8	6.223	A
3 - A43 South	721.00	721.00	37.11	612.13	1.175	612.13	454.57	124.9	233.9	269.917	F
4 - B4031	46.00	46.00	563.24	84.34	0.545	52.37	86.00	7.6	1.3	33.027	D

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	386.00	386.00	173.73	481.81	0.801	384.97	456.22	2.8	3.9	9.183	A
2 - A421	188.00	188.00	395.54	255.23	0.737	186.13	163.16	0.8	2.7	12.700	B
3 - A43 South	656.00	656.00	72.25	588.30	1.119	588.30	509.43	233.9	301.8	410.991	F
4 - B4031	57.00	57.00	573.97	78.92	0.722	55.99	86.58	1.3	2.3	37.566	E

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	373.00	373.00	181.06	463.53	0.805	372.85	446.26	3.9	4.0	9.888	A
2 - A421	147.00	147.00	365.82	265.52	0.554	148.38	188.10	2.7	1.3	7.773	A
3 - A43 South	660.00	660.00	62.47	598.35	1.097	598.27	451.73	301.8	363.5	503.191	F
4 - B4031	35.00	35.00	591.01	72.58	0.482	36.31	69.73	2.3	1.0	25.615	D

APPENDIX P

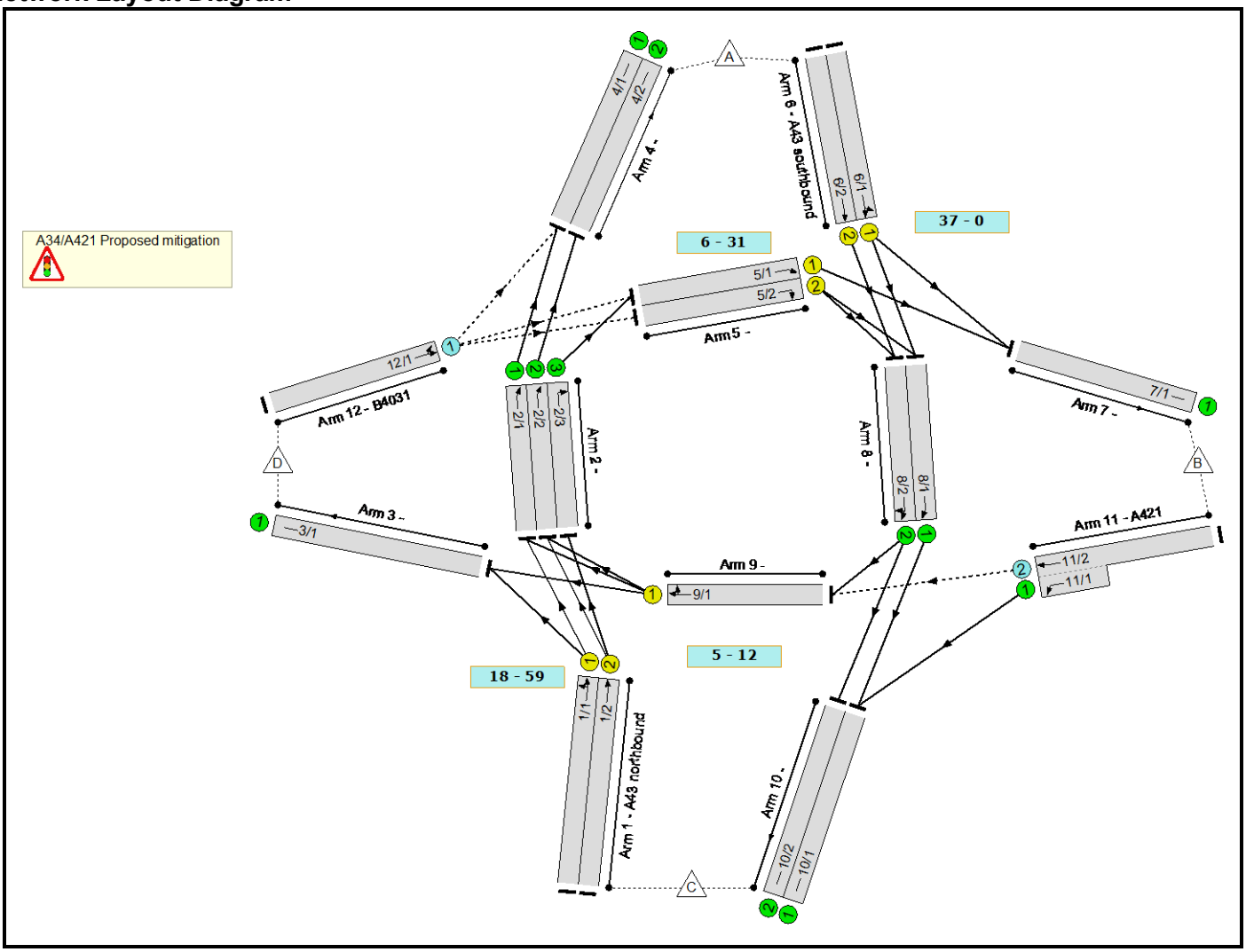
A43 BARLEYMOW PROPOSED MITIGATION LINSIG REPORT

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Proposed A43/A421 monitor and manage mitigation**
Location:	
Additional detail:	
File name:	260303 A43_A421 Mitigation - monitor and manage.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



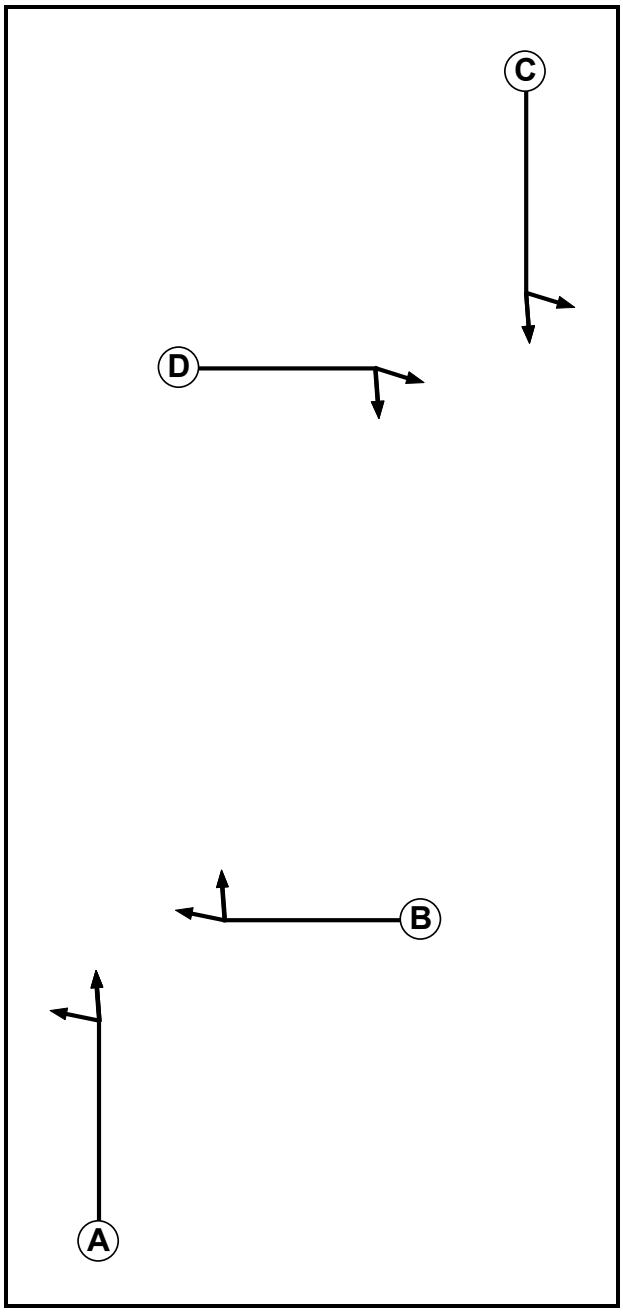
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2031 DS1 - AM Peak	2041 DS1 - AM Peak	Network Control Plan 1	08:00 - 09:00	60	-9.7	46.00
2	2031 DS1 - PM Peak	2031 DS1 - PM Peak	Network Control Plan 1	17:00 - 18:00	60	-9.7	64.46
3	2031 DS1A - AM Peak	2031 DS1A - AM Peak	Network Control Plan 1	08:00 - 09:00	60	-12.5	58.98
4	2031 DS1A - PM Peak	2031 DS1A - PM Peak	Network Control Plan 1	17:00 - 18:00	60	-13.3	95.25

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	2	2	A34/A421 Proposed mitigation	
			Stage Stream 2	2	2	A34/A421 Proposed mitigation	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

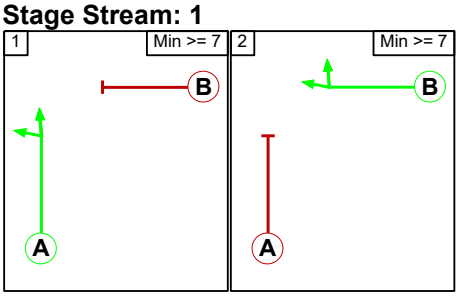
	Starting Phase				
Terminating Phase		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

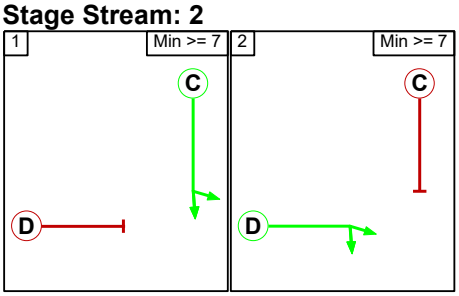
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

From Stage \ To Stage	1	2
1		6
2	6	

Lane Input Data

Junction: A34/A421 Proposed mitigation

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A43 northbound)	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 2 Ahead	70.00
											Arm 3 Left	20.00
1/2 (A43 northbound)	U	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm 2 Ahead	70.00
2/1	U		2	3	7.0	Inf	-	-	-	-	-	-
2/2	U		2	3	7.0	Inf	-	-	-	-	-	-
2/3	U		2	3	7.0	Inf	-	-	-	-	-	-
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U	D	2	3	7.0	Geom	-	4.00	0.00	Y	Arm 7 Ahead	Inf
5/2	U	D	2	3	7.0	Geom	-	4.00	0.00	Y	Arm 8 Right	Inf
6/1 (A43 southbound)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 7 Left	40.00
											Arm 8 Ahead	70.00
6/2 (A43 southbound)	U	C	2	3	60.0	Geom	-	4.00	0.00	N	Arm 8 Ahead	70.00
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		0	3	8.7	Inf	-	-	-	-	-	-
8/2	U		0	3	8.7	Inf	-	-	-	-	-	-
9/1	U	B	2	3	7.0	Geom	-	4.50	0.00	Y	Arm 2 Right	Inf
											Arm 3 Ahead	Inf
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A421)	U		2	3	5.0	User	2000	-	-	-	-	-
11/2 (A421)	O		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (B4031)	O		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A34/A421 Proposed mitigation											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
11/2 (A421)	9/1 (Ahead)	1000	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
12/1 (B4031)	4/1 (Left)	1000	0	2/1	0.33	All	-	-	-	-	-
				2/2	0.33	All					
	5/1 (Ahead)	1000	0	2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					
	5/2 (Ahead)	1000	0	2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					

Lane Connector Input Data

Junction: A34/A421 Proposed mitigation				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	2/1	Internal	3	35
1/1	3/1	Internal	5	35
1/2	2/2	Internal	3	35
1/2	2/3	Internal	3	35
2/1	4/1	Internal	5	35
2/2	4/2	Internal	5	35
2/3	5/1	Internal	3	35
5/1	7/1	Internal	5	35
5/2	8/1	Internal	3	35
5/2	8/2	Internal	4	35
6/1	7/1	Internal	5	35
6/1	8/1	Internal	3	35
6/2	8/2	Internal	3	35
8/1	10/1	Internal	5	35
8/2	9/1	Internal	3	35
8/2	10/2	Internal	5	35
9/1	2/1	Internal	3	35
9/1	2/2	Internal	3	35
9/1	3/1	Internal	23	35
11/1	10/1	Internal	5	35
11/2	9/1	Internal	3	35
12/1	4/1	Internal	5	35
12/1	5/1	Internal	3	35
12/1	5/2	Internal	3	35

Lane Saturation Flows

Scenario 1: '2031 DS1 - AM Peak' (FG1: '2041 DS1 - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: A34/A421 Proposed mitigation								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A43 northbound)	4.00	0.00	Y	Arm 2 Ahead	70.00	89.1 %	1961	1961
				Arm 3 Left	20.00	10.9 %		
1/2 (A43 northbound)	4.00	0.00	N	Arm 2 Ahead	70.00	100.0 %	2110	2110
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
2/3	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
5/2	4.00	0.00	Y	Arm 8 Right	Inf	100.0 %	2015	2015
6/1 (A43 southbound)	4.00	0.00	Y	Arm 7 Left	40.00	11.4 %	1969	1969
				Arm 8 Ahead	70.00	88.6 %		
6/2 (A43 southbound)	4.00	0.00	N	Arm 8 Ahead	70.00	100.0 %	2110	2110
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	4.50	0.00	Y	Arm 2 Right	Inf	61.7 %	2065	2065
				Arm 3 Ahead	Inf	38.3 %		
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A421 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
11/2 (A421 Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (B4031 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 DS1 - PM Peak' (FG2: '2031 DS1 - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: A34/A421 Proposed mitigation								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A43 northbound)	4.00	0.00	Y	Arm 2 Ahead	70.00	84.2 %	1957	1957
				Arm 3 Left	20.00	15.8 %		
1/2 (A43 northbound)	4.00	0.00	N	Arm 2 Ahead	70.00	100.0 %	2110	2110
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
2/3	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
5/2	4.00	0.00	Y	Arm 8 Right	Inf	100.0 %	2015	2015
6/1 (A43 southbound)	4.00	0.00	Y	Arm 7 Left	40.00	13.4 %	1969	1969
				Arm 8 Ahead	70.00	86.6 %		
6/2 (A43 southbound)	4.00	0.00	N	Arm 8 Ahead	70.00	100.0 %	2110	2110
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	4.50	0.00	Y	Arm 2 Right	Inf	56.6 %	2065	2065
				Arm 3 Ahead	Inf	43.4 %		
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A421 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
11/2 (A421 Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (B4031 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 DS1A - AM Peak' (FG3: '2031 DS1A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: A34/A421 Proposed mitigation								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A43 northbound)	4.00	0.00	Y	Arm 2 Ahead	70.00	89.4 %	1962	1962
				Arm 3 Left	20.00	10.6 %		
1/2 (A43 northbound)	4.00	0.00	N	Arm 2 Ahead	70.00	100.0 %	2110	2110
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
2/3	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
5/2	4.00	0.00	Y	Arm 8 Right	Inf	100.0 %	2015	2015
6/1 (A43 southbound)	4.00	0.00	Y	Arm 7 Left	40.00	11.7 %	1969	1969
				Arm 8 Ahead	70.00	88.3 %		
6/2 (A43 southbound)	4.00	0.00	N	Arm 8 Ahead	70.00	100.0 %	2110	2110
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	4.50	0.00	Y	Arm 2 Right	Inf	61.9 %	2065	2065
				Arm 3 Ahead	Inf	38.1 %		
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A421 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
11/2 (A421 Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (B4031 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 DS1A - PM Peak' (FG4: '2031 DS1A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: A34/A421 Proposed mitigation								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A43 northbound)	4.00	0.00	Y	Arm 2 Ahead	70.00	84.7 %	1957	1957
				Arm 3 Left	20.00	15.3 %		
1/2 (A43 northbound)	4.00	0.00	N	Arm 2 Ahead	70.00	100.0 %	2110	2110
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
2/3	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
5/2	4.00	0.00	Y	Arm 8 Right	Inf	100.0 %	2015	2015
6/1 (A43 southbound)	4.00	0.00	Y	Arm 7 Left	40.00	13.1 %	1969	1969
				Arm 8 Ahead	70.00	86.9 %		
6/2 (A43 southbound)	4.00	0.00	N	Arm 8 Ahead	70.00	100.0 %	2110	2110
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	4.50	0.00	Y	Arm 2 Right	Inf	57.3 %	2065	2065
				Arm 3 Ahead	Inf	42.7 %		
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A421 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
11/2 (A421 Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (B4031 Lane 1)	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS1 - AM Peak'	08:00	09:00	01:00	
2: '2031 DS1 - PM Peak'	17:00	18:00	01:00	
3: '2031 DS1A - AM Peak'	08:00	09:00	01:00	
4: '2031 DS1A - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2041 DS1 - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	118	2024	3	2145
	B	82	0	749	48	879
	C	1188	438	0	90	1716
	D	35	65	215	0	315
	Tot.	1305	621	2988	141	5055

FG2: '2031 DS1 - PM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	1415	20	1534
	B	129	0	445	79	653
	C	1966	630	0	213	2809
	D	5	61	129	0	195
	Tot.	2100	790	1989	312	5191

FG3: '2031 DS1A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	124	2071	3	2198
	B	83	0	751	48	882
	C	1225	438	0	88	1751
	D	34	67	220	0	321
	Tot.	1342	629	3042	139	5152

FG4: '2031 DS1A - PM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	98	1447	20	1565
	B	133	0	440	79	652
	C	2040	647	0	213	2900
	D	6	68	125	0	199
	Tot.	2179	813	2012	312	5316

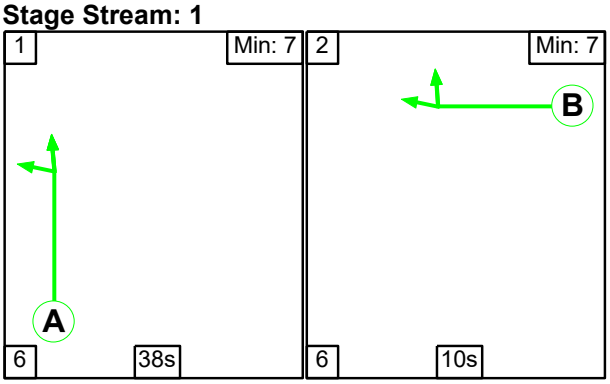
Traffic Lane Flows

Lane	Scenario 1: 2031 DS1 - AM Peak	Scenario 2: 2031 DS1 - PM Peak	Scenario 3: 2031 DS1A - AM Peak	Scenario 4: 2031 DS1A - PM Peak
Junction: A34/A421 Proposed mitigation				
1/1	824	1351	832	1394
1/2	892	1458	919	1506
2/1	775	1202	785	1247
2/2	495	893	523	926
2/3	438	630	438	647
3/1	141	312	139	312
4/1	810	1207	819	1253
4/2	495	893	523	926
5/1	503	691	505	715
5/2	215	129	220	125
6/1	1034	738	1059	750
6/2	1111	796	1139	815
7/1	621	790	629	813
8/1	1131	768	1155	777
8/2	1111	796	1139	815
9/1	133	228	134	232
10/1	1880	1213	1906	1217
10/2	1108	776	1136	795
11/1 (short)	749	445	751	440
11/2 (with short)	879(In) 130(Out)	653(In) 208(Out)	882(In) 131(Out)	652(In) 212(Out)
12/1	315	195	321	199

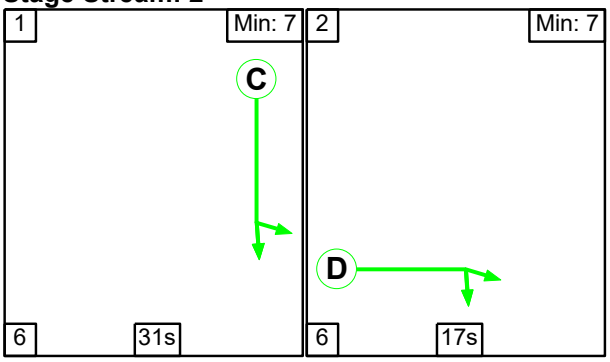
Scenario 1: '2031 DS1 - AM Peak' (FG1: '2041 DS1 - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

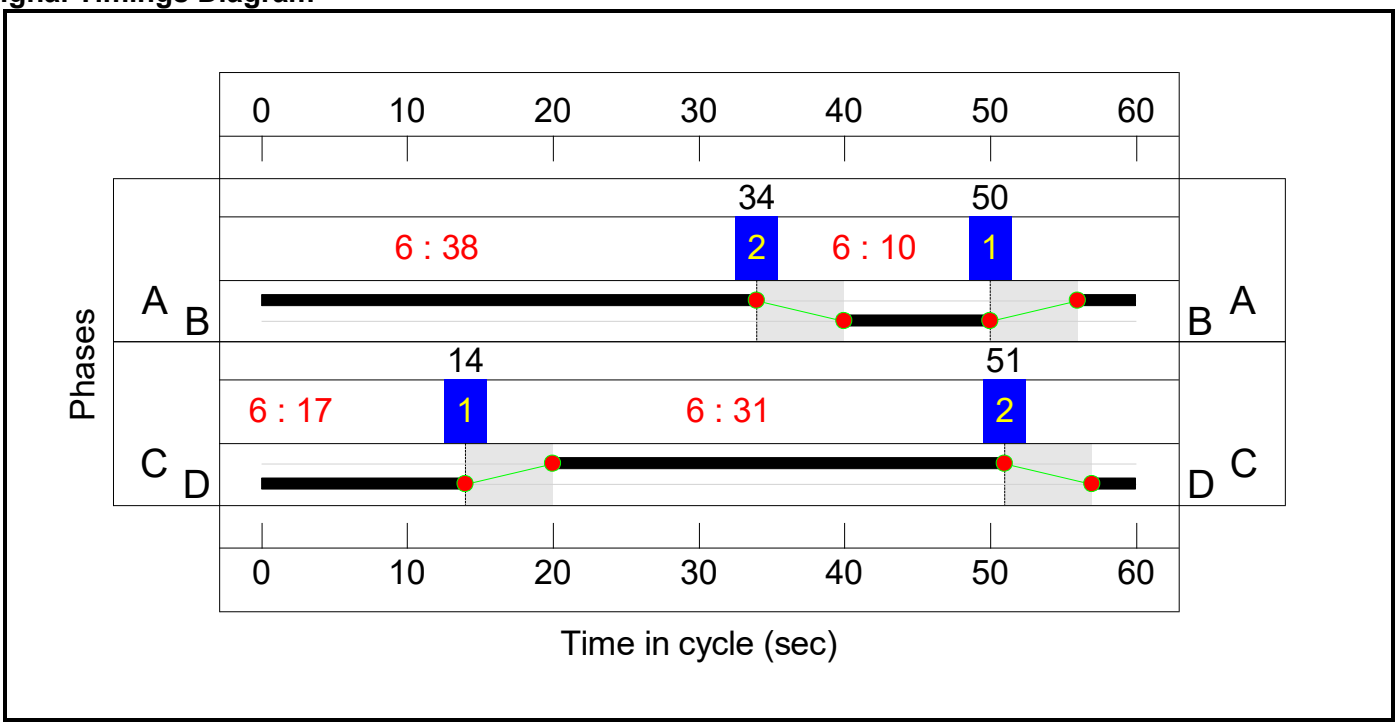
Stage Stream: 1

Stage	1	2
Duration	38	10
Change Point	50	34

Stage Stream: 2

Stage	1	2
Duration	31	17
Change Point	14	51

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed A43/A421 monitor and manage mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
A34/A421 Proposed mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
1/1	A43 northbound Ahead Left	U	1	N/A	A		1	38	-	-	824	1961	1275	64.6%
1/2	A43 northbound Ahead	U	1	N/A	A		1	38	-	-	892	2110	1371	65.0%
5/1	Ahead	U	2	N/A	D		1	17	-	-	503	2015	605	83.2%
5/2	Right	U	2	N/A	D		1	17	-	-	215	2015	605	35.6%
6/1	A43 southbound Left Ahead	U	2	N/A	C		1	31	-	-	1034	1969	1050	98.5%
6/2	A43 southbound Ahead	U	2	N/A	C		1	31	-	-	1111	2110	1125	98.7%
9/1	Right Ahead	U	1	N/A	B		1	10	-	-	133	2065	379	35.1%
11/2+11/1	A421 Ahead Left	O+U	N/A	N/A	-		-	-	-	-	879	Inf :2000	338+1945	38.5 : 38.5%
12/1	B4031 Left Ahead	O	N/A	N/A	-		-	-	-	-	315	Inf	499	63.1%

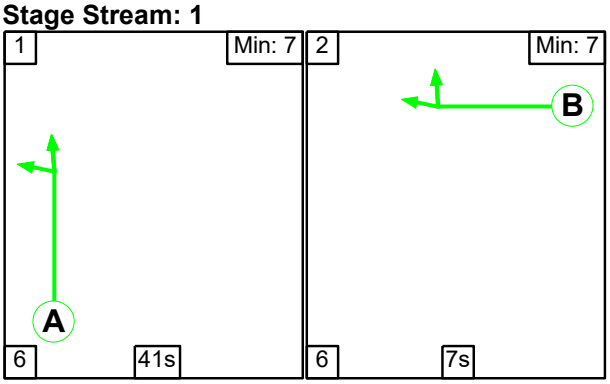
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed A43/A421 monitor and manage mitigation	**-**	**-**	**445**	**0**	**0**	**17.0**	**29.0**	**0.0**	**46.0**	**-**	**-**	**-**	**-**	
A34/A421 Proposed mitigation	**-**	**-**	**445**	**0**	**0**	**17.0**	**29.0**	**0.0**	**46.0**	**-**	**-**	**-**	**-**	
1/1	824	824	-	-	-	1.5	0.9	-	2.4	10.3	8.2	0.9	9.2	
1/2	892	892	-	-	-	1.6	0.9	-	2.5	10.1	8.9	0.9	9.8	
5/1	503	503	-	-	-	2.4	0.0	-	2.4	17.1	6.4	0.0	6.4	
5/2	215	215	-	-	-	1.2	0.0	-	1.2	20.8	3.5	0.0	3.5	
6/1	1034	1034	-	-	-	4.0	12.5	-	16.5	57.4	16.7	12.5	29.2	
6/2	1111	1111	-	-	-	4.3	13.5	-	17.7	57.4	18.2	13.5	31.7	
9/1	133	133	-	-	-	1.3	0.0	-	1.3	34.3	2.2	0.0	2.2	
11/2+11/1	879	879	130	0	0	0.3	0.3	-	0.7	2.7	1.3	0.3	1.6	
12/1	315	315	315	0	0	0.5	0.8	-	1.4	15.6	3.6	0.8	4.4	

C1 Stream: 1 PRC for Signalled Lanes (%): 38.4 Total Delay for Signalled Lanes (pcuHr): 6.13 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): -9.7 Total Delay for Signalled Lanes (pcuHr): 37.85 Cycle Time (s): 60
PRC Over All Lanes (%): -9.7 Total Delay Over All Lanes(pcuHr): 46.00

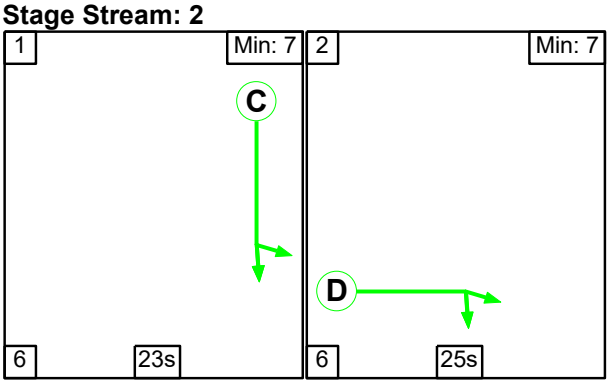
Scenario 2: '2031 DS1 - PM Peak' (FG2: '2031 DS1 - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

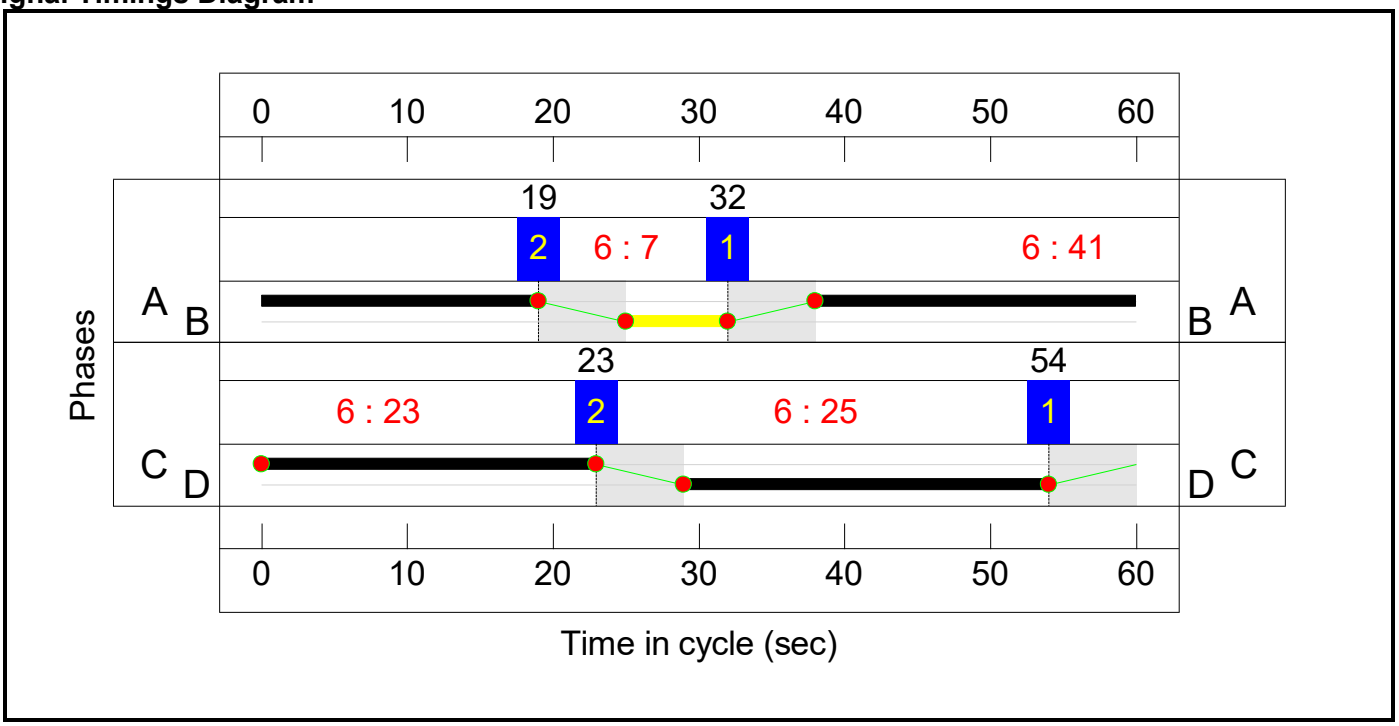
Stage Stream: 1

Stage	1	2
Duration	41	7
Change Point	32	19

Stage Stream: 2

Stage	1	2
Duration	23	25
Change Point	54	23

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed A43/A421 monitor and manage mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
A34/A421 Proposed mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
1/1	A43 northbound Ahead Left	U	1	N/A	A		1	41	-	-	1351	1957	1370	98.6%
1/2	A43 northbound Ahead	U	1	N/A	A		1	41	-	-	1458	2110	1477	98.7%
5/1	Ahead	U	2	N/A	D		1	25	-	-	691	2015	873	79.1%
5/2	Right	U	2	N/A	D		1	25	-	-	129	2015	873	14.8%
6/1	A43 southbound Left Ahead	U	2	N/A	C		1	23	-	-	738	1969	788	93.7%
6/2	A43 southbound Ahead	U	2	N/A	C		1	23	-	-	796	2110	844	94.3%
9/1	Right Ahead	U	1	N/A	B		1	7	-	-	228	2065	275	82.8%
11/2+11/1	A421 Ahead Left	O+U	N/A	N/A	-		-	-	-	-	653	Inf :2000	566+1211	36.7 : 36.7%
12/1	B4031 Left Ahead	O	N/A	N/A	-		-	-	-	-	195	Inf	252	77.4%

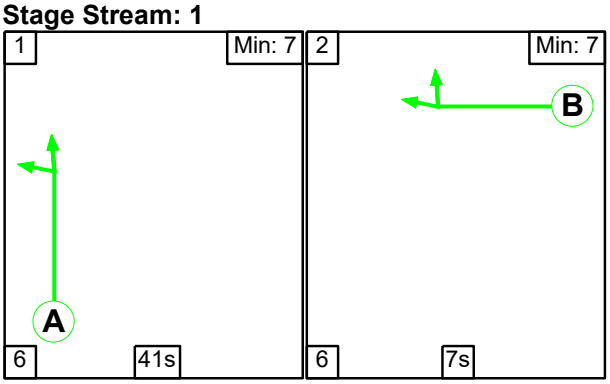
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed A43/A421 monitor and manage mitigation	**-**	**-**	**403**	**0**	**0**	**20.9**	**43.6**	**0.0**	**64.5**	**-**	**-**	**-**	**-**	
A34/A421 Proposed mitigation	**-**	**-**	**403**	**0**	**0**	**20.9**	**43.6**	**0.0**	**64.5**	**-**	**-**	**-**	**-**	
1/1	1351	1351	-	-	-	3.3	14.3	-	17.5	46.7	21.8	14.3	36.0	
1/2	1458	1458	-	-	-	3.5	14.9	-	18.5	45.6	23.5	14.9	38.4	
5/1	691	691	-	-	-	3.4	0.0	-	3.4	17.8	9.0	0.0	9.0	
5/2	129	129	-	-	-	0.0	0.0	-	0.0	0.3	0.3	0.0	0.3	
6/1	738	738	-	-	-	3.5	6.0	-	9.5	46.5	11.7	6.0	17.7	
6/2	796	796	-	-	-	3.8	6.5	-	10.4	46.8	12.6	6.5	19.1	
9/1	228	228	-	-	-	1.9	0.0	-	1.9	30.7	3.2	0.0	3.2	
11/2+11/1	653	653	208	0	0	0.3	0.3	-	0.6	3.3	1.7	0.3	2.0	
12/1	195	195	195	0	0	1.0	1.6	-	2.6	48.5	2.9	1.6	4.5	

C1 Stream: 1 PRC for Signalled Lanes (%): -9.7 Total Delay for Signalled Lanes (pcuHr): 37.93 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): -4.8 Total Delay for Signalled Lanes (pcuHr): 23.31 Cycle Time (s): 60
PRC Over All Lanes (%): -9.7 Total Delay Over All Lanes(pcuHr): 64.46

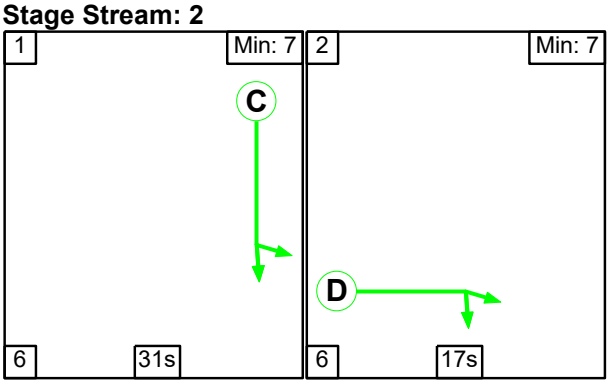
Scenario 3: '2031 DS1A - AM Peak' (FG3: '2031 DS1A - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

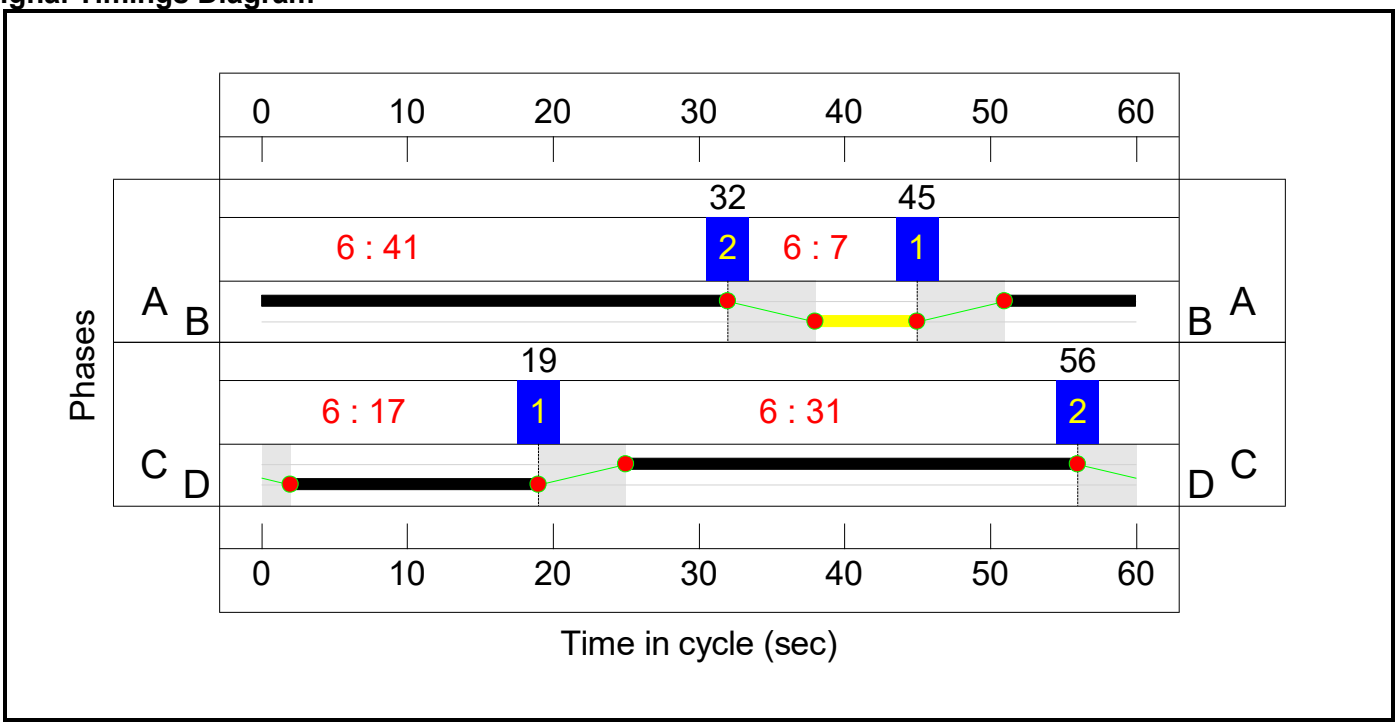
Stage Stream: 1

Stage	1	2
Duration	41	7
Change Point	45	32

Stage Stream: 2

Stage	1	2
Duration	31	17
Change Point	19	56

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed A43/A421 monitor and manage mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**101.2%**
A34/A421 Proposed mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**101.2%**
1/1	A43 northbound Ahead Left	U	1	N/A	A		1	41	-	-	832	1962	1373	60.6%
1/2	A43 northbound Ahead	U	1	N/A	A		1	41	-	-	919	2110	1477	62.2%
5/1	Ahead	U	2	N/A	D		1	17	-	-	505	2015	605	83.5%
5/2	Right	U	2	N/A	D		1	17	-	-	220	2015	605	36.4%
6/1	A43 southbound Left Ahead	U	2	N/A	C		1	31	-	-	1059	1969	1050	100.8%
6/2	A43 southbound Ahead	U	2	N/A	C		1	31	-	-	1139	2110	1125	101.2%
9/1	Right Ahead	U	1	N/A	B		1	7	-	-	134	2065	275	48.7%
11/2+11/1	A421 Ahead Left	O+U	N/A	N/A	-		-	-	-	-	882	Inf :2000	339+1945	38.6 : 38.6%
12/1	B4031 Left Ahead	O	N/A	N/A	-		-	-	-	-	321	Inf	480	66.8%

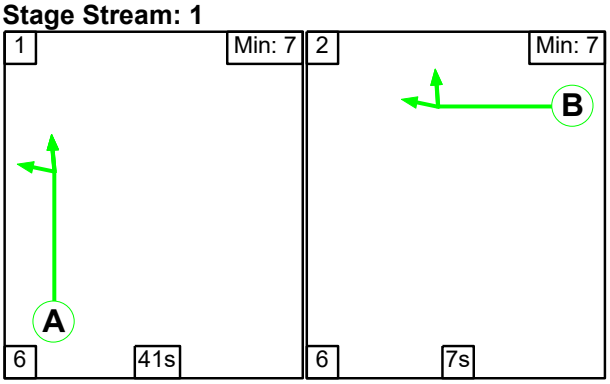
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed A43/A421 monitor and manage mitigation	**-**	**-**	**452**	**0**	**0**	**16.8**	**42.2**	**0.0**	**59.0**	**-**	**-**	**-**	**-**	
A34/A421 Proposed mitigation	**-**	**-**	**452**	**0**	**0**	**16.8**	**42.2**	**0.0**	**59.0**	**-**	**-**	**-**	**-**	
1/1	832	832	-	-	-	1.1	0.8	-	1.9	8.0	7.2	0.8	7.9	
1/2	919	919	-	-	-	1.2	0.8	-	2.0	8.0	7.9	0.8	8.7	
5/1	505	505	-	-	-	2.3	0.0	-	2.3	16.2	7.7	0.0	7.7	
5/2	220	220	-	-	-	1.4	0.0	-	1.4	22.2	3.0	0.0	3.0	
6/1	1059	1050	-	-	-	4.3	18.6	-	22.9	78.0	17.8	18.6	36.4	
6/2	1139	1125	-	-	-	4.7	20.6	-	25.4	80.1	19.2	20.6	39.8	
9/1	134	134	-	-	-	1.0	0.0	-	1.0	27.5	2.2	0.0	2.2	
11/2+11/1	882	882	131	0	0	0.4	0.3	-	0.7	2.7	1.3	0.3	1.7	
12/1	321	321	321	0	0	0.5	1.0	-	1.5	16.4	3.8	1.0	4.8	

C1 Stream: 1 PRC for Signalled Lanes (%): 44.6 Total Delay for Signalled Lanes (pcuHr): 4.92 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): -12.5 Total Delay for Signalled Lanes (pcuHr): 51.93 Cycle Time (s): 60
PRC Over All Lanes (%): -12.5 Total Delay Over All Lanes(pcuHr): 58.98

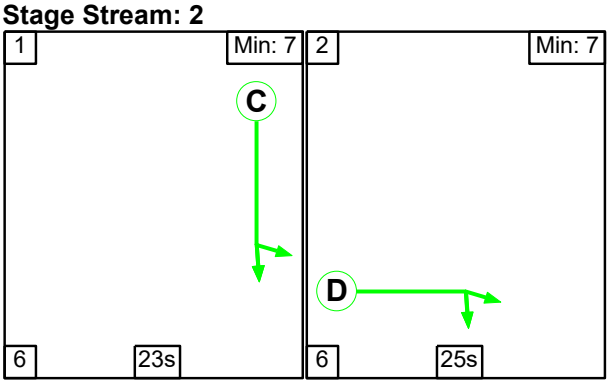
Scenario 4: '2031 DS1A - PM Peak' (FG4: '2031 DS1A - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

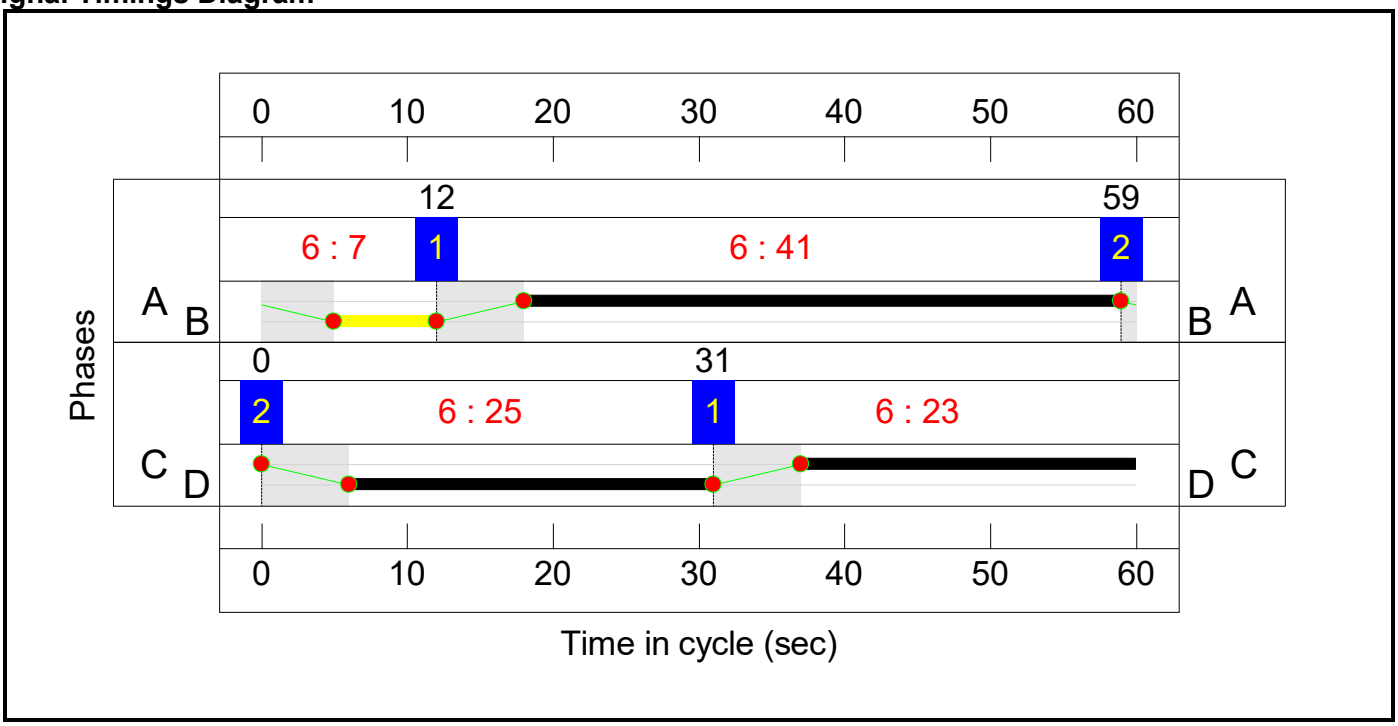
Stage Stream: 1

Stage	1	2
Duration	41	7
Change Point	12	59

Stage Stream: 2

Stage	1	2
Duration	23	25
Change Point	31	0

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed A43/A421 monitor and manage mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.0%**
A34/A421 Proposed mitigation	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.0%**
1/1	A43 northbound Ahead Left	U	1	N/A	A		1	41	-	-	1394	1957	1370	101.8%
1/2	A43 northbound Ahead	U	1	N/A	A		1	41	-	-	1506	2110	1477	102.0%
5/1	Ahead	U	2	N/A	D		1	25	-	-	715	2015	873	80.5%
5/2	Right	U	2	N/A	D		1	25	-	-	125	2015	873	14.3%
6/1	A43 southbound Left Ahead	U	2	N/A	C		1	23	-	-	750	1969	788	95.2%
6/2	A43 southbound Ahead	U	2	N/A	C		1	23	-	-	815	2110	844	96.6%
9/1	Right Ahead	U	1	N/A	B		1	7	-	-	232	2065	275	84.3%
11/2+11/1	A421 Ahead Left	O+U	N/A	N/A	-		-	-	-	-	652	Inf :2000	560+1162	37.9 : 37.9%
12/1	B4031 Left Ahead	O	N/A	N/A	-		-	-	-	-	199	Inf	246	80.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Proposed A43/A421 monitor and manage mitigation	**-**	**-**	**411**	**0**	**0**	**23.4**	**71.8**	**0.0**	**95.2**	**-**	**-**	**-**	**-**	
A34/A421 Proposed mitigation	**-**	**-**	**411**	**0**	**0**	**23.4**	**71.8**	**0.0**	**95.2**	**-**	**-**	**-**	**-**	
1/1	1394	1370	-	-	-	4.4	25.6	-	30.1	77.6	23.6	25.6	49.3	
1/2	1506	1477	-	-	-	4.9	28.0	-	32.9	78.5	25.6	28.0	53.5	
5/1	703	703	-	-	-	3.6	0.0	-	3.6	18.5	9.6	0.0	9.6	
5/2	125	125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	750	750	-	-	-	3.6	7.2	-	10.8	52.0	12.1	7.2	19.3	
6/2	815	815	-	-	-	4.0	8.8	-	12.7	56.3	13.1	8.8	21.9	
9/1	232	232	-	-	-	1.5	0.0	-	1.5	23.2	3.1	0.0	3.1	
11/2+11/1	652	652	212	0	0	0.3	0.3	-	0.6	3.5	1.7	0.3	2.0	
12/1	199	199	199	0	0	1.1	1.9	-	3.0	54.3	3.0	1.9	5.0	

C1 Stream: 1 PRC for Signalled Lanes (%): -13.3 Total Delay for Signalled Lanes (pcuHr): 64.41 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): -7.3 Total Delay for Signalled Lanes (pcuHr): 27.20 Cycle Time (s): 60
PRC Over All Lanes (%): -13.3 Total Delay Over All Lanes(pcuHr): 95.25

APPENDIX Q

A43 GROVES ROUNDABOUT JUNCTIONS 11 ARCADY REPORT

2025 observed 07:30 to 07:45 - AM

Total	A	B	C	D	Total
A	0	2	426	35	463
B	8	0	0	5	13
C	284	7	0	6	297
D	38	0	11	0	49
Total	330	9	437	46	822

HGV	A	B	C	D	Total
A	0	0	40	2	42
B	0	0	0	0	0
C	32	2	0	0	34
D	0	0	0	0	0
Total	32	2	40	2	76

HGV %	A	B	C	D
A	0%	0%	9%	6%
B	0%	0%		0%
C	11%	29%	0%	0%
D	0%		0%	0%

A43 split 07:30 to 07:45 - AM

	A	B	C	D
A			28%	
B				
C	21%			
D				

2025 observed 07:45 to 08:00 - AM

Total	A	B	C	D	Tot
A	0	6	397	42	445
B	17	0	2	0	19
C	339	2	0	7	348
D	53	7	11	0	71
Tot	409	15	410	49	883

HGV	A	B	C	D	Tot
A	0	0	45	1	46
B	0	0	0	0	0
C	40	0	0	0	40
D	2	0	0	0	2
Tot	42	0	45	1	88

HGV %	A	B	C	D
A	0%	0%	11%	2%
B	0%	0%	0%	
C	12%	0%	0%	0%
D	4%	0%	0%	0%

A43 split 07:45 to 08:00 - AM

	A	B	C	D
A			26%	
B				
C	25%			
D				

2025 observed 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	10	389	25	424
B	20	0	0	0	20
C	371	0	0	3	374
D	53	3	6	0	62
Tot	444	13	395	28	880

HGV	A	B	C	D	Tot
A	0	0	50	1	51
B	0	0	0	0	0
C	31	0	0	1	32
D	2	0	0	0	2
Tot	33	0	50	2	85

HGV %	A	B	C	D
A	0%	0%	13%	4%
B	0%	0%		
C	8%		0%	33%
D	4%	0%	0%	0%

A43 split 08:00 to 08:15 - AM

	A	B	C	D
A			25%	
B				
C	27%			
D				

2025 observed 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	9	333	46	388
B	26	0	3	0	29
C	370	2	0	5	377
D	51	1	15	0	67
Tot	447	12	351	51	861

HGV	A	B	C	D	Tot
A	0	0	39	2	41
B	0	0	0	0	0
C	27	0	0	0	27
D	1	0	0	0	1
Tot	28	0	39	2	69

HGV %	A	B	C	D
A	0%	0%	12%	4%
B	0%	0%	0%	
C	7%	0%	0%	0%
D	2%	0%	0%	0%

A43 split 08:15 to 08:30 - AM

	A	B	C	D
A			22%	
B				
C	27%			
D				

2025 observed 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	27	1,545	148	1,720
B	71	0	5	5	81
C	1,364	11	0	21	1,396
D	195	11	43	0	249
Tot	1,630	49	1,593	174	3,446

HGV	A	B	C	D	Tot
A	0	0	174	6	180
B	0	0	0	0	0
C	130	2	0	1	133
D	5	0	0	0	5
Tot	135	2	174	7	318

A43 split 07:30 to 08:30 - AM

	A	B	C	D
A			100%	
B				
C	100%			
D				

2031 RC1 07:30 to 07:45 - AM

Total	A	B	C	D	Tot
A	0	2	426	35	463
B	8	0	0	5	13
C	252	7	0	6	265
D	38	0	11	0	49
Tot	298	9	437	46	790

HGV	A	B	C	D	Tot
A	0	0	35	2	37
B	0	0	0	0	0
C	28	2	0	0	30
D	0	0	0	0	0
Tot	28	2	35	2	68

HGV %	A	B	C	D
A		0%	8%	6%
B	0%			0%
C	11%	29%		0%
D	0%		0%	

2031 RC1 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	6	415	42	463
B	17	0	2	0	19
C	300	2	0	7	309
D	53	7	11	0	71
Tot	370	15	428	49	862

HGV	A	B	C	D	Tot
A	0	0	40	1	41
B	0	0	0	0	0
C	35	0	0	0	35
D	2	0	0	0	2
Tot	37	0	40	1	78

HGV %	A	B	C	D
A		0%	10%	2%
B	0%		0%	
C	12%	0%		0%
D	4%	0%	0%	

2031 RC1 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	10	406	25	441
B	20	0	0	0	20
C	329	0	0	3	332
D	53	3	6	0	62
Tot	402	13	412	28	855

HGV	A	B	C	D	Tot
A	0	0	44	1	45
B	0	0	0	0	0
C	27	0	0	1	28
D	2	0	0	0	2
Tot	29	0	44	2	76

HGV %	A	B	C	D
A		0%	11%	4%
B	0%			
C	8%			33%
D	4%	0%	0%	

2031 RC1 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	9	348	46	403
B	26	0	3	0	29
C	328	2	0	5	335
D	51	1	15	0	67
Tot	405	12	366	51	834

HGV	A	B	C	D	Tot
A	0	0	35	2	37
B	0	0	0	0	0
C	24	0	0	0	24
D	1	0	0	0	1
Tot	25	0	35	2	61

HGV %	A	B	C	D
A		0%	10%	4%
B	0%		0%	
C	7%	0%		0%
D	2%	0%	0%	

2031 RC1 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	27	1,614	148	1,789
B	71	0	5	5	81
C	1,209	11	0	21	1,241
D	195	11	43	0	249
Tot	1,475	49	1,662	174	3,360

HGV	A	B	C	D	Tot
A	0	0	154	6	160
B	0	0	0	0	0
C	115	2	0	1	118
D	5	0	0	0	5
Tot	120	2	154	7	283

2031 DS1 07:30 to 07:45 - AM

Total	A	B	C	D	Tot
A	0	2	508	35	545
B	8	0	0	5	13
C	235	7	0	6	248
D	38	0	11	0	49
Tot	281	9	519	46	854

HGV	A	B	C	D	Tot
A	0	0	38	2	40
B	0	0	0	0	0
C	31	2	0	0	33
D	0	0	0	0	0
Tot	31	2	38	2	72

HGV %	A	B	C	D
A		0%	7%	6%
B	0%			0%
C	13%	29%		0%
D	0%		0%	

2031 DS1 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	6	473	42	521
B	17	0	2	0	19
C	280	2	0	7	289
D	53	7	11	0	71
Tot	350	15	486	49	900

HGV	A	B	C	D	Tot
A	0	0	42	1	43
B	0	0	0	0	0
C	38	0	0	0	38
D	2	0	0	0	2
Tot	40	0	42	1	84

HGV %	A	B	C	D
A		0%	9%	2%
B	0%		0%	
C	14%	0%		0%
D	4%	0%	0%	

2031 DS1 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	10	464	25	499
B	20	0	0	0	20
C	307	0	0	3	310
D	53	3	6	0	62
Tot	380	13	470	28	890

HGV	A	B	C	D	Tot
A	0	0	47	1	48
B	0	0	0	0	0
C	30	0	0	1	31
D	2	0	0	0	2
Tot	32	0	47	2	81

HGV %	A	B	C	D
A		0%	10%	4%
B	0%			
C	10%			33%
D	4%	0%	0%	

2031 DS1 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	9	397	46	452
B	26	0	3	0	29
C	306	2	0	5	313
D	51	1	15	0	67
Tot	383	12	415	51	861

HGV	A	B	C	D	Tot
A	0	0	37	2	39
B	0	0	0	0	0
C	26	0	0	0	26
D	1	0	0	0	1
Tot	27	0	37	2	66

HGV %	A	B	C	D
A		0%	9%	4%
B	0%		0%	
C	8%	0%		0%
D	2%	0%	0%	

2031 DS1 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	27	1,841	148	2,016
B	71	0	5	5	81
C	1,127	11	0	21	1,159
D	195	11	43	0	249
Tot	1,393	49	1,889	174	3,505

HGV	A	B	C	D	Tot
A	0	0	164	6	170
B	0	0	0	0	0
C	124	2	0	1	127
D	5	0	0	0	5
Tot	129	2	164	7	302

2025 observed 16:30 to 16:45 - PM

Total	A	B	C	D	Total
A	0	11	256	31	298
B	14	0	1	0	15
C	413	2	0	2	417
D	48	1	4	0	53
Total	475	14	261	33	783

HGV	A	B	C	D	Total
A	0	0	31	0	31
B	0	0	0	0	0
C	42	0	0	0	42
D	1	0	0	0	1
Total	43	0	31	0	74

HGV %	A	B	C	D
A	0%	0%	12%	0%
B	0%	0%		
C	10%	0%	0%	0%
D	2%		0%	0%

A43 split 16:30 to 16:45 - PM

	A	B	C	D
A			21%	
B				
C	26%			
D				

2025 observed 16:45 to 17:00 - PM

Total	A	B	C	D	Tot
A	0	9	294	44	347
B	14	0	3	1	18
C	418	1	0	4	423
D	47	1	3	0	51
Tot	479	11	300	49	839

HGV	A	B	C	D	Tot
A	0	0	22	1	23
B	1	0	0	0	1
C	28	0	0	0	28
D	0	0	0	0	0
Tot	29	0	22	1	52

HGV %	A	B	C	D
A	0%	0%	7%	2%
B	7%	0%	0%	
C	7%	0%	0%	0%
D	0%	0%	0%	0%

A43 split 16:45 to 17:00 - PM

	A	B	C	D
A			24%	
B				
C	26%			
D				

2025 observed 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	17	324	52	393
B	14	0	1	1	16
C	401	6	0	2	409
D	41	0	7	0	48
Tot	456	23	332	55	866

HGV	A	B	C	D	Tot
A	0	0	19	1	20
B	1	0	0	0	1
C	25	0	0	0	25
D	0	0	0	0	0
Tot	26	0	19	1	46

HGV %	A	B	C	D
A	0%	0%	6%	2%
B	7%	0%		
C	6%		0%	0%
D	0%		0%	0%

A43 split 17:00 to 17:15 - PM

	A	B	C	D
A			27%	
B				
C	25%			
D				

2025 observed 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	15	331	46	392
B	20	0	0	2	22
C	386	3	0	7	396
D	37	0	6	0	43
Tot	443	18	337	55	853

HGV	A	B	C	D	Tot
A	0	0	19	0	19
B	0	0	0	0	0
C	24	0	0	2	26
D	0	0	0	0	0
Tot	24	0	19	2	45

HGV %	A	B	C	D
A	0%	0%	6%	0%
B	0%	0%		
C	6%	0%	0%	29%
D	0%		0%	0%

A43 split 17:15 to 17:30 - PM

	A	B	C	D
A			27%	
B				
C	24%			
D				

2025 observed 16:30 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	52	1,205	173	1,430
B	62	0	5	4	71
C	1,618	12	0	15	1,645
D	173	2	20	0	195
Tot	1,853	66	1,230	192	3,341

HGV	A	B	C	D	Tot
A	0	0	91	2	93
B	2	0	0	0	2
C	119	0	0	2	121
D	1	0	0	0	1
Tot	122	0	91	4	217

A43 split 16:30 to 17:30 - PM

	A	B	C	D
A			100%	
B				
C	100%			
D				

2031 RC1 16:30 to 16:45 - PM

Total	A	B	C	D	Tot
A	0	11	244	31	286
B	14	0	1	0	15
C	422	2	0	2	426
D	48	1	4	0	53
Tot	484	14	249	33	781

HGV	A	B	C	D	Tot
A	0	0	32	0	32
B	0	0	0	0	0
C	25	0	0	0	25
D	1	0	0	0	1
Tot	26	0	32	0	58

HGV %	A	B	C	D
A		0%	13%	0%
B	0%			
C	6%	0%		0%
D	2%		0%	

2031 RC1 16:45 to 17:00 - PM

Total	A	B	C	D	Tot
A	0	9	280	44	333
B	14	0	3	1	18
C	428	1	0	4	433
D	47	1	3	0	51
Tot	489	11	286	49	835

HGV	A	B	C	D	Tot
A	0	0	22	1	23
B	1	0	0	0	1
C	17	0	0	0	17
D	0	0	0	0	0
Tot	18	0	22	1	41

HGV %	A	B	C	D
A		0%	8%	2%
B	7%		0%	
C	4%	0%		0%
D	0%	0%	0%	

2031 RC1 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	17	309	52	378
B	14	0	1	1	16
C	410	6	0	2	418
D	41	0	7	0	48
Tot	465	23	317	55	860

HGV	A	B	C	D	Tot
A	0	0	19	1	20
B	1	0	0	0	1
C	15	0	0	0	15
D	0	0	0	0	0
Tot	16	0	19	1	37

HGV %	A	B	C	D
A		0%	6%	2%
B	7%			
C	4%			0%
D	0%		0%	

2031 RC1 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	15	316	46	377
B	20	0	0	2	22
C	395	3	0	7	405
D	37	0	6	0	43
Tot	452	18	322	55	846

HGV	A	B	C	D	Tot
A	0	0	19	0	19
B	0	0	0	0	0
C	15	0	0	2	17
D	0	0	0	0	0
Tot	15	0	19	2	36

HGV %	A	B	C	D
A		0%	6%	0%
B	0%			
C	4%	0%		29%
D	0%		0%	

2031 RC1 16:30 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	52	1,149	173	1,374
B	62	0	5	4	71
C	1,655	12	0	15	1,682
D	173	2	20	0	195
Tot	1,890	66	1,174	192	3,322

HGV	A	B	C	D	Tot
A	0	0	93	2	95
B	2	0	0	0	2
C	72	0	0	2	74
D	1	0	0	0	1
Tot	75	0	93	4	172

2031 DS1 16:30 to 16:45 - PM

Total	A	B	C	D	Tot
A	0	11	259	31	301
B	14	0	1	0	15
C	506	2	0	2	510
D	48	1	4	0	53
Tot	568	14	264	33	880

HGV	A	B	C	D	Tot
A	0	0	35	0	35
B	0	0	0	0	0
C	34	0	0	0	34
D	1	0	0	0	1
Tot	35	0	35	0	70

HGV %	A	B	C	D
A		0%	14%	0%
B	0%			
C	7%	0%		0%
D	2%		0%	

2031 DS1 16:45 to 17:00 - PM

Total	A	B	C	D	Tot
A	0	9	298	44	351
B	14	0	3	1	18
C	513	1	0	4	518
D	47	1	3	0	51
Tot	574	11	304	49	937

HGV	A	B	C	D	Tot
A	0	0	25	1	26
B	1	0	0	0	1
C	23	0	0	0	23
D	0	0	0	0	0
Tot	24	0	25	1	50

HGV %	A	B	C	D
A		0%	8%	2%
B	7%		0%	
C	4%	0%		0%
D	0%	0%	0%	

2031 DS1 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	17	328	52	397
B	14	0	1	1	16
C	492	6	0	2	500
D	41	0	7	0	48
Tot	547	23	336	55	961

HGV	A	B	C	D	Tot
A	0	0	22	1	23
B	1	0	0	0	1
C	20	0	0	0	20
D	0	0	0	0	0
Tot	21	0	22	1	44

HGV %	A	B	C	D
A		0%	7%	2%
B	7%			
C	4%			0%
D	0%		0%	

2031 DS1 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	15	335	46	396
B	20	0	0	2	22
C	473	3	0	7	483
D	37	0	6	0	43
Tot	530	18	341	55	944

HGV	A	B	C	D	Tot
A	0	0	22	0	22
B	0	0	0	0	0
C	19	0	0	2	21
D	0	0	0	0	0
Tot	19	0	22	2	43

HGV %	A	B	C	D
A		0%	6%	0%
B	0%			
C	4%	0%		29%
D	0%		0%	

2031 DS1 16:30 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	52	1,220	173	1,445
B	62	0	5	4	71
C	1,984	12	0	15	2,011
D	173	2	20	0	195
Tot	2,219	66	1,245	192	3,722

HGV	A	B	C	D	Tot
A	0	0	104	2	106
B	2	0	0	0	2
C	96	0	0	2	98
D	1	0	0	0	1
Tot	99	0	104	4	207

2031 RCA1 07:30 to 07:45 - AM

Total	A	B	C	D	Tot
A	0	2	475	35	512
B	8	0	0	5	13
C	253	7	0	6	266
D	38	0	11	0	49
Tot	299	9	486	46	840

HGV	A	B	C	D	Tot
A	0	0	41	2	43
B	0	0	0	0	0
C	34	2	0	0	36
D	0	0	0	0	0
Tot	34	2	41	2	79

HGV %	A	B	C	D
A		0%	9%	6%
B	0%			0%
C	14%	29%		0%
D	0%		0%	

2031 RC1A 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	6	442	42	490
B	17	0	2	0	19
C	302	2	0	7	311
D	53	7	11	0	71
Tot	372	15	455	49	891

HGV	A	B	C	D	Tot
A	0	0	46	1	47
B	0	0	0	0	0
C	43	0	0	0	43
D	2	0	0	0	2
Tot	45	0	46	1	92

HGV %	A	B	C	D
A		0%	10%	2%
B	0%		0%	
C	14%	0%		0%
D	4%	0%	0%	

2031 RC1A 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	10	433	25	468
B	20	0	0	0	20
C	331	0	0	3	334
D	53	3	6	0	62
Tot	404	13	439	28	884

HGV	A	B	C	D	Tot
A	0	0	51	1	52
B	0	0	0	0	0
C	33	0	0	1	34
D	2	0	0	0	2
Tot	35	0	51	2	88

HGV %	A	B	C	D
A		0%	12%	4%
B	0%			
C	10%			33%
D	4%	0%	0%	

2031 RC1A 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	9	371	46	426
B	26	0	3	0	29
C	330	2	0	5	337
D	51	1	15	0	67
Tot	407	12	389	51	859

HGV	A	B	C	D	Tot
A	0	0	40	2	42
B	0	0	0	0	0
C	29	0	0	0	29
D	1	0	0	0	1
Tot	30	0	40	2	72

HGV %	A	B	C	D
A		0%	11%	4%
B	0%		0%	
C	9%	0%		0%
D	2%	0%	0%	

2031 RC1A 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	27	1,721	148	1,896
B	71	0	5	5	81
C	1,216	11	0	21	1,248
D	195	11	43	0	249
Tot	1,482	49	1,769	174	3,474

HGV	A	B	C	D	Tot
A	0	0	178	6	184
B	0	0	0	0	0
C	139	2	0	1	142
D	5	0	0	0	5
Tot	144	2	178	7	331

2031 DSA1 07:30 to 07:45 - AM

Total	A	B	C	D	Tot
A	0	2	519	35	556
B	8	0	0	5	13
C	245	7	0	6	258
D	38	0	11	0	49
Tot	291	9	530	46	876

HGV	A	B	C	D	Tot
A	0	0	43	2	45
B	0	0	0	0	0
C	36	2	0	0	38
D	0	0	0	0	0
Tot	36	2	43	2	83

HGV %	A	B	C	D
A		0%	8%	6%
B	0%			0%
C	15%	29%		0%
D	0%		0%	

2031 DS1A 08:00 to 08:15 - AM

Total	A	B	C	D	Tot
A	0	6	484	42	532
B	17	0	2	0	19
C	292	2	0	7	301
D	53	7	11	0	71
Tot	362	15	497	49	923

HGV	A	B	C	D	Tot
A	0	0	49	1	50
B	0	0	0	0	0
C	45	0	0	0	45
D	2	0	0	0	2
Tot	47	0	49	1	97

HGV %	A	B	C	D
A		0%	10%	2%
B	0%		0%	
C	15%	0%		0%
D	4%	0%	0%	

2031 DS1A 08:15 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	10	474	25	509
B	20	0	0	0	20
C	320	0	0	3	323
D	53	3	6	0	62
Tot	393	13	480	28	914

HGV	A	B	C	D	Tot
A	0	0	54	1	55
B	0	0	0	0	0
C	35	0	0	1	36
D	2	0	0	0	2
Tot	37	0	54	2	93

HGV %	A	B	C	D
A		0%	11%	4%
B	0%			
C	11%			33%
D	4%	0%	0%	

2031 DS1A 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	9	406	46	461
B	26	0	3	0	29
C	319	2	0	5	326
D	51	1	15	0	67
Tot	396	12	424	51	883

HGV	A	B	C	D	Tot
A	0	0	42	2	44
B	0	0	0	0	0
C	31	0	0	0	31
D	1	0	0	0	1
Tot	32	0	42	2	76

HGV %	A	B	C	D
A		0%	10%	4%
B	0%		0%	
C	10%	0%		0%
D	2%	0%	0%	

2031 DS1A 07:30 to 08:30 - AM

Total	A	B	C	D	Tot
A	0	27	1,884	148	2,059
B	71	0	5	5	81
C	1,175	11	0	21	1,207
D	195	11	43	0	249
Tot	1,441	49	1,932	174	3,596

HGV	A	B	C	D	Tot
A	0	0	188	6	194
B	0	0	0	0	0
C	147	2	0	1	150
D	5	0	0	0	5
Tot	152	2	188	7	349

2031 RCA1 16:30 to 16:45 - PM

Total	A	B	C	D	Tot
A	0	11	254	31	296
B	14	0	1	0	15
C	465	2	0	2	469
D	48	1	4	0	53
Tot	527	14	259	33	833

HGV	A	B	C	D	Tot
A	0	0	39	0	39
B	0	0	0	0	0
C	35	0	0	0	35
D	1	0	0	0	1
Tot	36	0	39	0	75

HGV %	A	B	C	D
A		0%	15%	0%
B	0%			
C	8%	0%		0%
D	2%		0%	

2031 RC1A 16:45 to 17:00 - PM

Total	A	B	C	D	Tot
A	0	9	292	44	345
B	14	0	3	1	18
C	470	1	0	4	475
D	47	1	3	0	51
Tot	531	11	298	49	889

HGV	A	B	C	D	Tot
A	0	0	28	1	29
B	1	0	0	0	1
C	23	0	0	0	23
D	0	0	0	0	0
Tot	24	0	28	1	53

HGV %	A	B	C	D
A		0%	9%	2%
B	7%		0%	
C	5%	0%		0%
D	0%	0%	0%	

2031 RC1A 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	17	322	52	391
B	14	0	1	1	16
C	451	6	0	2	459
D	41	0	7	0	48
Tot	506	23	330	55	914

HGV	A	B	C	D	Tot
A	0	0	24	1	25
B	1	0	0	0	1
C	21	0	0	0	21
D	0	0	0	0	0
Tot	22	0	24	1	47

HGV %	A	B	C	D
A		0%	7%	2%
B	7%			
C	5%			0%
D	0%		0%	

2031 RC1A 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	15	329	46	390
B	20	0	0	2	22
C	434	3	0	7	444
D	37	0	6	0	43
Tot	491	18	335	55	899

HGV	A	B	C	D	Tot
A	0	0	24	0	24
B	0	0	0	0	0
C	20	0	0	2	22
D	0	0	0	0	0
Tot	20	0	24	2	46

HGV %	A	B	C	D
A		0%	7%	0%
B	0%			
C	5%	0%		29%
D	0%		0%	

2031 RC1A 16:30 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	52	1,196	173	1,421
B	62	0	5	4	71
C	1,820	12	0	15	1,847
D	173	2	20	0	195
Tot	2,055	66	1,221	192	3,534

HGV	A	B	C	D	Tot
A	0	0	114	2	116
B	2	0	0	0	2
C	99	0	0	2	101
D	1	0	0	0	1
Tot	102	0	114	4	220

2031 DSA1 16:30 to 16:45 - PM

Total	A	B	C	D	Tot
A	0	11	263	31	305
B	14	0	1	0	15
C	523	2	0	2	527
D	48	1	4	0	53
Tot	585	14	268	33	900

HGV	A	B	C	D	Tot
A	0	0	43	0	43
B	0	0	0	0	0
C	41	0	0	0	41
D	1	0	0	0	1
Tot	42	0	43	0	85

HGV %	A	B	C	D
A		0%	16%	0%
B	0%			
C	8%	0%		0%
D	2%		0%	

2031 DS1A 16:45 to 17:00 - PM

Total	A	B	C	D	Tot
A	0	9	302	44	355
B	14	0	3	1	18
C	529	1	0	4	534
D	47	1	3	0	51
Tot	590	11	308	49	958

HGV	A	B	C	D	Tot
A	0	0	30	1	31
B	1	0	0	0	1
C	27	0	0	0	27
D	0	0	0	0	0
Tot	28	0	30	1	60

HGV %	A	B	C	D
A		0%	10%	2%
B	7%		0%	
C	5%	0%		0%
D	0%	0%	0%	

2031 DS1A 17:00 to 17:15 - PM

Total	A	B	C	D	Tot
A	0	17	333	52	402
B	14	0	1	1	16
C	507	6	0	2	515
D	41	0	7	0	48
Tot	562	23	341	55	981

HGV	A	B	C	D	Tot
A	0	0	26	1	27
B	1	0	0	0	1
C	24	0	0	0	24
D	0	0	0	0	0
Tot	25	0	26	1	52

HGV %	A	B	C	D
A		0%	8%	2%
B	7%			
C	5%			0%
D	0%		0%	

2031 DS1A 17:15 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	15	340	46	401
B	20	0	0	2	22
C	488	3	0	7	498
D	37	0	6	0	43
Tot	545	18	346	55	965

HGV	A	B	C	D	Tot
A	0	0	26	0	26
B	0	0	0	0	0
C	23	0	0	2	25
D	0	0	0	0	0
Tot	23	0	26	2	51

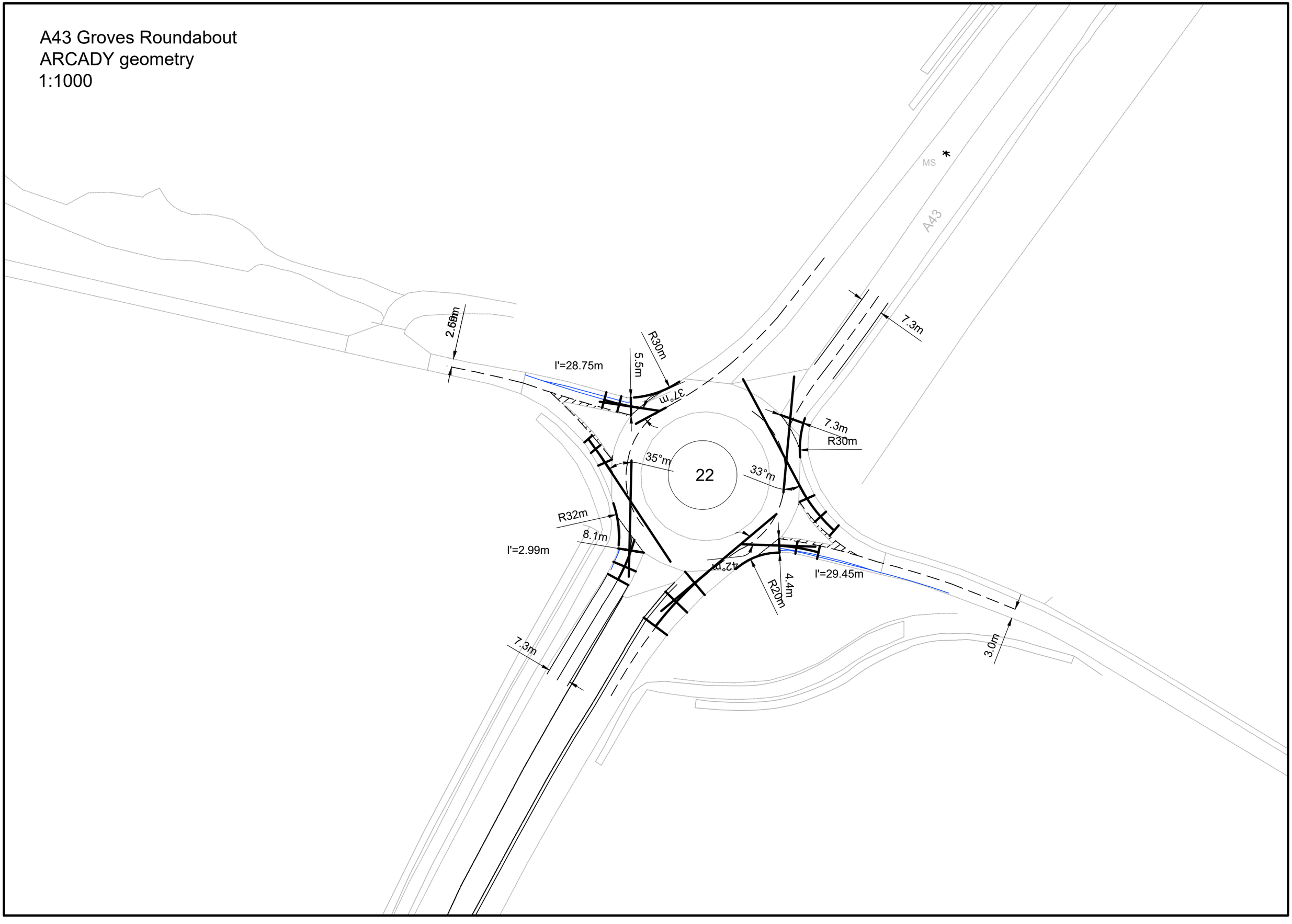
HGV %	A	B	C	D
A		0%	8%	0%
B	0%			
C	5%	0%		29%
D	0%		0%	

2031 DS1A 16:30 to 17:30 - PM

Total	A	B	C	D	Tot
A	0	52	1,239	173	1,464
B	62	0	5	4	71
C	2,047	12	0	15	2,074
D	173	2	20	0	195
Tot	2,282	66	1,264	192	3,804

HGV	A	B	C	D	Tot
A	0	0	125	2	127
B	2	0	0	0	2
C	116	0	0	2	118
D	1	0	0	0	1
Tot	119	0	125	4	248

A43 Groves Roundabout
ARCADY geometry
1:1000



Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260122 A43 Groves Roundabout - direct entry.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\22. A43 Groves Roundabout
Report generation date: 27/03/2026 07:31:15

»D1 - 2031 | RC1 | AM
»D2 - 2031 | RC1 | PM
»D3 - 2031 | DS1 | AM
»D4 - 2031 | DS1 | PM
»D5 - 2031 | RC1A | AM
»D6 - 2031 | RC1A | PM
»D7 - 2031 | DS1A | AM
»D8 - 2031 | DS1A | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2031 - RC1							
1 - A43 North	D1	7.0	12.55	0.89	D2	2.1	5.00	0.68
2 - Broad Lane		0.4	15.06	0.27		0.2	7.79	0.16
3 - A43 South		1.6	4.49	0.63		3.3	7.04	0.77
4 - Charlton Road		0.6	8.16	0.38		0.6	10.83	0.39
	2031 - DS1							
1 - A43 North	D3	23.4	42.05	1.00	D4	2.5	5.70	0.72
2 - Broad Lane		0.6	28.77	0.38		0.2	8.57	0.17
3 - A43 South		1.4	4.05	0.58		10.4	19.35	0.92
4 - Charlton Road		0.5	7.33	0.35		1.4	24.00	0.60
	2031 - RC1A							
1 - A43 North	D5	12.8	20.97	0.95	D6	2.3	5.50	0.71
2 - Broad Lane		0.4	20.03	0.31		0.2	8.34	0.17
3 - A43 South		1.7	4.62	0.63		5.5	10.96	0.85
4 - Charlton Road		0.6	8.35	0.38		0.9	15.86	0.49
	2031 - DS1A							
1 - A43 North	D7	36.4	63.07	1.03	D8	2.6	5.89	0.73
2 - Broad Lane		0.7	34.62	0.43		0.2	8.82	0.18
3 - A43 South		1.6	4.45	0.62		16.2	28.52	0.96
4 - Charlton Road		0.6	7.95	0.37		1.8	32.11	0.65

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

File summary

File Description

Title	OxSRFI
Location	A43/A421 Barley Mow roundabout
Site number	
Date	08/12/2025
Version	v1
Status	preliminary
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC
Description	2031 SRN scenario

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	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						1.00	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031	RC1	AM	DIRECT	07:30	08:30	60	15	✓
D2	2031	RC1	PM	DIRECT	16:30	17:30	60	15	✓
D3	2031	DS1	AM	DIRECT	07:30	08:30	60	15	✓
D4	2031	DS1	PM	DIRECT	16:30	17:30	60	15	✓
D5	2031	RC1A	AM	DIRECT	07:30	08:30	60	15	✓
D6	2031	RC1A	PM	DIRECT	16:30	17:30	60	15	✓
D7	2031	DS1A	AM	DIRECT	07:30	08:30	60	15	✓
D8	2031	DS1A	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

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

D1 - 2031 | RC1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	9.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.30	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A43 North		
2	Broad Lane		
3	A43 South		
4	Charlton Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A43 North	7.30	7.30	0.0	30.0	60.0	16.0		
2 - Broad Lane	3.00	4.40	29.0	20.0	60.0	21.0		
3 - A43 South	7.30	8.10	3.0	32.0	60.0	18.0		
4 - Charlton Road	2.60	5.50	29.0	30.0	60.0	18.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A43 North	0.688	588.852
2 - Broad Lane	0.499	329.075
3 - A43 South	0.709	620.800
4 - Charlton Road	0.544	384.424

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031	RC1	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - Broad Lane		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - Charlton Road		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	2.00	445.00	35.00
	2 - Broad Lane	8.00	0.00	0.00	5.00
	3 - A43 South	252.00	7.00	0.00	6.00
	4 - Charlton Road	38.00	0.00	11.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	6.00	415.00	42.00
	2 - Broad Lane	17.00	0.00	2.00	0.00
	3 - A43 South	300.00	2.00	0.00	7.00
	4 - Charlton Road	53.00	7.00	11.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	10.00	406.00	25.00
	2 - Broad Lane	20.00	0.00	0.00	0.00
	3 - A43 South	329.00	0.00	0.00	3.00
	4 - Charlton Road	53.00	3.00	6.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	9.00	348.00	46.00
	2 - Broad Lane	26.00	0.00	3.00	0.00
	3 - A43 South	328.00	2.00	0.00	5.00
	4 - Charlton Road	51.00	1.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

07:30 - 07:45

Heavy Vehicle %

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	8	6
	2 - Broad Lane	0	0	0	0
	3 - A43 South	11	29	0	0
	4 - Charlton Road	0	0	0	0

07:45 - 08:00

Heavy Vehicle %

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	10	2
	2 - Broad Lane	0	0	0	0
	3 - A43 South	12	0	0	0
	4 - Charlton Road	4	0	0	0

08:00 - 08:15

Heavy Vehicle %

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	11	4
	2 - Broad Lane	0	0	0	0
	3 - A43 South	8	0	0	33
	4 - Charlton Road	4	0	0	0

08:15 - 08:30

Heavy Vehicle %

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	11	4
	2 - Broad Lane	0	0	0	0
	3 - A43 South	8	0	0	0
	4 - Charlton Road	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.89	12.55	7.0	B	447.25	1789.00
2 - Broad Lane	0.27	15.06	0.4	C	20.25	81.00
3 - A43 South	0.63	4.49	1.6	A	310.24	1240.97
4 - Charlton Road	0.38	8.16	0.6	A	62.25	249.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	482.00	482.00	17.91	541.54	0.890	474.88	296.74	0.0	7.1	12.417	B
2 - Broad Lane	13.00	13.00	483.85	72.93	0.178	12.79	8.95	0.0	0.2	14.914	B
3 - A43 South	265.00	265.00	47.27	537.83	0.493	264.04	449.36	0.0	1.0	3.277	A
4 - Charlton Road	49.00	49.00	265.93	226.82	0.216	48.73	45.38	0.0	0.3	5.046	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	463.00	463.00	19.93	536.01	0.864	463.43	369.20	7.1	6.7	12.552	B
2 - Broad Lane	19.00	19.00	468.45	78.55	0.242	18.90	14.91	0.2	0.3	15.062	C
3 - A43 South	309.00	309.00	58.84	529.30	0.584	308.58	428.51	1.0	1.4	4.070	A
4 - Charlton Road	71.00	71.00	318.44	190.96	0.372	70.69	48.98	0.3	0.6	7.463	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	441.00	441.00	9.08	538.11	0.820	442.92	401.83	6.7	4.8	9.649	A
2 - Broad Lane	20.00	20.00	438.98	91.86	0.218	20.03	13.02	0.3	0.3	12.535	B
3 - A43 South	332.00	332.00	45.33	551.73	0.602	331.89	413.68	1.4	1.5	4.092	A
4 - Charlton Road	62.00	62.00	348.87	178.24	0.348	62.04	28.35	0.6	0.5	7.750	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	403.00	403.00	17.93	533.98	0.755	404.60	404.83	4.8	3.2	7.041	A
2 - Broad Lane	29.00	29.00	410.48	108.26	0.268	28.92	12.04	0.3	0.4	11.332	B
3 - A43 South	335.00	335.00	71.87	535.29	0.626	334.84	367.54	1.5	1.7	4.486	A
4 - Charlton Road	67.00	67.00	355.81	177.22	0.378	66.94	50.90	0.5	0.6	8.155	A

D2 - 2031 | RC1 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	6.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031	RC1	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - Broad Lane		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - Charlton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 - 16:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	11.00	244.00	31.00
	2 - Broad Lane	14.00	0.00	1.00	0.00
	3 - A43 South	422.00	2.00	0.00	2.00
	4 - Charlton Road	48.00	1.00	4.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	9.00	280.00	44.00
	2 - Broad Lane	14.00	0.00	3.00	1.00
	3 - A43 South	428.00	1.00	0.00	4.00
	4 - Charlton Road	47.00	1.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	17.00	309.00	52.00
	2 - Broad Lane	14.00	0.00	1.00	1.00
	3 - A43 South	410.00	6.00	0.00	2.00
	4 - Charlton Road	41.00	0.00	7.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	15.00	316.00	46.00
	2 - Broad Lane	20.00	0.00	0.00	2.00
	3 - A43 South	395.00	3.00	0.00	7.00
	4 - Charlton Road	37.00	0.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

16:30 - 16:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	13	0
	2 - Broad Lane	0	0	0	0
	3 - A43 South	6	0	0	0
	4 - Charlton Road	2	0	0	0

Heavy Vehicle %

16:45 - 17:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	8	2
	2 - Broad Lane	7	0	0	0
	3 - A43 South	4	0	0	0
	4 - Charlton Road	0	0	0	0

Heavy Vehicle %

17:00 - 17:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	6	2
	2 - Broad Lane	7	0	0	0
	3 - A43 South	4	0	0	0
	4 - Charlton Road	0	0	0	0

Heavy Vehicle %

17:15 - 17:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	6	0
	2 - Broad Lane	0	0	0	0
	3 - A43 South	4	0	0	29
	4 - Charlton Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.68	5.00	2.1	A	343.49	1373.98
2 - Broad Lane	0.16	7.79	0.2	A	17.75	70.99
3 - A43 South	0.77	7.04	3.3	A	420.50	1682.01
4 - Charlton Road	0.39	10.83	0.6	B	48.75	195.00

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	286.00	286.00	6.93	536.49	0.533	284.87	480.33	0.0	1.1	3.561	A
2 - Broad Lane	15.00	15.00	277.86	177.88	0.084	14.91	13.93	0.0	0.1	5.520	A
3 - A43 South	426.00	426.00	44.79	562.33	0.758	422.96	247.98	0.0	3.0	6.327	A
4 - Charlton Road	53.00	53.00	434.89	134.88	0.393	52.37	32.86	0.0	0.6	10.827	B

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	333.00	333.00	5.02	554.34	0.601	332.64	488.72	1.1	1.5	4.053	A
2 - Broad Lane	18.00	18.00	326.65	150.33	0.120	17.96	11.01	0.1	0.1	6.797	A
3 - A43 South	433.00	433.00	58.90	560.24	0.773	432.72	285.71	3.0	3.3	7.036	A
4 - Charlton Road	51.00	51.00	442.71	135.60	0.376	51.02	48.90	0.6	0.6	10.645	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	378.00	378.00	12.94	556.85	0.679	377.41	465.32	1.5	2.1	4.998	A
2 - Broad Lane	16.00	16.00	367.43	131.56	0.122	16.00	22.92	0.1	0.1	7.787	A
3 - A43 South	418.00	418.00	66.89	554.85	0.753	418.19	316.53	3.3	3.1	6.602	A
4 - Charlton Road	48.00	48.00	430.16	142.79	0.336	48.10	54.93	0.6	0.5	9.516	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	377.00	377.00	9.04	560.10	0.673	377.01	452.38	2.1	2.1	4.916	A
2 - Broad Lane	22.00	22.00	368.02	137.91	0.159	21.95	18.04	0.1	0.2	7.758	A
3 - A43 South	405.00	405.00	67.97	553.18	0.732	405.34	321.99	3.1	2.8	6.106	A
4 - Charlton Road	43.00	43.00	418.31	149.92	0.287	43.11	55.00	0.5	0.4	8.434	A

D3 - 2031 | DS1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	26.61	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.61	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	DS1	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - Broad Lane		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - Charlton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	2.00	508.00	35.00
	2 - Broad Lane	8.00	0.00	0.00	5.00
	3 - A43 South	235.00	7.00	0.00	6.00
	4 - Charlton Road	38.00	0.00	11.00	0.00

Demand (Veh/TS)

07:45 - 08:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	6.00	473.00	42.00
	2 - Broad Lane	17.00	0.00	2.00	0.00
	3 - A43 South	280.00	2.00	0.00	7.00
	4 - Charlton Road	53.00	7.00	11.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	10.00	464.00	25.00
	2 - Broad Lane	20.00	0.00	0.00	0.00
	3 - A43 South	307.00	0.00	0.00	3.00
	4 - Charlton Road	53.00	3.00	6.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	9.00	397.00	46.00
	2 - Broad Lane	26.00	0.00	3.00	0.00
	3 - A43 South	306.00	2.00	0.00	5.00
	4 - Charlton Road	51.00	1.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

07:30 - 07:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	7	6
	2 - Broad Lane	0	0	0	0
	3 - A43 South	13	29	0	0
	4 - Charlton Road	0	0	0	0

Heavy Vehicle %

07:45 - 08:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	9	2
	2 - Broad Lane	0	0	0	0
	3 - A43 South	14	0	0	0
	4 - Charlton Road	4	0	0	0

Heavy Vehicle %

08:00 - 08:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	10	4
	2 - Broad Lane	0	0	0	0
	3 - A43 South	10	0	0	33
	4 - Charlton Road	4	0	0	0

Heavy Vehicle %

08:15 - 08:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	9	4
	2 - Broad Lane	0	0	0	0
	3 - A43 South	8	0	0	0
	4 - Charlton Road	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	1.00	42.05	23.4	E	504.24	2016.97
2 - Broad Lane	0.38	28.77	0.6	D	20.25	81.00
3 - A43 South	0.58	4.05	1.4	A	289.99	1159.96
4 - Charlton Road	0.35	7.33	0.5	A	62.25	249.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	545.00	545.00	17.92	545.28	0.999	522.28	279.76	0.0	22.7	27.983	D
2 - Broad Lane	13.00	13.00	531.31	49.67	0.262	12.66	8.89	0.0	0.3	24.106	C
3 - A43 South	248.00	248.00	46.20	531.11	0.467	247.13	497.77	0.0	0.9	3.160	A
4 - Charlton Road	49.00	49.00	248.94	234.83	0.209	48.74	44.39	0.0	0.3	4.829	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	521.00	521.00	19.94	539.43	0.966	520.35	349.12	22.7	23.3	42.050	E
2 - Broad Lane	19.00	19.00	525.51	49.79	0.382	18.75	14.78	0.3	0.6	28.768	D
3 - A43 South	289.00	289.00	58.38	522.27	0.553	288.65	485.88	0.9	1.2	3.847	A
4 - Charlton Road	71.00	71.00	298.34	200.28	0.355	70.72	48.69	0.3	0.5	6.930	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	499.00	499.00	9.07	541.67	0.922	508.35	379.85	23.3	14.0	29.958	D
2 - Broad Lane	20.00	20.00	504.40	58.33	0.343	20.05	13.03	0.6	0.5	23.556	C
3 - A43 South	310.00	310.00	46.16	543.04	0.571	309.90	478.29	1.2	1.3	3.858	A
4 - Charlton Road	62.00	62.00	326.88	188.04	0.330	62.05	29.18	0.5	0.5	7.145	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	452.00	452.00	17.93	540.43	0.836	460.54	383.00	14.0	5.4	12.292	B
2 - Broad Lane	29.00	29.00	466.30	81.16	0.357	28.99	12.18	0.5	0.5	17.243	C
3 - A43 South	313.00	313.00	72.19	535.08	0.585	312.92	423.10	1.3	1.4	4.049	A
4 - Charlton Road	67.00	67.00	333.98	189.70	0.353	66.96	51.13	0.5	0.5	7.332	A

D4 - 2031 | DS1 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	14.01	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.01	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	DS1	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - Broad Lane		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - Charlton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 - 16:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	11.00	259.00	31.00
	2 - Broad Lane	14.00	0.00	1.00	0.00
	3 - A43 South	506.00	2.00	0.00	2.00
	4 - Charlton Road	48.00	1.00	4.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	9.00	298.00	44.00
	2 - Broad Lane	14.00	0.00	3.00	1.00
	3 - A43 South	513.00	1.00	0.00	4.00
	4 - Charlton Road	47.00	1.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	17.00	328.00	52.00
	2 - Broad Lane	14.00	0.00	1.00	1.00
	3 - A43 South	492.00	6.00	0.00	2.00
	4 - Charlton Road	41.00	0.00	7.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	15.00	335.00	46.00
	2 - Broad Lane	20.00	0.00	0.00	2.00
	3 - A43 South	473.00	3.00	0.00	7.00
	4 - Charlton Road	37.00	0.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

16:30 - 16:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	14	0
	2 - Broad Lane	0	0	0	0
	3 - A43 South	7	0	0	0
	4 - Charlton Road	2	0	0	0

Heavy Vehicle %

16:45 - 17:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	8	2
	2 - Broad Lane	7	0	0	0
	3 - A43 South	4	0	0	0
	4 - Charlton Road	0	0	0	0

Heavy Vehicle %

17:00 - 17:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	7	2
	2 - Broad Lane	7	0	0	0
	3 - A43 South	4	0	0	0
	4 - Charlton Road	0	0	0	0

Heavy Vehicle %

17:15 - 17:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	6	0
	2 - Broad Lane	0	0	0	0
	3 - A43 South	4	0	0	29
	4 - Charlton Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.72	5.70	2.5	A	361.24	1444.95
2 - Broad Lane	0.17	8.57	0.2	A	17.75	70.99
3 - A43 South	0.92	19.35	10.4	C	502.75	2010.99
4 - Charlton Road	0.60	24.00	1.4	C	48.75	195.00

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	301.00	301.00	6.83	532.81	0.565	299.71	557.91	0.0	1.3	3.841	A
2 - Broad Lane	15.00	15.00	292.66	168.70	0.089	14.90	13.89	0.0	0.1	5.848	A
3 - A43 South	510.00	510.00	44.78	558.07	0.914	501.19	262.78	0.0	8.8	14.148	B
4 - Charlton Road	53.00	53.00	513.13	88.77	0.597	51.61	32.83	0.0	1.4	23.442	C

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	351.00	351.00	5.04	554.09	0.633	350.58	572.30	1.3	1.7	4.413	A
2 - Broad Lane	18.00	18.00	344.60	141.20	0.128	17.95	11.02	0.1	0.1	7.297	A
3 - A43 South	518.00	518.00	58.89	560.05	0.925	516.30	303.66	8.8	10.5	19.350	C
4 - Charlton Road	51.00	51.00	526.33	88.55	0.576	51.01	48.86	1.4	1.4	24.002	C

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	397.00	397.00	12.86	553.23	0.718	396.22	548.06	1.7	2.5	5.703	A
2 - Broad Lane	16.00	16.00	386.21	120.96	0.132	15.99	22.87	0.1	0.2	8.574	A
3 - A43 South	500.00	500.00	66.87	554.81	0.901	500.63	335.34	10.5	9.9	17.043	C
4 - Charlton Road	48.00	48.00	512.56	96.51	0.497	48.35	54.93	1.4	1.0	18.834	C

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	396.00	396.00	9.12	559.82	0.707	396.04	532.64	2.5	2.4	5.497	A
2 - Broad Lane	22.00	22.00	387.08	127.93	0.172	21.94	18.09	0.2	0.2	8.487	A
3 - A43 South	483.00	483.00	67.98	553.48	0.873	485.45	341.04	9.9	7.4	13.721	B
4 - Charlton Road	43.00	43.00	498.44	104.92	0.410	43.31	54.98	1.0	0.7	14.683	B

D5 - 2031 | RC1A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	14.14	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.14	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	RC1A	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - Broad Lane		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - Charlton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	2.00	475.00	35.00
	2 - Broad Lane	8.00	0.00	0.00	5.00
	3 - A43 South	253.00	7.00	0.00	6.00
	4 - Charlton Road	38.00	0.00	11.00	0.00

Demand (Veh/TS)

07:45 - 08:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	6.00	442.00	42.00
	2 - Broad Lane	17.00	0.00	2.00	0.00
	3 - A43 South	302.00	2.00	0.00	7.00
	4 - Charlton Road	53.00	7.00	11.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	10.00	433.00	25.00
	2 - Broad Lane	20.00	0.00	0.00	0.00
	3 - A43 South	331.00	0.00	0.00	3.00
	4 - Charlton Road	53.00	3.00	6.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	9.00	371.00	46.00
	2 - Broad Lane	26.00	0.00	3.00	0.00
	3 - A43 South	330.00	2.00	0.00	5.00
	4 - Charlton Road	51.00	1.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

07:30 - 07:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	9	6
	2 - Broad Lane	0	0	0	0
	3 - A43 South	14	29	0	0
	4 - Charlton Road	0	0	0	0

Heavy Vehicle %

07:45 - 08:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	10	2
	2 - Broad Lane	0	0	0	0
	3 - A43 South	14	0	0	0
	4 - Charlton Road	4	0	0	0

Heavy Vehicle %

08:00 - 08:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	12	4
	2 - Broad Lane	0	0	0	0
	3 - A43 South	10	0	0	33
	4 - Charlton Road	4	0	0	0

Heavy Vehicle %

08:15 - 08:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	11	4
	2 - Broad Lane	0	0	0	0
	3 - A43 South	9	0	0	0
	4 - Charlton Road	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.95	20.97	12.8	C	474.00	1896.00
2 - Broad Lane	0.31	20.03	0.4	C	20.25	81.00
3 - A43 South	0.63	4.62	1.7	A	311.99	1247.97
4 - Charlton Road	0.38	8.35	0.6	A	62.25	249.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	512.00	512.00	17.91	537.74	0.952	499.09	297.65	0.0	12.9	19.252	C
2 - Broad Lane	13.00	13.00	508.07	58.22	0.223	12.72	8.92	0.0	0.3	19.667	C
3 - A43 South	266.00	266.00	46.84	527.09	0.505	264.99	473.96	0.0	1.0	3.422	A
4 - Charlton Road	49.00	49.00	266.84	222.99	0.220	48.72	44.99	0.0	0.3	5.156	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	490.00	490.00	19.93	535.79	0.915	490.99	371.11	12.9	11.9	20.969	C
2 - Broad Lane	19.00	19.00	496.06	63.67	0.298	18.87	14.87	0.3	0.4	20.026	C
3 - A43 South	311.00	311.00	58.77	521.91	0.596	310.56	456.16	1.0	1.5	4.250	A
4 - Charlton Road	71.00	71.00	320.37	187.26	0.379	70.68	48.95	0.3	0.6	7.698	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	468.00	468.00	9.08	534.45	0.876	472.18	403.82	11.9	7.7	15.308	C
2 - Broad Lane	20.00	20.00	468.24	74.31	0.269	20.04	13.02	0.4	0.4	16.598	C
3 - A43 South	334.00	334.00	45.60	543.47	0.614	333.87	442.68	1.5	1.6	4.291	A
4 - Charlton Road	62.00	62.00	350.86	174.32	0.356	62.04	28.62	0.6	0.6	8.019	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	426.00	426.00	17.92	533.68	0.798	429.61	406.88	7.7	4.1	8.927	A
2 - Broad Lane	29.00	29.00	435.45	94.69	0.306	28.94	12.09	0.4	0.4	13.676	B
3 - A43 South	337.00	337.00	71.96	531.29	0.634	336.86	392.44	1.6	1.7	4.624	A
4 - Charlton Road	67.00	67.00	357.86	174.62	0.384	66.95	50.95	0.6	0.6	8.354	A

D6 - 2031 | RC1A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	8.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	RC1A	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - Broad Lane		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - Charlton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 - 16:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	11.00	254.00	31.00
	2 - Broad Lane	14.00	0.00	1.00	0.00
	3 - A43 South	465.00	2.00	0.00	2.00
	4 - Charlton Road	48.00	1.00	4.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	9.00	292.00	44.00
	2 - Broad Lane	14.00	0.00	3.00	1.00
	3 - A43 South	470.00	1.00	0.00	4.00
	4 - Charlton Road	47.00	1.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	17.00	322.00	52.00
	2 - Broad Lane	14.00	0.00	1.00	1.00
	3 - A43 South	451.00	6.00	0.00	2.00
	4 - Charlton Road	41.00	0.00	7.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	15.00	329.00	46.00
	2 - Broad Lane	20.00	0.00	0.00	2.00
	3 - A43 South	434.00	3.00	0.00	7.00
	4 - Charlton Road	37.00	0.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

16:30 - 16:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	15	0
	2 - Broad Lane	0	0	0	0
	3 - A43 South	8	0	0	0
	4 - Charlton Road	2	0	0	0

Heavy Vehicle %

16:45 - 17:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	9	2
	2 - Broad Lane	7	0	0	0
	3 - A43 South	5	0	0	0
	4 - Charlton Road	0	0	0	0

Heavy Vehicle %

17:00 - 17:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	7	2
	2 - Broad Lane	7	0	0	0
	3 - A43 South	5	0	0	0
	4 - Charlton Road	0	0	0	0

Heavy Vehicle %

17:15 - 17:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	7	0
	2 - Broad Lane	0	0	0	0
	3 - A43 South	5	0	0	29
	4 - Charlton Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.71	5.50	2.3	A	355.49	1421.97
2 - Broad Lane	0.17	8.34	0.2	A	17.75	70.99
3 - A43 South	0.85	10.96	5.5	B	461.75	1846.99
4 - Charlton Road	0.49	15.86	0.9	C	48.75	195.00

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	296.00	296.00	6.89	529.58	0.559	294.75	520.96	0.0	1.3	3.813	A
2 - Broad Lane	15.00	15.00	287.72	170.43	0.088	14.90	13.91	0.0	0.1	5.782	A
3 - A43 South	469.00	469.00	44.78	553.93	0.847	463.85	257.85	0.0	5.1	9.510	A
4 - Charlton Road	53.00	53.00	475.78	107.95	0.491	52.07	32.85	0.0	0.9	15.857	C

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	345.00	345.00	5.03	550.63	0.626	344.60	530.59	1.3	1.7	4.359	A
2 - Broad Lane	18.00	18.00	338.61	143.13	0.126	17.95	11.01	0.1	0.1	7.188	A
3 - A43 South	475.00	475.00	58.89	555.88	0.854	474.57	297.67	5.1	5.6	10.959	B
4 - Charlton Road	51.00	51.00	484.57	110.01	0.463	51.05	48.89	0.9	0.9	15.287	C

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	391.00	391.00	12.91	553.25	0.707	390.29	506.59	1.7	2.4	5.498	A
2 - Broad Lane	16.00	16.00	380.30	123.92	0.129	16.00	22.90	0.1	0.1	8.339	A
3 - A43 South	459.00	459.00	66.88	550.63	0.834	459.36	329.42	5.6	5.2	9.932	A
4 - Charlton Road	48.00	48.00	471.32	117.71	0.408	48.18	54.92	0.9	0.7	12.981	B

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	390.00	390.00	9.07	556.33	0.701	390.00	491.93	2.4	2.4	5.411	A
2 - Broad Lane	22.00	22.00	381.02	129.80	0.169	21.94	18.05	0.1	0.2	8.340	A
3 - A43 South	444.00	444.00	67.97	549.19	0.809	444.84	335.00	5.2	4.4	8.705	A
4 - Charlton Road	43.00	43.00	457.81	125.84	0.342	43.18	54.99	0.7	0.5	10.912	B

D7 - 2031 | DS1A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	38.78	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	38.78	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031	DS1A	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - Broad Lane		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - Charlton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	2.00	519.00	35.00
	2 - Broad Lane	8.00	0.00	0.00	5.00
	3 - A43 South	244.00	7.00	0.00	6.00
	4 - Charlton Road	38.00	0.00	11.00	0.00

Demand (Veh/TS)

07:45 - 08:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	6.00	484.00	42.00
	2 - Broad Lane	17.00	0.00	2.00	0.00
	3 - A43 South	292.00	2.00	0.00	7.00
	4 - Charlton Road	53.00	7.00	11.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	10.00	474.00	25.00
	2 - Broad Lane	20.00	0.00	0.00	0.00
	3 - A43 South	319.00	0.00	0.00	3.00
	4 - Charlton Road	53.00	3.00	6.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	9.00	406.00	46.00
	2 - Broad Lane	26.00	0.00	3.00	0.00
	3 - A43 South	318.00	2.00	0.00	5.00
	4 - Charlton Road	51.00	1.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

07:30 - 07:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	8	6
	2 - Broad Lane	0	0	0	0
	3 - A43 South	15	29	0	0
	4 - Charlton Road	0	0	0	0

Heavy Vehicle %

07:45 - 08:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	10	2
	2 - Broad Lane	0	0	0	0
	3 - A43 South	15	0	0	0
	4 - Charlton Road	4	0	0	0

Heavy Vehicle %

08:00 - 08:15

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	11	4
	2 - Broad Lane	0	0	0	0
	3 - A43 South	11	0	0	33
	4 - Charlton Road	4	0	0	0

Heavy Vehicle %

08:15 - 08:30

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	10	4
	2 - Broad Lane	0	0	0	0
	3 - A43 South	10	0	0	0
	4 - Charlton Road	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	1.03	63.07	36.4	F	514.49	2057.96
2 - Broad Lane	0.43	34.62	0.7	D	20.25	81.00
3 - A43 South	0.62	4.45	1.6	A	301.24	1204.97
4 - Charlton Road	0.37	7.95	0.6	A	62.25	249.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	556.00	556.00	17.91	541.44	1.027	524.69	288.65	0.0	31.3	35.100	E
2 - Broad Lane	13.00	13.00	533.74	46.44	0.280	12.63	8.86	0.0	0.4	26.348	D
3 - A43 South	257.00	257.00	45.66	524.28	0.490	256.05	500.71	0.0	1.0	3.342	A
4 - Charlton Road	49.00	49.00	257.84	227.37	0.216	48.73	43.86	0.0	0.3	5.031	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	532.00	532.00	19.94	535.80	0.993	526.92	360.96	31.3	36.4	63.066	F
2 - Broad Lane	19.00	19.00	532.19	44.34	0.429	18.67	14.67	0.4	0.7	34.616	D
3 - A43 South	301.00	301.00	57.83	518.90	0.580	300.59	493.03	1.0	1.4	4.115	A
4 - Charlton Road	71.00	71.00	310.20	192.02	0.370	70.69	48.22	0.3	0.6	7.400	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	509.00	509.00	9.08	538.01	0.947	522.09	391.78	36.4	23.3	52.562	F
2 - Broad Lane	20.00	20.00	518.17	49.04	0.408	20.00	12.99	0.7	0.7	31.021	D
3 - A43 South	322.00	322.00	46.64	538.80	0.598	321.89	491.53	1.4	1.5	4.147	A
4 - Charlton Road	62.00	62.00	338.81	179.86	0.345	62.05	29.73	0.6	0.5	7.641	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	461.00	461.00	17.93	536.75	0.859	477.60	394.98	23.3	6.7	18.336	C
2 - Broad Lane	29.00	29.00	483.19	70.42	0.412	29.00	12.33	0.7	0.7	21.727	C
3 - A43 South	325.00	325.00	72.55	527.06	0.617	324.88	439.64	1.5	1.6	4.448	A
4 - Charlton Road	67.00	67.00	345.96	180.11	0.372	66.95	51.46	0.5	0.6	7.948	A

D8 - 2031 | DS1A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/A421 Barleymow Roundabout	Standard Roundabout		1, 2, 3, 4	19.49	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.49	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031	DS1A	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A43 North		DIRECT	✓	100.000
2 - Broad Lane		DIRECT	✓	100.000
3 - A43 South		DIRECT	✓	100.000
4 - Charlton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 - 16:45

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	11.00	263.00	31.00
	2 - Broad Lane	14.00	0.00	1.00	0.00
	3 - A43 South	522.00	2.00	0.00	2.00
	4 - Charlton Road	48.00	1.00	4.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	9.00	302.00	44.00
	2 - Broad Lane	14.00	0.00	3.00	1.00
	3 - A43 South	529.00	1.00	0.00	4.00
	4 - Charlton Road	47.00	1.00	3.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	17.00	333.00	52.00
	2 - Broad Lane	14.00	0.00	1.00	1.00
	3 - A43 South	507.00	6.00	0.00	2.00
	4 - Charlton Road	41.00	0.00	7.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0.00	15.00	340.00	46.00
	2 - Broad Lane	20.00	0.00	0.00	2.00
	3 - A43 South	488.00	3.00	0.00	7.00
	4 - Charlton Road	37.00	0.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

16:30 - 16:45

Heavy Vehicle %

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	15	0
	2 - Broad Lane	0	0	0	0
	3 - A43 South	7	0	0	0
	4 - Charlton Road	2	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	9	2
	2 - Broad Lane	7	0	0	0
	3 - A43 South	5	0	0	0
	4 - Charlton Road	0	0	0	0

17:00 - 17:15

Heavy Vehicle %

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	7	2
	2 - Broad Lane	7	0	0	0
	3 - A43 South	4	0	0	0
	4 - Charlton Road	0	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To			
		1 - A43 North	2 - Broad Lane	3 - A43 South	4 - Charlton Road
From	1 - A43 North	0	0	7	0
	2 - Broad Lane	0	0	0	0
	3 - A43 South	4	0	0	29
	4 - Charlton Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - A43 North	0.73	5.89	2.6	A	365.74	1462.97
2 - Broad Lane	0.18	8.82	0.2	A	17.75	70.99
3 - A43 South	0.96	28.52	16.2	D	518.24	2072.96
4 - Charlton Road	0.65	32.11	1.8	D	48.75	195.00

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	305.00	305.00	6.79	529.40	0.576	303.65	570.71	0.0	1.3	3.963	A
2 - Broad Lane	15.00	15.00	296.57	165.48	0.091	14.90	13.87	0.0	0.1	5.973	A
3 - A43 South	526.00	526.00	44.77	558.07	0.943	514.26	266.71	0.0	11.7	17.420	C
4 - Charlton Road	53.00	53.00	526.21	81.36	0.651	51.29	32.82	0.0	1.7	28.551	D

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	355.00	355.00	5.04	550.49	0.645	354.55	585.51	1.3	1.8	4.583	A
2 - Broad Lane	18.00	18.00	348.57	138.02	0.130	17.95	11.02	0.1	0.1	7.491	A
3 - A43 South	534.00	534.00	58.88	555.81	0.960	529.55	307.64	11.7	16.2	28.519	D
4 - Charlton Road	51.00	51.00	539.60	78.82	0.647	50.95	48.83	1.7	1.8	32.105	D

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	402.00	402.00	12.81	553.20	0.727	401.19	563.94	1.8	2.6	5.888	A
2 - Broad Lane	16.00	16.00	391.17	118.46	0.135	15.99	22.83	0.1	0.2	8.783	A
3 - A43 South	515.00	515.00	66.86	554.67	0.928	516.35	340.30	16.2	14.8	24.959	C
4 - Charlton Road	48.00	48.00	528.26	87.63	0.548	48.49	54.95	1.8	1.3	23.287	C

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A43 North	401.00	401.00	9.18	556.13	0.721	401.00	549.96	2.6	2.6	5.804	A
2 - Broad Lane	22.00	22.00	392.06	123.98	0.177	21.94	18.12	0.2	0.2	8.816	A
3 - A43 South	498.00	498.00	67.97	553.55	0.900	502.72	346.03	14.8	10.1	19.035	C
4 - Charlton Road	43.00	43.00	515.72	95.22	0.452	43.42	54.97	1.3	0.9	17.517	C

APPENDIX R

A43 BRACKLEY BYPASS/A422/OXFORD ROAD GYRATORY LINSIG REPORT

2025 observed - AM

	A	B	C	D	Total
A	0	94	319	52	465
B	186	0	1,140	240	1,566
C	517	1,029	0	149	1,695
D	133	242	444	0	819
Total	836	1,365	1,903	441	4,545

2025 observed - PM

	A	B	C	D	Tot
A	0	203	298	108	609
B	100	0	1,208	265	1,573
C	351	1,038	0	293	1,682
D	96	264	128	0	488
Tot	547	1,505	1,634	666	4,352

2031 base - AM

	A	B	C	D	Tot
A	0	100	339	55	494
B	198	0	1,212	255	1,665
C	550	1,094	0	158	1,802
D	141	257	472	0	870
Tot	889	1,451	2,023	468	4,831

2031 base - PM

	A	B	C	D	Tot
A	0	216	318	115	649
B	107	0	1,288	282	1,677
C	374	1,107	0	312	1,793
D	102	281	136	0	519
Tot	583	1,604	1,742	709	4,638

2031 RC1A - AM

	A	B	C	D	Tot
A	0	0	270	0	270
B	0	0	1,641	305	1,946
C	157	1,133	0	68	1,358
D	0	175	126	0	301
Tot	157	1,308	2,037	373	3,875

2031 RC1A - PM

	A	B	C	D	Tot
A	0	0	178	0	178
B	0	0	1,235	156	1,391
C	285	1,574	0	72	1,931
D	0	313	98	0	411
Tot	285	1,887	1,511	228	3,911

2031 DS1Aalt - AM

	A	B	C	D	Tot
A	0	100	380	55	535
B	198	0	1,365	261	1,824
C	540	1,089	0	148	1,777
D	141	265	453	0	859
Tot	879	1,454	2,198	464	4,995

2031 DS1Aalt - PM

	A	B	C	D	Tot
A	0	216	325	115	656
B	107	0	1,323	290	1,720
C	448	1,313	0	313	2,074
D	120	302	174	0	596
Tot	675	1,831	1,822	718	5,046

2031 DS1A - AM

	A	B	C	D	Tot
A	0	0	311	0	311
B	0	0	1,794	311	2,105
C	147	1,128	0	58	1,333
D	0	183	107	0	290
Tot	147	1,311	2,212	369	4,039

2031 DS1A - PM

	A	B	C	D	Tot
A	0	0	185	0	185
B	0	0	1,270	164	1,434
C	359	1,780	0	73	2,212
D	18	334	136	0	488
Tot	377	2,114	1,591	237	4,319

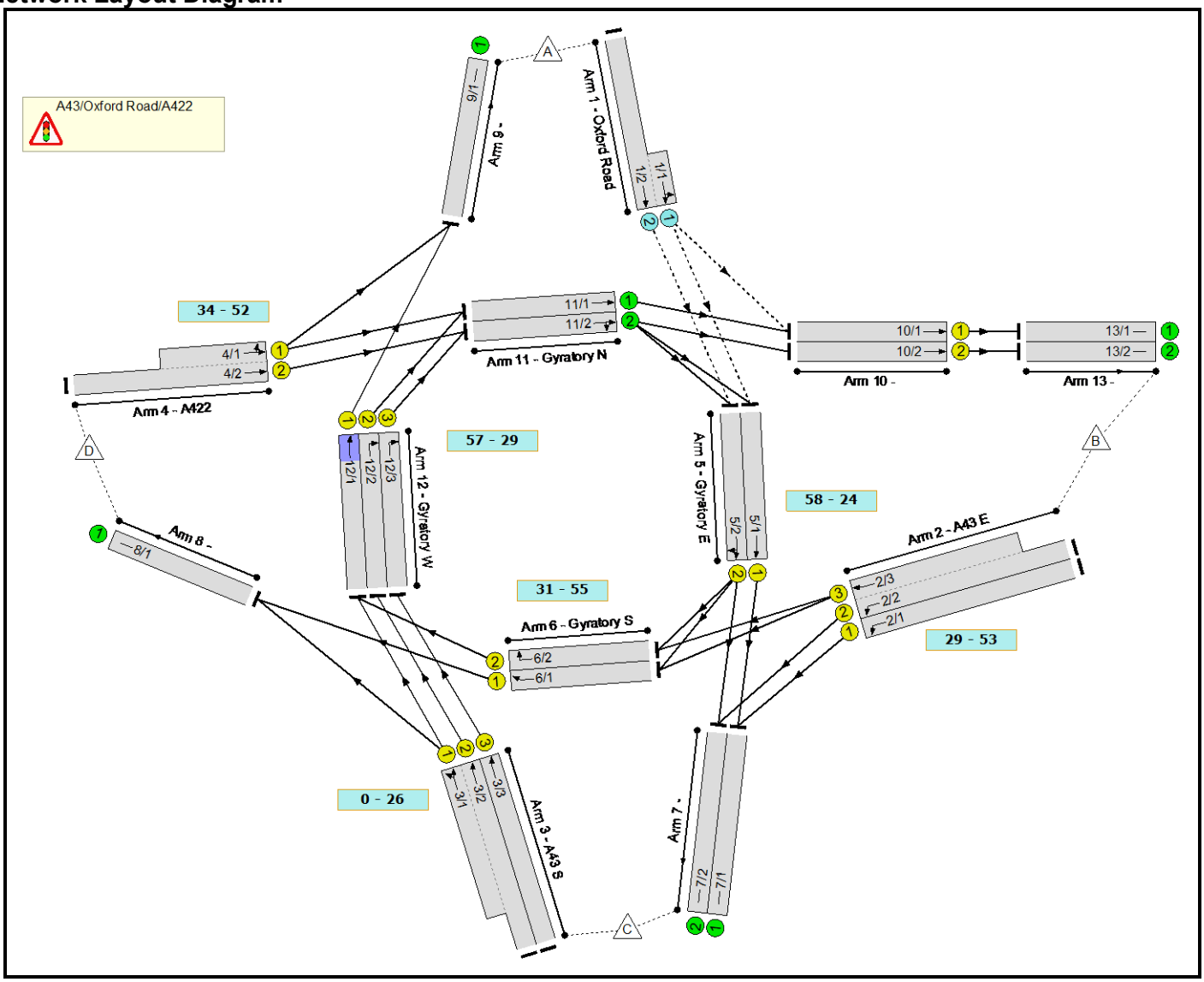
Morning peak hour 2025 to 2031 growth factor	1.0634
Evening peak hour 2025 to 2031 growth factor	1.066

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Oxford Road Gyratory**
Location:	
Additional detail:	Model details extracted from application S/2013/0149/MAF, Transport Assessment Addendum 2, Appendix H
File name:	190126 A43_Oxford Road gyratory - RC1A DS1A.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



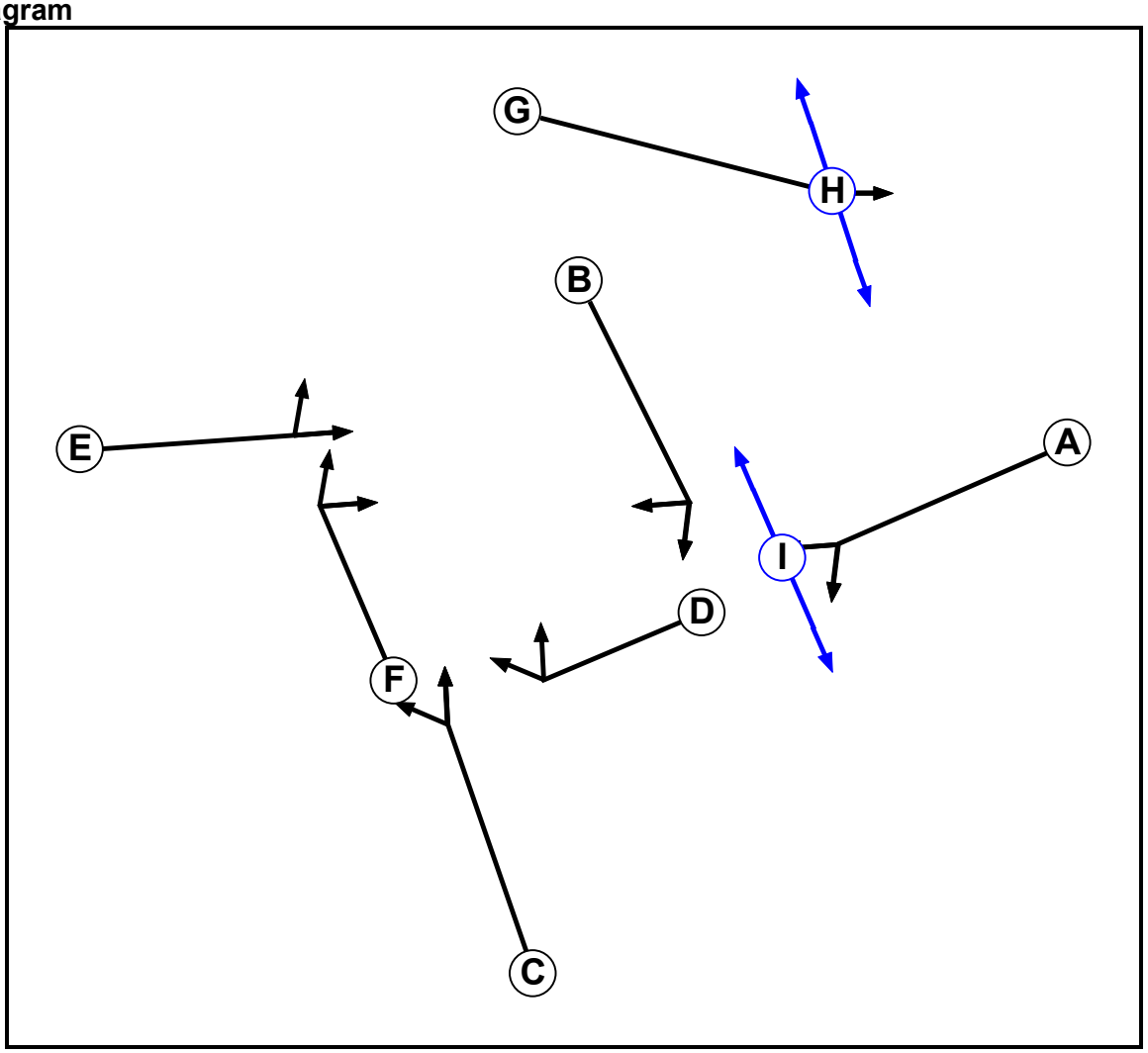
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2031 RC1A - AM Peak	2031 RC1A - AM Peak	Network Control Plan 1	08:00 - 09:00	60	37.9	15.34
2	2031 RC1A - PM Peak	2031 RC1A - PM Peak	Network Control Plan 1	17:00 - 18:00	60	43.1	15.77
3	2031 DS1A - AM Peak	2031 DS1A - AM Peak	Network Control Plan 1	08:00 - 09:00	60	27.5	16.61
4	2031 DS1A - PM Peak	2031 DS1A - PM Peak	Network Control Plan 1	17:00 - 18:00	60	27.2	19.14
5	2031 DS1A sensitivity - AM Peak	2031 DS1Aalt - AM Peak	Network Control Plan 1	08:00 - 09:00	60	8.6	37.53
6	2031 DS1A sensitivity - PM Peak	2031 DS1Aalt - PM Peak	Network Control Plan 1	17:00 - 18:00	60	14.9	30.98

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	3	2	A43/Oxford Road/A422	
			Stage Stream 2	2	2	A43/Oxford Road/A422	
			Stage Stream 3	2	2	A43/Oxford Road/A422	
			Stage Stream 4	2	2	A43/Oxford Road/A422	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	1
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Pedestrian	4		5	5
I	Pedestrian	1		5	5

Phase Intergreens Matrix

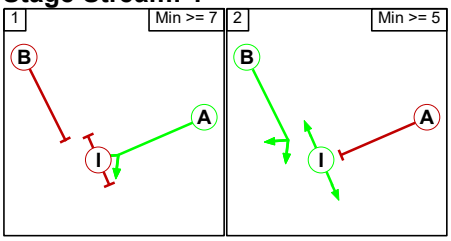
		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		5	-	-	-	-	-	-	5
	B	5		-	-	-	-	-	-	-
	C	-	-		5	-	-	-	-	-
	D	-	-	5		-	-	-	-	-
	E	-	-	-	-		5	-	-	-
	F	-	-	-	-	5		-	-	-
	G	-	-	-	-	-	-		5	-
	H	-	-	-	-	-	-	8		-
	I	11	-	-	-	-	-	-	-	

Phases in Stage

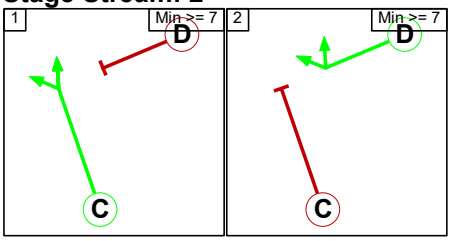
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B I
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

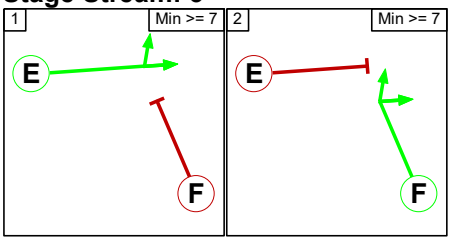
Stage Stream: 1



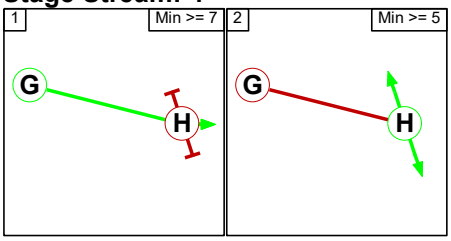
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	6	6

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		5
	2	11	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 4

		To Stage	
		1	2
From Stage	1		5
	2	8	

Lane Input Data

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Oxford Road)	O		2	3	4.0	Geom	-	3.65	0.00	N	Arm 5 Ahead	Inf
											Arm 10 Left	Inf
1/2 (Oxford Road)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	35.00
2/1 (A43 E)	U	A	2	3	60.0	User	1908	-	-	-	-	-
2/2 (A43 E)	U	A	2	3	17.4	User	2044	-	-	-	-	-
2/3 (A43 E)	U	A	2	3	21.7	User	2105	-	-	-	-	-
3/1 (A43 S)	U	C	2	3	12.2	User	1953	-	-	-	-	-
3/2 (A43 S)	U	C	2	3	17.4	User	2105	-	-	-	-	-
3/3 (A43 S)	U	C	2	3	17.4	User	2105	-	-	-	-	-
4/1 (A422)	U	E	2	3	8.0	User	1913	-	-	-	-	-
4/2 (A422)	U	E	2	3	17.4	User	2105	-	-	-	-	-
5/1 (Gyratory E)	U	B	2	3	8.0	User	2155	-	-	-	-	-
5/2 (Gyratory E)	U	B	2	3	8.0	User	2155	-	-	-	-	-
6/1 (Gyratory S)	U	D	2	3	10.4	User	2105	-	-	-	-	-
6/2 (Gyratory S)	U	D	2	3	10.4	User	2052	-	-	-	-	-
7/1	U		2	3	17.4	Inf	-	-	-	-	-	-
7/2	U		2	3	17.4	Inf	-	-	-	-	-	-
8/1	U		2	3	17.4	Inf	-	-	-	-	-	-
9/1	U		2	3	17.4	Inf	-	-	-	-	-	-
10/1	U	G	2	3	17.4	User	2105	-	-	-	-	-
10/2	U	G	2	3	17.4	User	2105	-	-	-	-	-
11/1 (Gyratory N)	U		2	3	7.0	Inf	-	-	-	-	-	-
11/2 (Gyratory N)	U		2	3	7.0	Inf	-	-	-	-	-	-
12/1 (Gyratory W)	U	F	2	3	7.0	User	2015	-	-	-	-	-
12/2 (Gyratory W)	U	F	2	3	7.0	User	2105	-	-	-	-	-
12/3 (Gyratory W)	U	F	2	3	7.0	User	2105	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A43/Oxford Road/A422											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Oxford Road)	5/1 (Ahead)	1000	0	11/1	0.33	All	-	-	-	-	-
				11/2	0.33	All					
	10/1 (Left)	1000	0	11/1	0.33	All					
				11/2	0.33	All					
1/2 (Oxford Road)	5/2 (Ahead)	1000	0	11/2	0.33	All	-	-	-	-	-
				11/1	0.33	All					

Lane Connector Input Data

Junction: A43/Oxford Road/A422				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	4	35
1/1	10/1	Internal	10	35
1/2	5/2	Internal	4	35
2/1	7/1	Internal	8	35
2/2	7/2	Internal	8	35
2/3	6/1	Internal	5	35
2/3	6/2	Internal	5	35
3/1	8/1	Internal	10	35
3/1	12/1	Internal	3	35
3/2	12/2	Internal	3	35
3/3	12/3	Internal	3	35
4/1	9/1	Internal	10	35
4/1	11/1	Internal	3	35
4/2	11/2	Internal	3	35
5/1	7/1	Internal	8	35
5/2	6/1	Internal	6	35
5/2	6/2	Internal	6	35
5/2	7/2	Internal	8	35
6/1	8/1	Internal	8	35
6/2	12/1	Internal	3	35
10/1	13/1	Internal	28	35
10/2	13/2	Internal	28	35
11/1	10/1	Internal	10	35
11/2	5/1	Internal	5	35
11/2	5/2	Internal	5	35
11/2	10/2	Internal	10	35
12/1	9/1	Internal	10	35
12/2	11/1	Internal	4	35
12/3	11/2	Internal	4	35

Lane Saturation Flows

Scenario 1: '2031 RC1A - AM Peak' (FG1: '2031 RC1A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: A43/Oxford Road/A422

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxford Road)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
				Arm 10 Left	Inf	0.0 %		
1/2 (Oxford Road)	3.50	0.00	Y	Arm 5 Ahead	35.00	100.0 %	1884	1884
2/1 (A43 E Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908
2/2 (A43 E Lane 2)	This lane uses a directly entered Saturation Flow						2044	2044
2/3 (A43 E Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
3/1 (A43 S Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
3/2 (A43 S Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
3/3 (A43 S Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
4/1 (A422 Lane 1)	This lane uses a directly entered Saturation Flow						1913	1913
4/2 (A422 Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
5/1 (Gyratory E Lane 1)	This lane uses a directly entered Saturation Flow						2155	2155
5/2 (Gyratory E Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
6/1 (Gyratory S Lane 1)	This lane uses a directly entered Saturation Flow						2105	2105
6/2 (Gyratory S Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						2105	2105
10/2	This lane uses a directly entered Saturation Flow						2105	2105
11/1 (Gyratory N Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Gyratory N Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (Gyratory W Lane 1)	This lane uses a directly entered Saturation Flow						2015	2015
12/2 (Gyratory W Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
12/3 (Gyratory W Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 RC1A - PM Peak' (FG2: '2031 RC1A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: A43/Oxford Road/A422

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxford Road)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
				Arm 10 Left	Inf	0.0 %		
1/2 (Oxford Road)	3.50	0.00	Y	Arm 5 Ahead	35.00	100.0 %	1884	1884
2/1 (A43 E Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908
2/2 (A43 E Lane 2)	This lane uses a directly entered Saturation Flow						2044	2044
2/3 (A43 E Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
3/1 (A43 S Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
3/2 (A43 S Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
3/3 (A43 S Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
4/1 (A422 Lane 1)	This lane uses a directly entered Saturation Flow						1913	1913
4/2 (A422 Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
5/1 (Gyratory E Lane 1)	This lane uses a directly entered Saturation Flow						2155	2155
5/2 (Gyratory E Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
6/1 (Gyratory S Lane 1)	This lane uses a directly entered Saturation Flow						2105	2105
6/2 (Gyratory S Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						2105	2105
10/2	This lane uses a directly entered Saturation Flow						2105	2105
11/1 (Gyratory N Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Gyratory N Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (Gyratory W Lane 1)	This lane uses a directly entered Saturation Flow						2015	2015
12/2 (Gyratory W Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
12/3 (Gyratory W Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 DS1A - AM Peak' (FG3: '2031 DS1A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: A43/Oxford Road/A422

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxford Road)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
				Arm 10 Left	Inf	0.0 %		
1/2 (Oxford Road)	3.50	0.00	Y	Arm 5 Ahead	35.00	100.0 %	1884	1884
2/1 (A43 E Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908
2/2 (A43 E Lane 2)	This lane uses a directly entered Saturation Flow						2044	2044
2/3 (A43 E Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
3/1 (A43 S Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
3/2 (A43 S Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
3/3 (A43 S Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
4/1 (A422 Lane 1)	This lane uses a directly entered Saturation Flow						1913	1913
4/2 (A422 Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
5/1 (Gyratory E Lane 1)	This lane uses a directly entered Saturation Flow						2155	2155
5/2 (Gyratory E Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
6/1 (Gyratory S Lane 1)	This lane uses a directly entered Saturation Flow						2105	2105
6/2 (Gyratory S Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						2105	2105
10/2	This lane uses a directly entered Saturation Flow						2105	2105
11/1 (Gyratory N Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Gyratory N Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (Gyratory W Lane 1)	This lane uses a directly entered Saturation Flow						2015	2015
12/2 (Gyratory W Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
12/3 (Gyratory W Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 DS1A - PM Peak' (FG4: '2031 DS1A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: A43/Oxford Road/A422

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxford Road)	3.65	0.00	N	Arm 5 Ahead	Inf	100.0 %	2120	2120
				Arm 10 Left	Inf	0.0 %		
1/2 (Oxford Road)	3.50	0.00	Y	Arm 5 Ahead	35.00	100.0 %	1884	1884
2/1 (A43 E Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908
2/2 (A43 E Lane 2)	This lane uses a directly entered Saturation Flow						2044	2044
2/3 (A43 E Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
3/1 (A43 S Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
3/2 (A43 S Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
3/3 (A43 S Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
4/1 (A422 Lane 1)	This lane uses a directly entered Saturation Flow						1913	1913
4/2 (A422 Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
5/1 (Gyratory E Lane 1)	This lane uses a directly entered Saturation Flow						2155	2155
5/2 (Gyratory E Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
6/1 (Gyratory S Lane 1)	This lane uses a directly entered Saturation Flow						2105	2105
6/2 (Gyratory S Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						2105	2105
10/2	This lane uses a directly entered Saturation Flow						2105	2105
11/1 (Gyratory N Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Gyratory N Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (Gyratory W Lane 1)	This lane uses a directly entered Saturation Flow						2015	2015
12/2 (Gyratory W Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
12/3 (Gyratory W Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2031 DS1A sensitivity - AM Peak' (FG5: '2031 DS1Aalt - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: A43/Oxford Road/A422

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxford Road)	3.65	0.00	N	Arm 5 Ahead	Inf	62.7 %	2120	2120
				Arm 10 Left	Inf	37.3 %		
1/2 (Oxford Road)	3.50	0.00	Y	Arm 5 Ahead	35.00	100.0 %	1884	1884
2/1 (A43 E Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908
2/2 (A43 E Lane 2)	This lane uses a directly entered Saturation Flow						2044	2044
2/3 (A43 E Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
3/1 (A43 S Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
3/2 (A43 S Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
3/3 (A43 S Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
4/1 (A422 Lane 1)	This lane uses a directly entered Saturation Flow						1913	1913
4/2 (A422 Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
5/1 (Gyratory E Lane 1)	This lane uses a directly entered Saturation Flow						2155	2155
5/2 (Gyratory E Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
6/1 (Gyratory S Lane 1)	This lane uses a directly entered Saturation Flow						2105	2105
6/2 (Gyratory S Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						2105	2105
10/2	This lane uses a directly entered Saturation Flow						2105	2105
11/1 (Gyratory N Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Gyratory N Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (Gyratory W Lane 1)	This lane uses a directly entered Saturation Flow						2015	2015
12/2 (Gyratory W Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
12/3 (Gyratory W Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 DS1A sensitivity - PM Peak' (FG6: '2031 DS1Aalt - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: A43/Oxford Road/A422

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxford Road)	3.65	0.00	N	Arm 5 Ahead	Inf	36.8 %	2120	2120
				Arm 10 Left	Inf	63.2 %		
1/2 (Oxford Road)	3.50	0.00	Y	Arm 5 Ahead	35.00	100.0 %	1884	1884
2/1 (A43 E Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908
2/2 (A43 E Lane 2)	This lane uses a directly entered Saturation Flow						2044	2044
2/3 (A43 E Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
3/1 (A43 S Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
3/2 (A43 S Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
3/3 (A43 S Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
4/1 (A422 Lane 1)	This lane uses a directly entered Saturation Flow						1913	1913
4/2 (A422 Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
5/1 (Gyratory E Lane 1)	This lane uses a directly entered Saturation Flow						2155	2155
5/2 (Gyratory E Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
6/1 (Gyratory S Lane 1)	This lane uses a directly entered Saturation Flow						2105	2105
6/2 (Gyratory S Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						2105	2105
10/2	This lane uses a directly entered Saturation Flow						2105	2105
11/1 (Gyratory N Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Gyratory N Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (Gyratory W Lane 1)	This lane uses a directly entered Saturation Flow						2015	2015
12/2 (Gyratory W Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
12/3 (Gyratory W Lane 3)	This lane uses a directly entered Saturation Flow						2105	2105
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 RC1A - AM Peak'	08:00	09:00	01:00	
2: '2031 RC1A - PM Peak'	17:00	18:00	01:00	
3: '2031 DS1A - AM Peak'	08:00	09:00	01:00	
4: '2031 DS1A - PM Peak'	17:00	18:00	01:00	
5: '2031 DS1Aalt - AM Peak'	08:00	09:00	01:00	
6: '2031 DS1Aalt - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2031 RC1A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	270	0	270
	B	0	0	1641	305	1946
	C	157	1133	0	68	1358
	D	0	175	126	0	301
	Tot.	157	1308	2037	373	3875

FG2: '2031 RC1A - PM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	178	0	178
	B	0	0	1235	156	1391
	C	285	1574	0	72	1931
	D	0	313	98	0	411
	Tot.	285	1887	1511	228	3911

FG3: '2031 DS1A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	311	0	311
	B	0	0	1794	311	2105
	C	147	1128	0	58	1333
	D	0	183	107	0	290
	Tot.	147	1311	2212	369	4039

FG4: '2031 DS1A - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	185	0	185
	B	0	0	1270	164	1434
	C	359	1780	0	73	2212
	D	18	334	136	0	488
	Tot.	377	2114	1591	237	4319

FG5: '2031 DS1Aalt - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	380	55	535
	B	198	0	1365	261	1824
	C	540	1089	0	148	1777
	D	141	265	453	0	859
	Tot.	879	1454	2198	464	4995

FG6: '2031 DS1Aalt - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	216	325	115	656
	B	107	0	1323	290	1720
	C	448	1313	0	313	2074
	D	120	302	174	0	596
	Tot.	675	1831	1822	718	5046

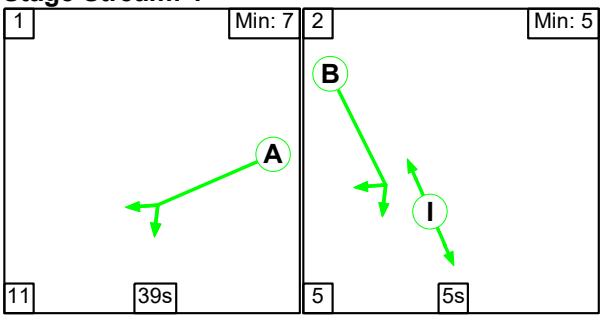
Traffic Lane Flows

Lane	Scenario 1: 2031 RC1A - AM Peak	Scenario 2: 2031 RC1A - PM Peak	Scenario 3: 2031 DS1A - AM Peak	Scenario 4: 2031 DS1A - PM Peak	Scenario 5: 2031 DS1A sensitivity - AM Peak	Scenario 6: 2031 DS1A sensitivity - PM Peak
Junction: A43/Oxford Road/A422						
1/1 (short)	139	72	161	75	268	342
1/2 (with short)	270(In) 131(Out)	178(In) 106(Out)	311(In) 150(Out)	185(In) 110(Out)	535(In) 267(Out)	656(In) 314(Out)
2/1	752	555	832	572	659	576
2/2 (with short)	1194(In) 889(Out)	836(In) 680(Out)	1273(In) 962(Out)	862(In) 698(Out)	1165(In) 706(Out)	1144(In) 747(Out)
2/3 (short)	305	156	311	164	459	397
3/1 (short)	225	357	205	432	688	761
3/2 (with short)	790(In) 565(Out)	1134(In) 777(Out)	775(In) 570(Out)	1300(In) 868(Out)	1119(In) 431(Out)	1318(In) 557(Out)
3/3	568	797	558	912	658	756
4/1 (short)	132	161	91	197	393	273
4/2 (with short)	301(In) 169(Out)	411(In) 250(Out)	290(In) 199(Out)	488(In) 291(Out)	859(In) 466(Out)	596(In) 323(Out)
5/1	197	143	207	167	432	300
5/2	199	133	211	154	456	314
6/1	305	156	311	164	316	405
6/2	0	0	0	0	198	107
7/1	949	698	1039	739	1091	876
7/2	1088	813	1173	852	1107	946
8/1	373	228	369	237	464	718
9/1	157	285	147	377	879	675
10/1	697	938	661	1047	783	926
10/2	611	949	650	1067	671	905
11/1	697	938	661	1047	683	710
11/2	737	1047	757	1203	1124	1079
12/1	157	285	147	359	738	555
12/2	565	777	570	868	431	557
12/3	568	797	558	912	658	756
13/1	697	938	661	1047	783	926
13/2	611	949	650	1067	671	905

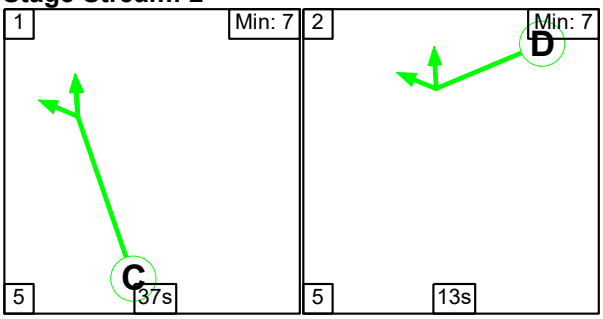
Scenario 1: '2031 RC1A - AM Peak' (FG1: '2031 RC1A - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

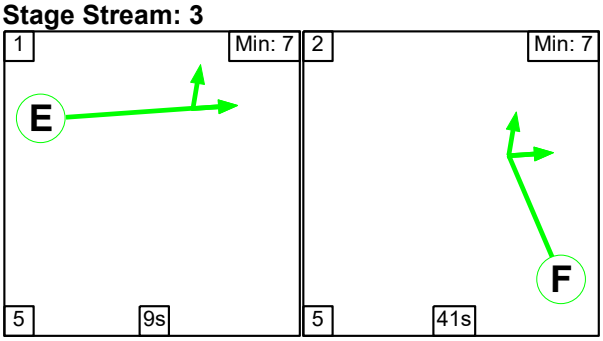
Stage Stream: 1



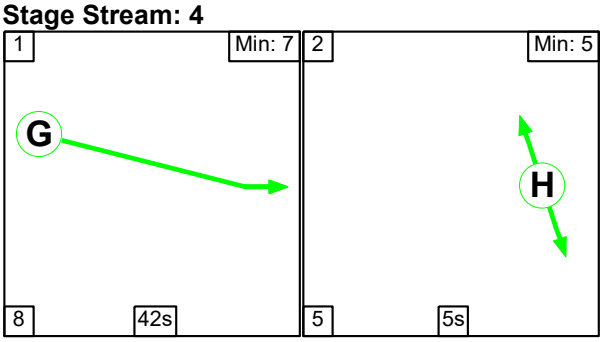
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	5
Change Point	0	50

Stage Stream: 2

Stage	1	2
Duration	37	13
Change Point	57	39

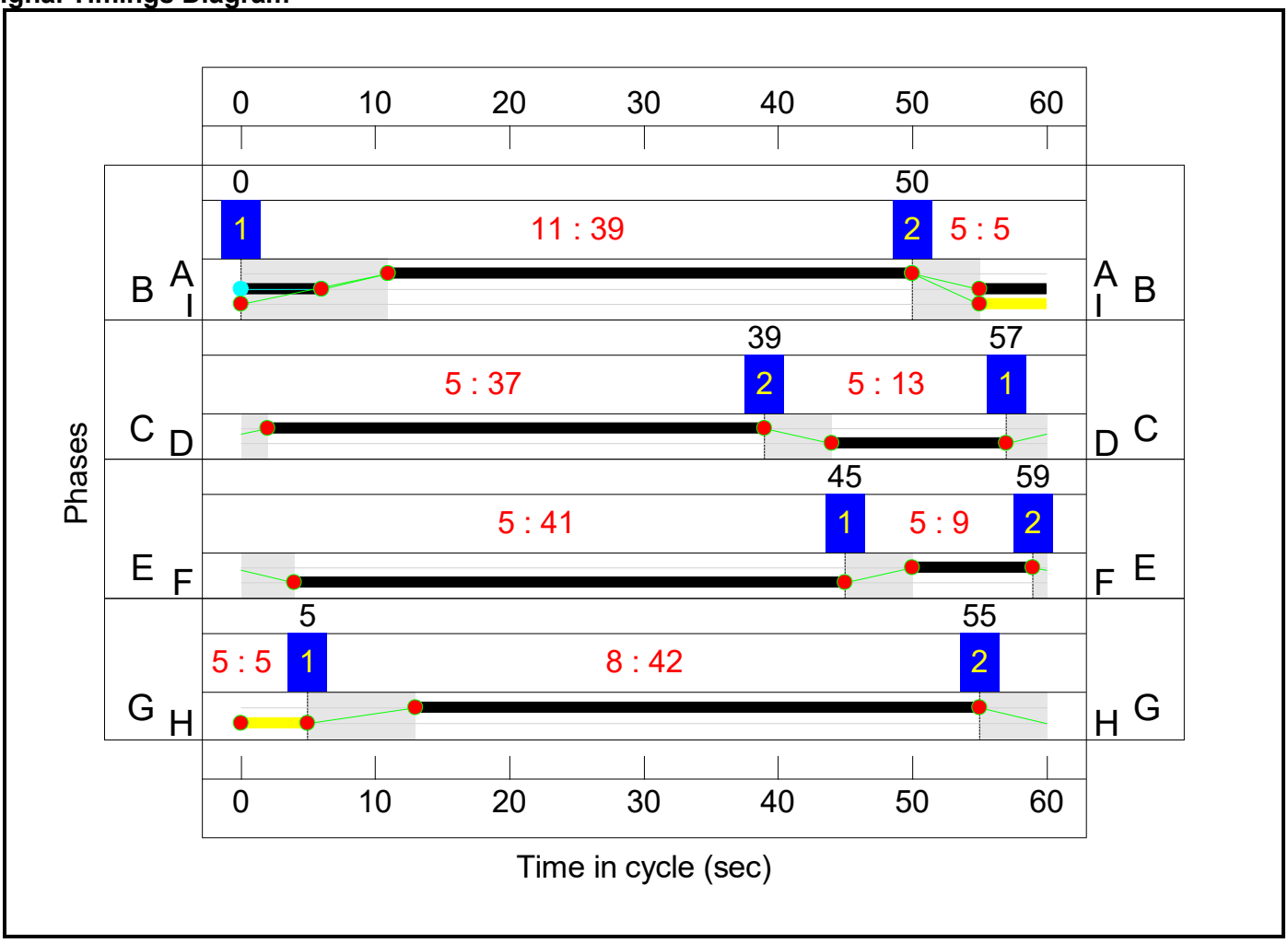
Stage Stream: 3

Stage	1	2
Duration	9	41
Change Point	45	59

Stage Stream: 4

Stage	1	2
Duration	42	5
Change Point	5	55

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Oxford Road Gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**
A43/Oxford Road/A422	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**
1/2+1/1	Oxford Road Ahead Left	O	N/A	N/A	-		-	-	-	-	270	1884:2120	563+563	23.3 : 24.7%
2/1	A43 E Left	U	1	N/A	A		1	39	-	-	752	1908	1272	59.1%
2/2+2/3	A43 E Ahead Left	U	1	N/A	A		1	39	-	-	1194	2044:2105	1362+467	65.3 : 65.3%
3/2+3/1	A43 S Left Ahead	U	2	N/A	C		1	37	-	-	790	2105:1953	1146+456	49.3 : 49.3%
3/3	A43 S Ahead	U	2	N/A	C		1	37	-	-	568	2105	1333	42.6%
4/2+4/1	A422 Left Ahead	U	3	N/A	E		1	9	-	-	301	2105:1913	351+319	48.2 : 41.4%
5/1	Gyratory E Ahead	U	1	N/A	B		1	11	-	-	197	2155	431	45.7%
5/2	Gyratory E Right Ahead	U	1	N/A	B		1	11	-	-	199	2155	431	46.2%
6/1	Gyratory S Ahead	U	2	N/A	D		1	13	-	-	305	2105	491	62.1%
6/2	Gyratory S Right	U	2	N/A	D		1	13	-	-	0	2052	479	0.0%
10/1	Ahead	U	4	N/A	G		1	42	-	-	697	2105	1509	46.2%
10/2	Ahead	U	4	N/A	G		1	42	-	-	611	2105	1509	40.5%
12/1	Gyratory W Ahead	U	3	N/A	F		1	41	-	-	157	2015	1410	11.1%
12/2	Gyratory W Right	U	3	N/A	F		1	41	-	-	565	2105	1473	38.3%
12/3	Gyratory W Right	U	3	N/A	F		1	41	-	-	568	2105	1473	38.5%

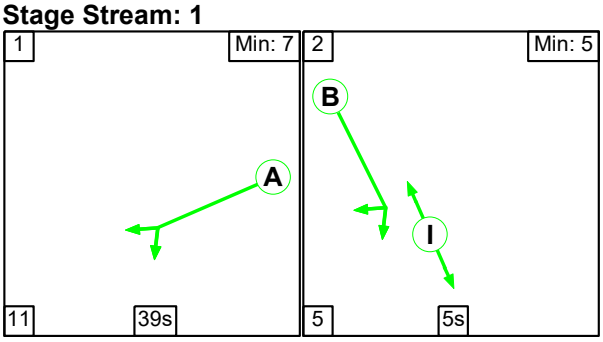
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Oxford Road Gyratory	**-**	**-**	**540**	**0**	**0**	**10.6**	**4.7**	**0.0**	**15.3**	**-**	**-**	**-**	**-**	
A43/Oxford Road/A422	**-**	**-**	**540**	**0**	**0**	**10.6**	**4.7**	**0.0**	**15.3**	**-**	**-**	**-**	**-**	
1/2+1/1	270	270	540	0	0	0.1	0.2	-	0.2	3.0	0.4	0.2	0.6	
2/1	752	752	-	-	-	1.1	0.7	-	1.9	9.0	6.9	0.7	7.6	
2/2+2/3	1194	1194	-	-	-	1.8	0.9	-	2.7	8.2	8.6	0.9	9.6	
3/2+3/1	790	790	-	-	-	1.2	0.5	-	1.6	7.5	4.7	0.5	5.2	
3/3	568	568	-	-	-	0.9	0.4	-	1.2	7.9	4.7	0.4	5.1	
4/2+4/1	301	301	-	-	-	1.9	0.4	-	2.3	27.4	2.5	0.4	2.9	
5/1	197	197	-	-	-	0.8	0.4	-	1.2	22.3	2.2	0.4	2.6	
5/2	199	199	-	-	-	0.8	0.4	-	1.2	21.4	2.1	0.4	2.5	
6/1	305	305	-	-	-	1.6	0.0	-	1.6	18.4	4.7	0.0	4.7	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	697	697	-	-	-	0.4	0.4	-	0.9	4.5	2.7	0.4	3.1	
10/2	611	611	-	-	-	0.2	0.3	-	0.5	3.0	1.0	0.3	1.4	
12/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/3	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1	Stream: 1 PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	7.00	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	44.9	Total Delay for Signalled Lanes (pcuHr):	4.44	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	86.8	Total Delay for Signalled Lanes (pcuHr):	2.30	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	94.8	Total Delay for Signalled Lanes (pcuHr):	1.38	Cycle Time (s):	60
	PRC Over All Lanes (%):	37.9	Total Delay Over All Lanes(pcuHr):	15.34		

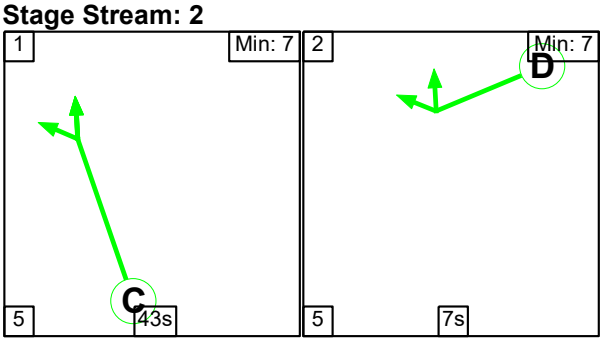
Scenario 2: '2031 RC1A - PM Peak' (FG2: '2031 RC1A - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

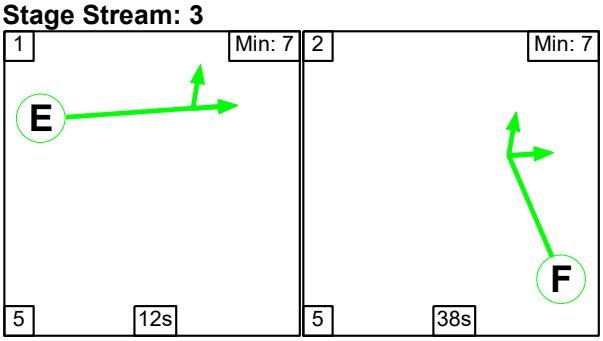
Stage Stream: 1



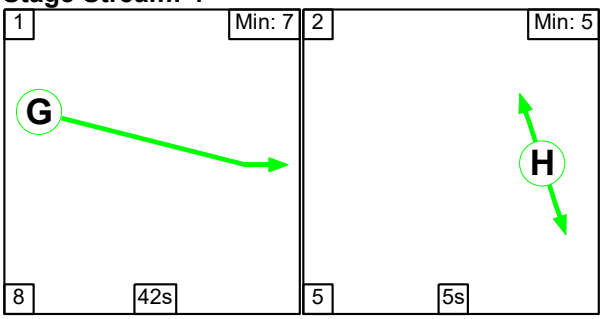
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	5
Change Point	21	11

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	17	5

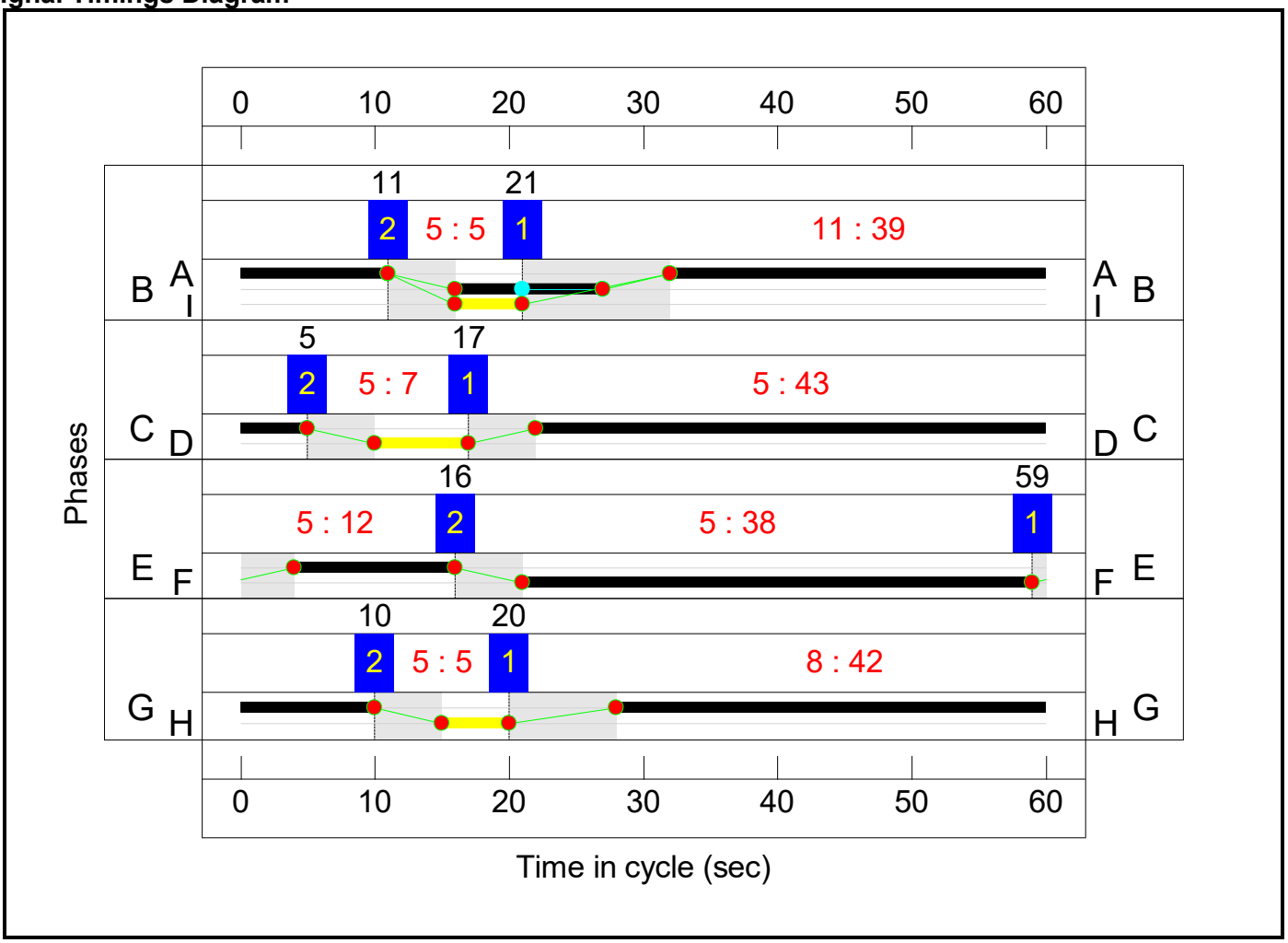
Stage Stream: 3

Stage	1	2
Duration	12	38
Change Point	59	16

Stage Stream: 4

Stage	1	2
Duration	42	5
Change Point	20	10

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Oxford Road Gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62.9%**
A43/Oxford Road/A422	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62.9%**
1/2+1/1	Oxford Road Ahead Left	O	N/A	N/A	-		-	-	-	-	178	1884:2120	411+279	25.8 : 25.8%
2/1	A43 E Left	U	1	N/A	A		1	39	-	-	555	1908	1272	43.6%
2/2+2/3	A43 E Ahead Left	U	1	N/A	A		1	39	-	-	836	2044:2105	1363+313	49.9 : 49.9%
3/2+3/1	A43 S Left Ahead	U	2	N/A	C		1	43	-	-	1134	2105:1953	1268+583	61.3 : 61.3%
3/3	A43 S Ahead	U	2	N/A	C		1	43	-	-	797	2105	1544	51.6%
4/2+4/1	A422 Left Ahead	U	3	N/A	E		1	12	-	-	411	2105:1913	456+294	54.8 : 54.8%
5/1	Gyratory E Ahead	U	1	N/A	B		1	11	-	-	143	2155	431	33.2%
5/2	Gyratory E Right Ahead	U	1	N/A	B		1	11	-	-	133	2155	431	30.9%
6/1	Gyratory S Ahead	U	2	N/A	D		1	7	-	-	156	2105	281	55.6%
6/2	Gyratory S Right	U	2	N/A	D		1	7	-	-	0	2052	274	0.0%
10/1	Ahead	U	4	N/A	G		1	42	-	-	938	2105	1509	62.2%
10/2	Ahead	U	4	N/A	G		1	42	-	-	949	2105	1509	62.9%
12/1	Gyratory W Ahead	U	3	N/A	F		1	38	-	-	285	2015	1310	21.8%
12/2	Gyratory W Right	U	3	N/A	F		1	38	-	-	777	2105	1368	56.8%
12/3	Gyratory W Right	U	3	N/A	F		1	38	-	-	797	2105	1368	58.2%

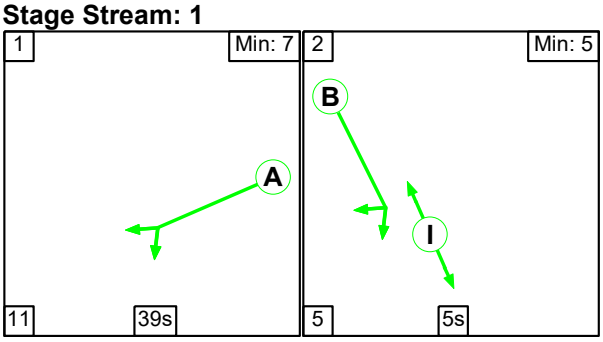
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Oxford Road Gyratory	**-**	**-**	**356**	**0**	**0**	**10.6**	**5.1**	**0.0**	**15.8**	**-**	**-**	**-**	**-**	
A43/Oxford Road/A422	**-**	**-**	**356**	**0**	**0**	**10.6**	**5.1**	**0.0**	**15.8**	**-**	**-**	**-**	**-**	
1/2+1/1	178	178	356	0	0	0.1	0.2	-	0.3	5.8	0.5	0.2	0.7	
2/1	555	555	-	-	-	0.7	0.4	-	1.1	7.2	4.3	0.4	4.7	
2/2+2/3	836	836	-	-	-	1.1	0.5	-	1.6	6.9	5.5	0.5	6.0	
3/2+3/1	1134	1134	-	-	-	1.0	0.8	-	1.8	5.6	5.4	0.8	6.2	
3/3	797	797	-	-	-	0.8	0.5	-	1.3	5.8	5.5	0.5	6.1	
4/2+4/1	411	411	-	-	-	2.4	0.6	-	3.0	25.9	3.7	0.6	4.3	
5/1	143	143	-	-	-	0.4	0.2	-	0.7	16.8	2.0	0.2	2.2	
5/2	133	133	-	-	-	0.6	0.2	-	0.8	21.0	1.8	0.2	2.1	
6/1	156	156	-	-	-	0.9	0.0	-	0.9	21.8	2.5	0.0	2.5	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	938	938	-	-	-	0.7	0.8	-	1.5	5.8	3.7	0.8	4.5	
10/2	949	949	-	-	-	0.6	0.8	-	1.5	5.6	3.6	0.8	4.4	
12/1	285	285	-	-	-	0.2	0.0	-	0.2	2.5	0.7	0.0	0.7	
12/2	777	777	-	-	-	0.6	0.0	-	0.6	2.6	1.9	0.0	1.9	
12/3	797	797	-	-	-	0.6	0.0	-	0.6	2.6	1.9	0.0	1.9	

C1	Stream: 1 PRC for Signalled Lanes (%):	80.4	Total Delay for Signalled Lanes (pcuHr):	4.15	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	46.9	Total Delay for Signalled Lanes (pcuHr):	4.02	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	54.5	Total Delay for Signalled Lanes (pcuHr):	4.31	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	43.1	Total Delay for Signalled Lanes (pcuHr):	3.00	Cycle Time (s):	60
	PRC Over All Lanes (%):	43.1	Total Delay Over All Lanes(pcuHr):	15.77		

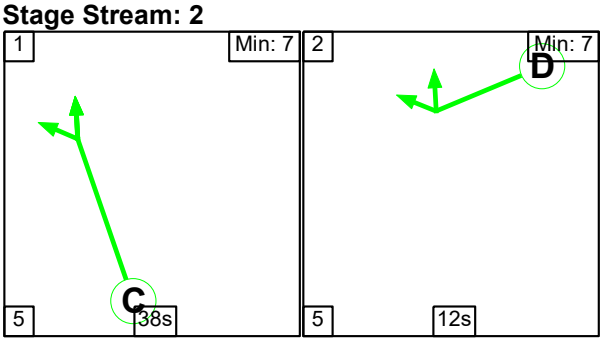
Scenario 3: '2031 DS1A - AM Peak' (FG3: '2031 DS1A - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

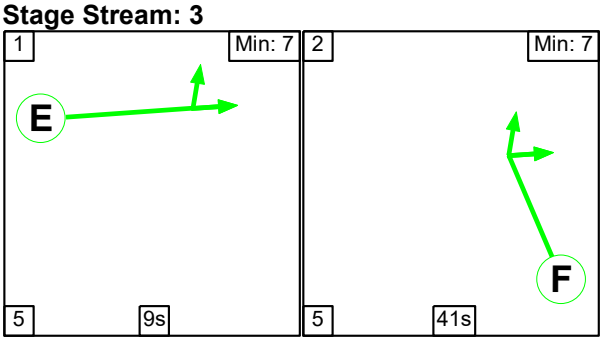
Stage Stream: 1



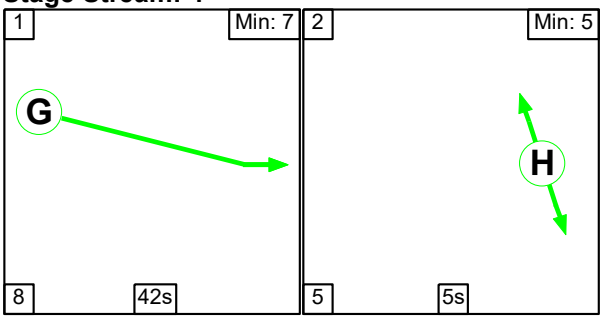
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	5
Change Point	23	13

Stage Stream: 2

Stage	1	2
Duration	38	12
Change Point	18	1

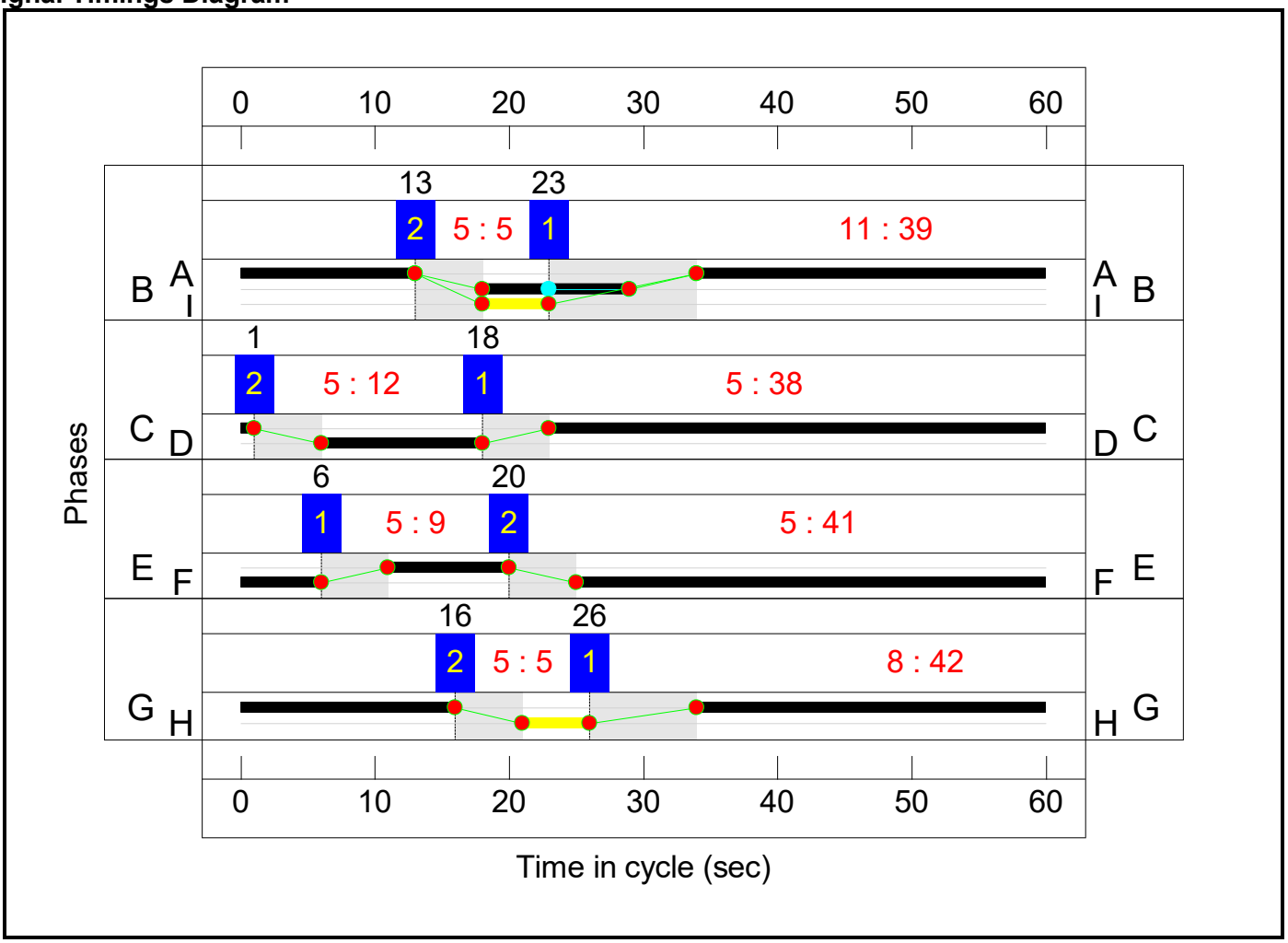
Stage Stream: 3

Stage	1	2
Duration	9	41
Change Point	6	20

Stage Stream: 4

Stage	1	2
Duration	42	5
Change Point	26	16

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Oxford Road Gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.6%**
A43/Oxford Road/A422	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.6%**
1/2+1/1	Oxford Road Ahead Left	O	N/A	N/A	-		-	-	-	-	311	1884:2120	559+559	26.8 : 28.8%
2/1	A43 E Left	U	1	N/A	A		1	39	-	-	832	1908	1272	65.4%
2/2+2/3	A43 E Ahead Left	U	1	N/A	A		1	39	-	-	1273	2044:2105	1363+441	70.6 : 70.6%
3/2+3/1	A43 S Left Ahead	U	2	N/A	C		1	38	-	-	775	2105:1953	1183+426	48.2 : 48.2%
3/3	A43 S Ahead	U	2	N/A	C		1	38	-	-	558	2105	1368	40.8%
4/2+4/1	A422 Left Ahead	U	3	N/A	E		1	9	-	-	290	2105:1913	351+160	56.7 : 56.7%
5/1	Gyratory E Ahead	U	1	N/A	B		1	11	-	-	207	2155	431	48.0%
5/2	Gyratory E Right Ahead	U	1	N/A	B		1	11	-	-	211	2155	431	49.0%
6/1	Gyratory S Ahead	U	2	N/A	D		1	12	-	-	311	2105	456	68.2%
6/2	Gyratory S Right	U	2	N/A	D		1	12	-	-	0	2052	445	0.0%
10/1	Ahead	U	4	N/A	G		1	42	-	-	661	2105	1509	43.8%
10/2	Ahead	U	4	N/A	G		1	42	-	-	650	2105	1509	43.1%
12/1	Gyratory W Ahead	U	3	N/A	F		1	41	-	-	147	2015	1410	10.4%
12/2	Gyratory W Right	U	3	N/A	F		1	41	-	-	570	2105	1473	38.7%
12/3	Gyratory W Right	U	3	N/A	F		1	41	-	-	558	2105	1473	37.9%

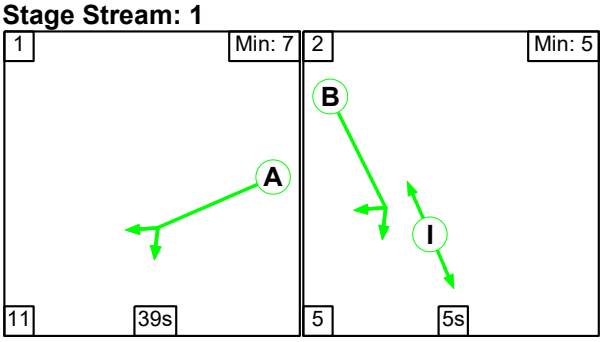
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Oxford Road Gyratory	**-**	**-**	**622**	**0**	**0**	**11.1**	**5.5**	**0.0**	**16.6**	**-**	**-**	**-**	**-**	
A43/Oxford Road/A422	**-**	**-**	**622**	**0**	**0**	**11.1**	**5.5**	**0.0**	**16.6**	**-**	**-**	**-**	**-**	
1/2+1/1	311	311	622	0	0	0.1	0.2	-	0.3	3.1	0.5	0.2	0.7	
2/1	832	832	-	-	-	1.4	0.9	-	2.3	10.0	8.1	0.9	9.0	
2/2+2/3	1273	1273	-	-	-	2.0	1.2	-	3.2	9.1	9.9	1.2	11.1	
3/2+3/1	775	775	-	-	-	1.0	0.5	-	1.5	7.0	4.4	0.5	4.9	
3/3	558	558	-	-	-	0.8	0.3	-	1.1	7.2	4.3	0.3	4.7	
4/2+4/1	290	290	-	-	-	1.8	0.7	-	2.5	30.8	3.0	0.7	3.7	
5/1	207	207	-	-	-	0.9	0.5	-	1.4	24.0	2.7	0.5	3.1	
5/2	211	211	-	-	-	0.9	0.5	-	1.3	22.9	2.7	0.5	3.1	
6/1	311	311	-	-	-	1.6	0.0	-	1.6	18.1	4.8	0.0	4.8	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	661	661	-	-	-	0.3	0.4	-	0.7	4.0	2.0	0.4	2.4	
10/2	650	650	-	-	-	0.3	0.4	-	0.7	3.9	2.0	0.4	2.3	
12/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/3	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1	Stream: 1 PRC for Signalled Lanes (%):	27.5	Total Delay for Signalled Lanes (pcuHr):	8.25	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	32.0	Total Delay for Signalled Lanes (pcuHr):	4.18	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	58.7	Total Delay for Signalled Lanes (pcuHr):	2.48	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	105.4	Total Delay for Signalled Lanes (pcuHr):	1.44	Cycle Time (s):	60
	PRC Over All Lanes (%):	27.5	Total Delay Over All Lanes(pcuHr):	16.61		

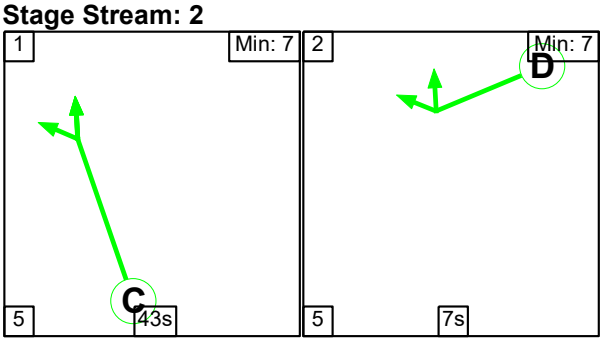
Scenario 4: '2031 DS1A - PM Peak' (FG4: '2031 DS1A - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

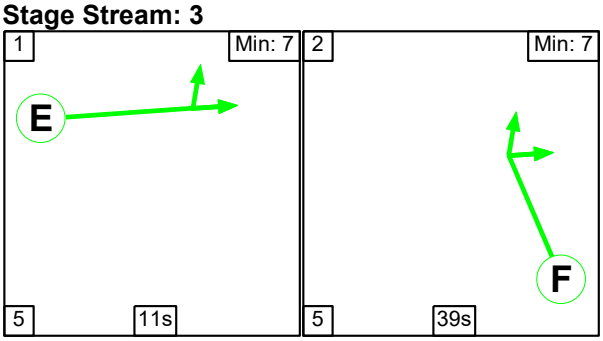
Stage Stream: 1



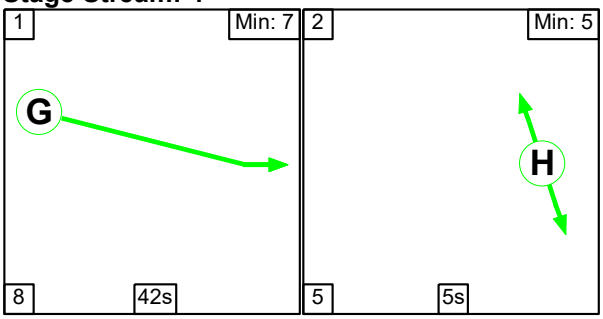
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	5
Change Point	0	50

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	56	44

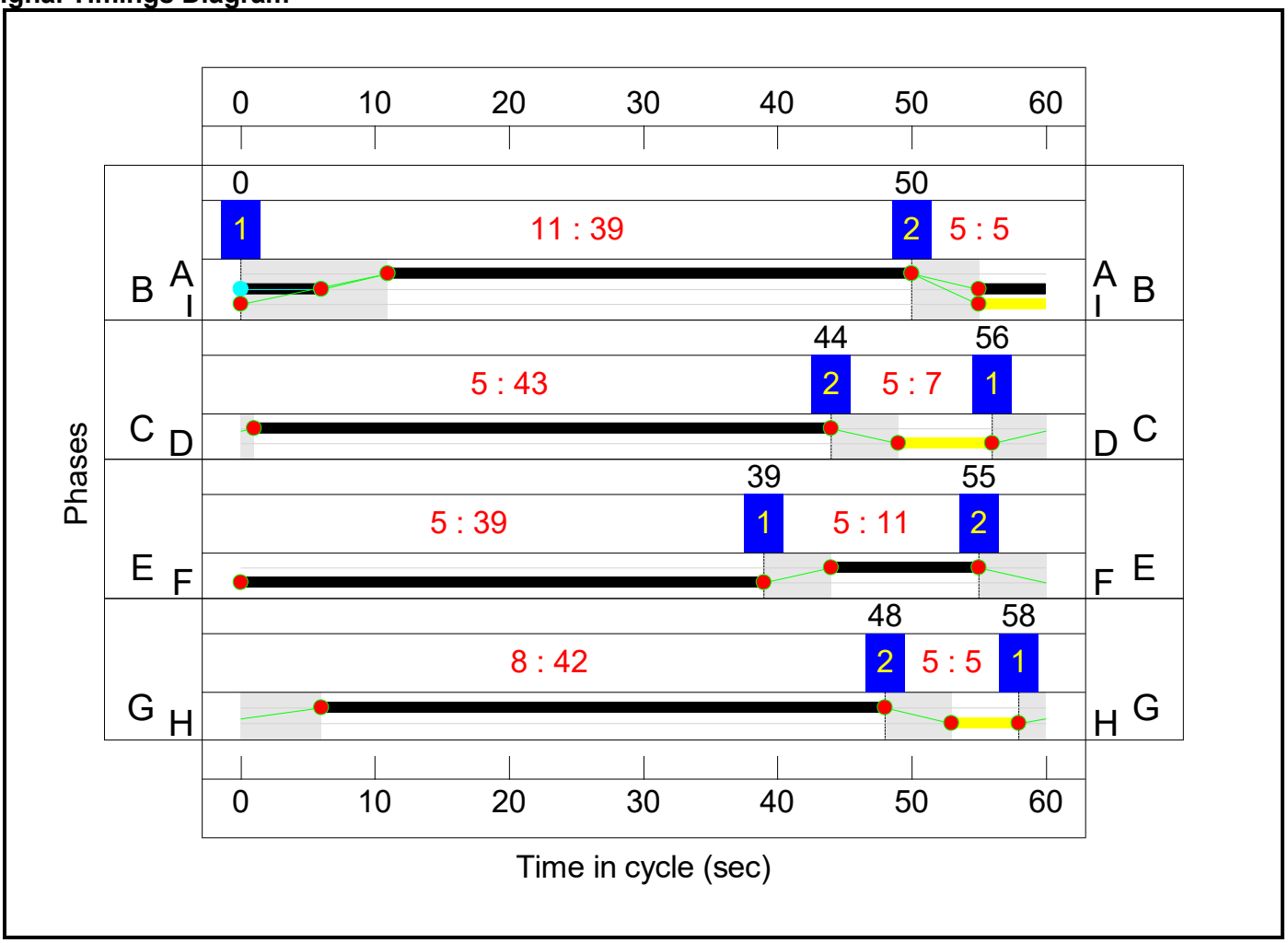
Stage Stream: 3

Stage	1	2
Duration	11	39
Change Point	39	55

Stage Stream: 4

Stage	1	2
Duration	42	5
Change Point	58	48

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Oxford Road Gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
A43/Oxford Road/A422	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
1/2+1/1	Oxford Road Ahead Left	O	N/A	N/A	-		-	-	-	-	185	1884:2120	340+232	32.3 : 32.3%
2/1	A43 E Left	U	1	N/A	A		1	39	-	-	572	1908	1272	45.0%
2/2+2/3	A43 E Ahead Left	U	1	N/A	A		1	39	-	-	862	2044:2105	1363+320	51.2 : 51.2%
3/2+3/1	A43 S Left Ahead	U	2	N/A	C		1	43	-	-	1300	2105:1953	1254+624	69.2 : 69.2%
3/3	A43 S Ahead	U	2	N/A	C		1	43	-	-	912	2105	1544	59.1%
4/2+4/1	A422 Left Ahead	U	3	N/A	E		1	11	-	-	488	2105:1913	421+285	69.1 : 69.1%
5/1	Gyratory E Ahead	U	1	N/A	B		1	11	-	-	167	2155	431	38.7%
5/2	Gyratory E Right Ahead	U	1	N/A	B		1	11	-	-	154	2155	431	35.7%
6/1	Gyratory S Ahead	U	2	N/A	D		1	7	-	-	164	2105	281	58.4%
6/2	Gyratory S Right	U	2	N/A	D		1	7	-	-	0	2052	274	0.0%
10/1	Ahead	U	4	N/A	G		1	42	-	-	1047	2105	1509	69.4%
10/2	Ahead	U	4	N/A	G		1	42	-	-	1067	2105	1509	70.7%
12/1	Gyratory W Ahead	U	3	N/A	F		1	39	-	-	359	2015	1343	26.7%
12/2	Gyratory W Right	U	3	N/A	F		1	39	-	-	868	2105	1403	61.9%
12/3	Gyratory W Right	U	3	N/A	F		1	39	-	-	912	2105	1403	65.0%

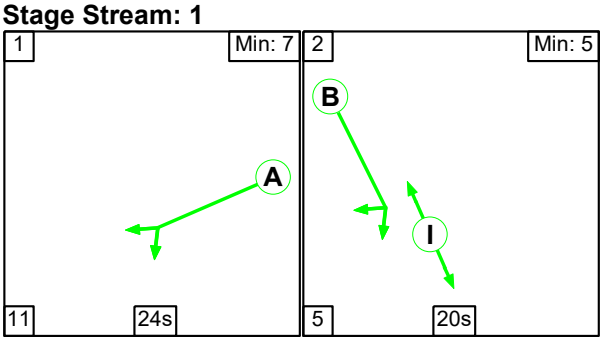
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Oxford Road Gyratory	**-**	**-**	**370**	**0**	**0**	**12.1**	**7.0**	**0.0**	**19.1**	**-**	**-**	**-**	**-**	
A43/Oxford Road/A422	**-**	**-**	**370**	**0**	**0**	**12.1**	**7.0**	**0.0**	**19.1**	**-**	**-**	**-**	**-**	
1/2+1/1	185	185	370	0	0	0.2	0.2	-	0.4	8.0	0.7	0.2	0.9	
2/1	572	572	-	-	-	0.8	0.4	-	1.2	7.3	4.4	0.4	4.9	
2/2+2/3	862	862	-	-	-	1.1	0.5	-	1.7	7.0	5.8	0.5	6.3	
3/2+3/1	1300	1300	-	-	-	1.2	1.1	-	2.3	6.4	6.5	1.1	7.6	
3/3	912	912	-	-	-	1.0	0.7	-	1.7	6.6	7.1	0.7	7.8	
4/2+4/1	488	488	-	-	-	3.0	1.1	-	4.1	30.1	4.4	1.1	5.6	
5/1	167	167	-	-	-	0.4	0.3	-	0.7	15.7	2.1	0.3	2.4	
5/2	154	154	-	-	-	0.5	0.3	-	0.8	19.3	1.9	0.3	2.2	
6/1	164	164	-	-	-	1.0	0.0	-	1.0	21.9	2.6	0.0	2.6	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	1047	1047	-	-	-	0.8	1.1	-	2.0	6.8	4.9	1.1	6.0	
10/2	1067	1067	-	-	-	0.7	1.2	-	1.9	6.6	4.3	1.2	5.5	
12/1	359	359	-	-	-	0.2	0.0	-	0.2	2.2	0.8	0.0	0.8	
12/2	868	868	-	-	-	0.5	0.0	-	0.5	2.3	1.9	0.0	1.9	
12/3	912	912	-	-	-	0.6	0.0	-	0.6	2.3	2.0	0.0	2.0	

C1	Stream: 1 PRC for Signalled Lanes (%):	75.7	Total Delay for Signalled Lanes (pcuHr):	4.39	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	30.0	Total Delay for Signalled Lanes (pcuHr):	5.00	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	30.2	Total Delay for Signalled Lanes (pcuHr):	5.42	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	3.92	Cycle Time (s):	60
	PRC Over All Lanes (%):	27.2	Total Delay Over All Lanes(pcuHr):	19.14		

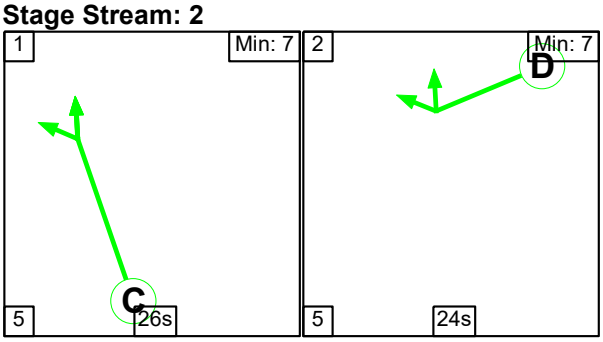
Scenario 5: '2031 DS1A sensitivity - AM Peak' (FG5: '2031 DS1Aalt - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

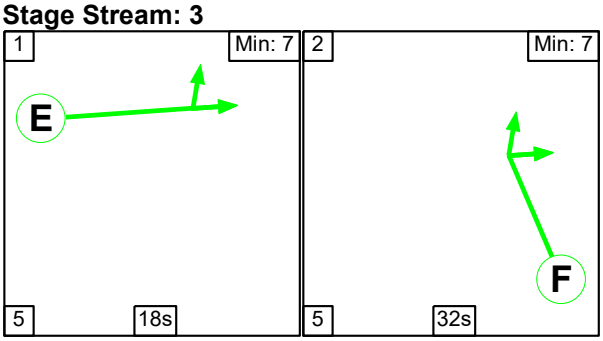
Stage Stream: 1



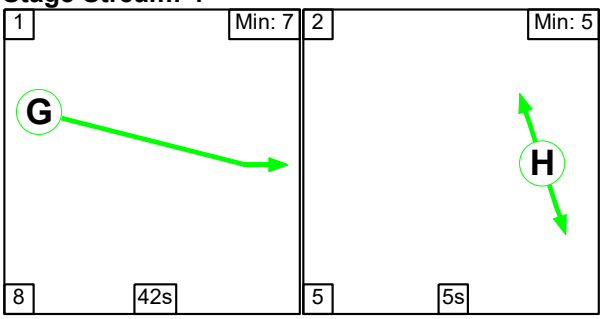
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	20
Change Point	18	53

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	55	26

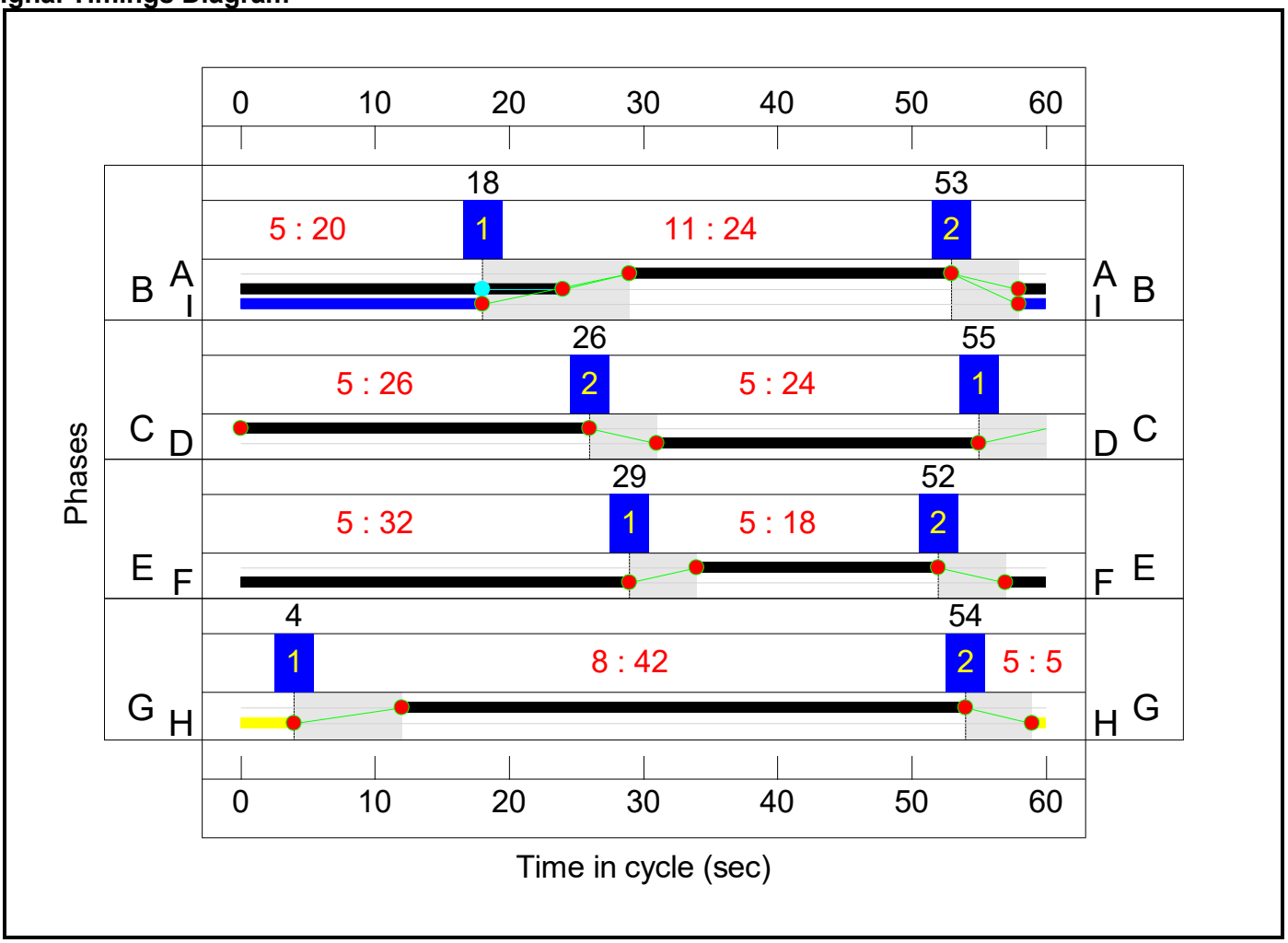
Stage Stream: 3

Stage	1	2
Duration	18	32
Change Point	29	52

Stage Stream: 4

Stage	1	2
Duration	42	5
Change Point	4	54

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Oxford Road Gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
A43/Oxford Road/A422	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
1/2+1/1	Oxford Road Ahead Left	O	N/A	N/A	-		-	-	-	-	535	1884:2120	449+449	59.5 : 59.7%
2/1	A43 E Left	U	1	N/A	A		1	24	-	-	659	1908	795	82.9%
2/2+2/3	A43 E Ahead Left	U	1	N/A	A		1	24	-	-	1165	2044:2105	852+572	82.9 : 80.2%
3/2+3/1	A43 S Left Ahead	U	2	N/A	C		1	26	-	-	1119	2105:1953	521+832	82.7 : 82.7%
3/3	A43 S Ahead	U	2	N/A	C		1	26	-	-	658	2105	947	69.5%
4/2+4/1	A422 Left Ahead	U	3	N/A	E		1	18	-	-	859	2105:1913	571+482	81.6 : 81.6%
5/1	Gyratory E Ahead	U	1	N/A	B		1	26	-	-	432	2155	970	44.5%
5/2	Gyratory E Right Ahead	U	1	N/A	B		1	26	-	-	456	2155	970	47.0%
6/1	Gyratory S Ahead	U	2	N/A	D		1	24	-	-	316	2105	877	36.0%
6/2	Gyratory S Right	U	2	N/A	D		1	24	-	-	198	2052	855	23.2%
10/1	Ahead	U	4	N/A	G		1	42	-	-	783	2105	1509	51.9%
10/2	Ahead	U	4	N/A	G		1	42	-	-	671	2105	1509	44.5%
12/1	Gyratory W Ahead	U	3	N/A	F		1	32	-	-	738	2015	1108	66.6%
12/2	Gyratory W Right	U	3	N/A	F		1	32	-	-	431	2105	1158	37.2%
12/3	Gyratory W Right	U	3	N/A	F		1	32	-	-	658	2105	1158	56.8%

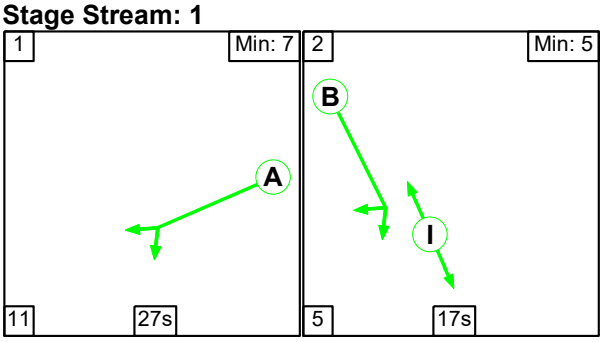
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Oxford Road Gyratory	**-**	**-**	**1070**	**0**	**0**	**24.8**	**12.7**	**0.0**	**37.5**	**-**	**-**	**-**	**-**	
A43/Oxford Road/A422	**-**	**-**	**1070**	**0**	**0**	**24.8**	**12.7**	**0.0**	**37.5**	**-**	**-**	**-**	**-**	
1/2+1/1	535	535	1070	0	0	0.6	0.7	-	1.3	9.0	1.8	0.7	2.5	
2/1	659	659	-	-	-	2.9	2.3	-	5.2	28.4	9.7	2.3	12.0	
2/2+2/3	1165	1165	-	-	-	4.7	2.2	-	6.9	21.4	10.4	2.2	12.6	
3/2+3/1	1119	1119	-	-	-	4.0	2.3	-	6.4	20.5	9.6	2.3	11.9	
3/3	658	658	-	-	-	2.4	1.1	-	3.5	19.4	8.8	1.1	9.9	
4/2+4/1	859	859	-	-	-	4.3	2.2	-	6.4	26.9	6.7	2.2	8.9	
5/1	432	432	-	-	-	1.9	0.4	-	2.3	18.8	7.0	0.4	7.4	
5/2	456	456	-	-	-	2.0	0.4	-	2.5	19.5	7.3	0.4	7.7	
6/1	316	316	-	-	-	0.5	0.0	-	0.5	5.2	1.2	0.0	1.2	
6/2	198	198	-	-	-	0.1	0.0	-	0.1	1.9	0.2	0.0	0.2	
10/1	783	783	-	-	-	0.5	0.5	-	1.0	4.7	3.0	0.5	3.6	
10/2	671	671	-	-	-	0.0	0.4	-	0.4	2.3	0.1	0.4	0.5	
12/1	738	738	-	-	-	0.9	0.0	-	0.9	4.5	3.6	0.0	3.6	
12/2	431	431	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	
12/3	658	658	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1	

C1	Stream: 1 PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	16.86	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	10.48	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	7.39	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	73.4	Total Delay for Signalled Lanes (pcuHr):	1.46	Cycle Time (s): 60
	PRC Over All Lanes (%):	8.6	Total Delay Over All Lanes(pcuHr):	37.53	

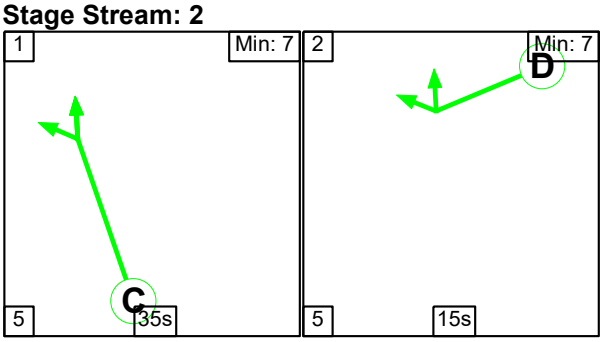
Scenario 6: '2031 DS1A sensitivity - PM Peak' (FG6: '2031 DS1Aalt - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

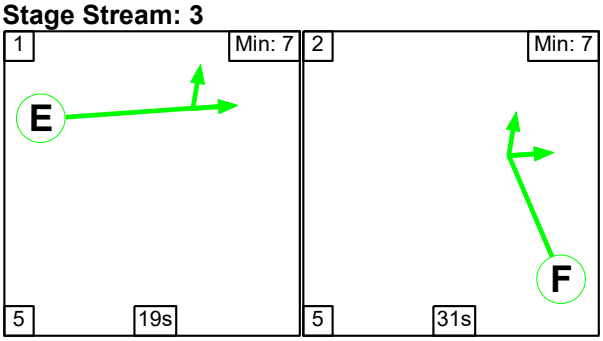
Stage Stream: 1



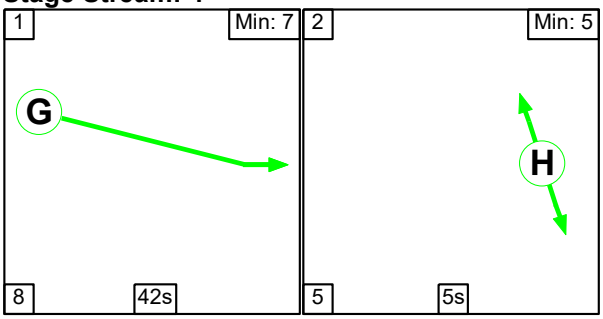
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	17
Change Point	0	38

Stage Stream: 2

Stage	1	2
Duration	35	15
Change Point	24	4

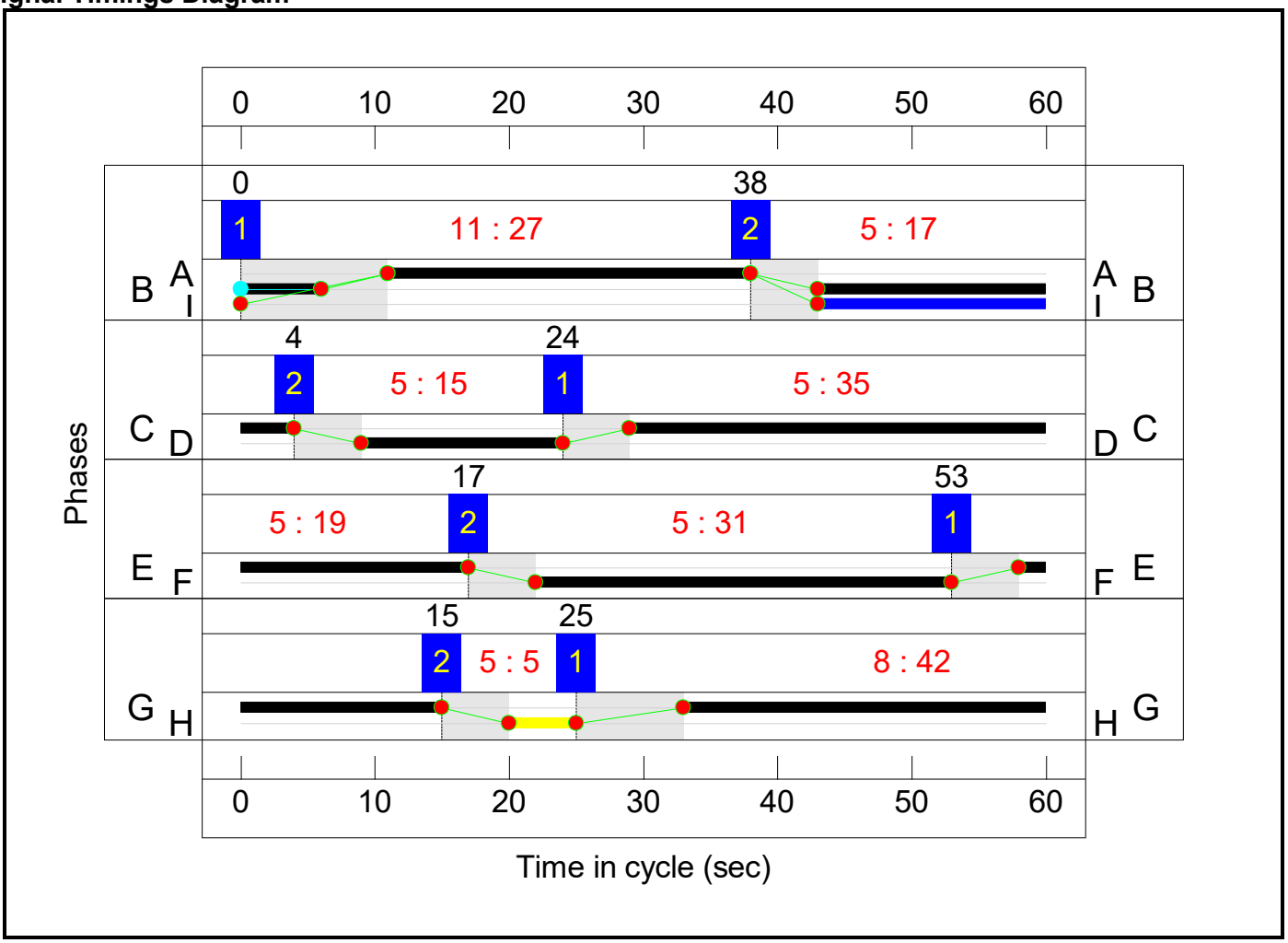
Stage Stream: 3

Stage	1	2
Duration	19	31
Change Point	53	17

Stage Stream: 4

Stage	1	2
Duration	42	5
Change Point	25	15

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Oxford Road Gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
A43/Oxford Road/A422	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
1/2+1/1	Oxford Road Ahead Left	O	N/A	N/A	-		-	-	-	-	656	1884:2120	453+453	69.3 : 75.4%
2/1	A43 E Left	U	1	N/A	A		1	27	-	-	576	1908	890	64.7%
2/2+2/3	A43 E Ahead Left	U	1	N/A	A		1	27	-	-	1144	2044:2105	954+507	78.3 : 78.3%
3/2+3/1	A43 S Left Ahead	U	2	N/A	C		1	35	-	-	1318	2105:1953	733+1001	76.0 : 76.0%
3/3	A43 S Ahead	U	2	N/A	C		1	35	-	-	756	2105	1263	59.9%
4/2+4/1	A422 Left Ahead	U	3	N/A	E		1	19	-	-	596	2105:1913	589+498	54.8 : 54.8%
5/1	Gyratory E Ahead	U	1	N/A	B		1	23	-	-	300	2155	862	34.8%
5/2	Gyratory E Right Ahead	U	1	N/A	B		1	23	-	-	314	2155	862	36.4%
6/1	Gyratory S Ahead	U	2	N/A	D		1	15	-	-	405	2105	561	72.1%
6/2	Gyratory S Right	U	2	N/A	D		1	15	-	-	107	2052	547	19.6%
10/1	Ahead	U	4	N/A	G		1	42	-	-	926	2105	1509	61.4%
10/2	Ahead	U	4	N/A	G		1	42	-	-	905	2105	1509	60.0%
12/1	Gyratory W Ahead	U	3	N/A	F		1	31	-	-	555	2015	1075	51.6%
12/2	Gyratory W Right	U	3	N/A	F		1	31	-	-	557	2105	1123	49.6%
12/3	Gyratory W Right	U	3	N/A	F		1	31	-	-	756	2105	1123	67.3%

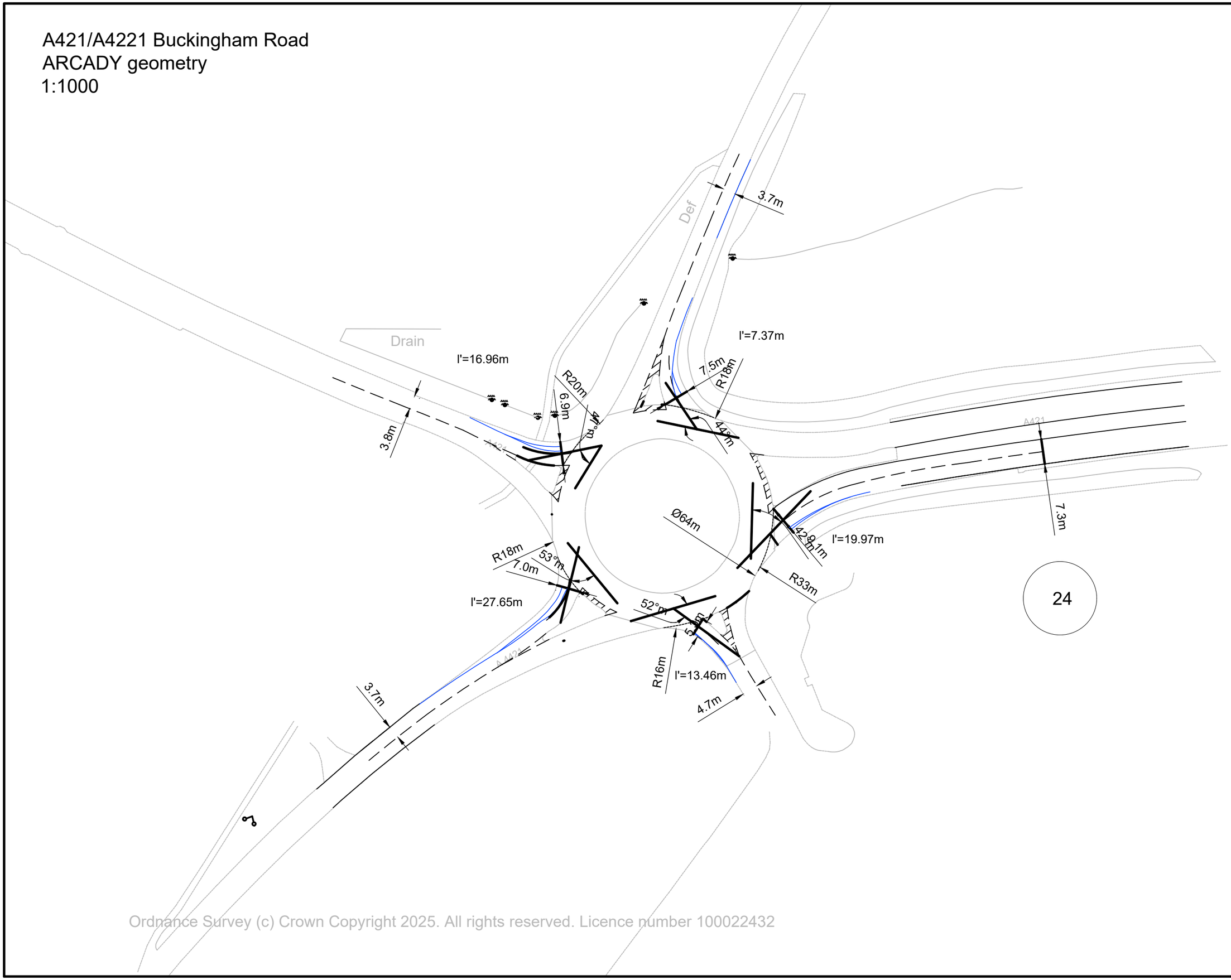
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Oxford Road Gyratory	**-**	**-**	**1312**	**0**	**0**	**22.0**	**9.0**	**0.0**	**31.0**	**-**	**-**	**-**	**-**	
A43/Oxford Road/A422	**-**	**-**	**1312**	**0**	**0**	**22.0**	**9.0**	**0.0**	**31.0**	**-**	**-**	**-**	**-**	
1/2+1/1	656	656	1312	0	0	0.8	1.3	-	2.1	11.3	3.7	1.3	5.0	
2/1	576	576	-	-	-	2.0	0.9	-	2.9	17.9	7.2	0.9	8.1	
2/2+2/3	1144	1144	-	-	-	4.0	1.8	-	5.7	18.1	10.4	1.8	12.2	
3/2+3/1	1318	1318	-	-	-	2.7	1.6	-	4.2	11.6	8.2	1.6	9.8	
3/3	756	756	-	-	-	1.6	0.7	-	2.3	11.0	7.8	0.7	8.5	
4/2+4/1	596	596	-	-	-	2.6	0.6	-	3.2	19.3	4.2	0.6	4.8	
5/1	300	300	-	-	-	1.8	0.3	-	2.1	25.3	3.8	0.3	4.1	
5/2	314	314	-	-	-	1.1	0.3	-	1.4	15.8	3.2	0.3	3.5	
6/1	405	405	-	-	-	1.5	0.0	-	1.5	13.4	3.6	0.0	3.6	
6/2	107	107	-	-	-	0.4	0.0	-	0.4	12.3	0.6	0.0	0.6	
10/1	926	926	-	-	-	0.6	0.8	-	1.4	5.3	4.4	0.8	5.2	
10/2	905	905	-	-	-	0.3	0.7	-	1.0	4.0	1.5	0.7	2.2	
12/1	555	555	-	-	-	0.9	0.0	-	0.9	5.6	3.5	0.0	3.5	
12/2	557	557	-	-	-	0.8	0.0	-	0.8	5.2	2.1	0.0	2.1	
12/3	756	756	-	-	-	1.1	0.0	-	1.1	5.4	2.9	0.0	2.9	

C1	Stream: 1 PRC for Signalled Lanes (%):	14.9	Total Delay for Signalled Lanes (pcuHr):	12.09	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	18.4	Total Delay for Signalled Lanes (pcuHr):	8.44	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	33.7	Total Delay for Signalled Lanes (pcuHr):	6.01	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	46.6	Total Delay for Signalled Lanes (pcuHr):	2.38	Cycle Time (s):	60
	PRC Over All Lanes (%):	14.9	Total Delay Over All Lanes(pcuHr):	30.98		

APPENDIX S

A421/A4421/SANDPIT HILL ROUNDABOUT JUNCTIONS 11 ARCADY REPORT

A421/A4221 Buckingham Road
ARCADY geometry
1:1000



Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260107 A421_Buckingham Road Roundabout FLOW ADJUSTED.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\24. A421_Buckingham Rd roundabout
Report generation date: 08/02/2026 11:52:18

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3AwTP | AM
»D6 - 2034 | DS3AwTP | PM
»D7 - 2042 | RC4A | AM
»D8 - 2042 | RC4A | PM
»D9 - 2042 | DS4A | AM
»D10 - 2042 | DS4A | PM
»D11 - 2042 | DS4AwTP | AM
»D12 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2034 - RC3A									
1 - Sandpit Hill	D1	3.8	18.38	0.80	C	D2	1.4	10.98	0.59	B
2 - A421 East		2.1	6.70	0.68	A		0.7	2.94	0.40	A
3 - Service area		0.3	10.49	0.25	B		0.2	5.10	0.15	A
4 - A4221 Buckingham Road		1.0	5.61	0.50	A		9.0	26.56	0.91	D
5 - A421 west		1.2	7.70	0.55	A		2.5	15.74	0.72	C
	2034 - DS3A									
1 - Sandpit Hill	D3	3.9	18.80	0.80	C	D4	1.6	12.82	0.62	B
2 - A421 East		3.0	8.52	0.76	A		0.7	2.97	0.41	A
3 - Service area		0.4	13.11	0.30	B		0.2	5.12	0.15	A
4 - A4221 Buckingham Road		1.3	6.82	0.56	A		6.5	20.18	0.88	C
5 - A421 west		1.1	7.58	0.53	A		6.9	34.24	0.89	D
	2034 - DS3AwTP									
1 - Sandpit Hill	D5	4.0	19.13	0.81	C	D6	1.3	10.61	0.58	B
2 - A421 East		3.0	8.43	0.75	A		0.7	2.99	0.41	A
3 - Service area		0.4	12.99	0.30	B		0.2	5.12	0.15	A
4 - A4221 Buckingham Road		1.2	6.74	0.55	A		6.3	19.70	0.87	C
5 - A421 west		1.1	7.76	0.54	A		3.0	16.76	0.76	C
	2042 - RC4A									
1 - Sandpit Hill	D7	5.3	23.90	0.85	C	D8	2.6	16.43	0.73	C
2 - A421 East		1.9	6.28	0.66	A		0.9	3.38	0.46	A
3 - Service area		0.3	10.33	0.25	B		0.2	5.92	0.17	A
4 - A4221 Buckingham Road		1.5	6.94	0.60	A		14.1	39.83	0.95	E
5 - A421 west		0.9	6.96	0.49	A		2.7	16.70	0.74	C
	2042 - DS4A									
1 - Sandpit Hill	D9	5.4	24.55	0.85	C	D10	3.2	20.68	0.77	C
2 - A421 East		2.9	8.34	0.75	A		0.8	3.30	0.45	A
3 - Service area		0.4	13.30	0.30	B		0.2	5.75	0.16	A
4 - A4221 Buckingham Road		1.8	8.35	0.65	A		13.3	38.37	0.95	E
5 - A421 west		1.0	7.19	0.50	A		6.8	35.20	0.89	E
	2042 - DS4AwTP									
1 - Sandpit Hill	D11	5.4	24.85	0.86	C	D12	3.2	20.57	0.77	C
2 - A421 East		2.9	8.49	0.75	A		0.8	3.31	0.45	A
3 - Service area		0.4	13.45	0.30	B		0.2	5.76	0.16	A
4 - A4221 Buckingham Road		1.8	8.32	0.64	A		13.1	38.10	0.95	E
5 - A421 west		1.0	7.28	0.51	A		5.9	31.24	0.87	D

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

File summary

File Description

Title	OxSRFI
Location	A421/A4421 roundabout
Site number	
Date	07/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						1.00	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	9.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.34	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Sandpit Hill		
2	A421 East		
3	Service area		
4	A4221 Buckingham Road		
5	A421 west		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Sandpit Hill	3.70	7.50	7.4	18.0	64.0	44.0		
2 - A421 East	7.30	9.10	20.0	33.0	64.0	42.0		
3 - Service area	4.70	5.30	13.0	16.0	64.0	26.0		
4 - A4221 Buckingham Road	3.65	7.00	27.7	16.0	64.0	27.0		
5 - A421 west	3.75	6.90	17.0	20.0	64.0	47.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandpit Hill	0.484	1473
2 - A421 East	0.675	2576
3 - Service area	0.516	1585
4 - A4221 Buckingham Road	0.557	1834
5 - A421 west	0.509	1633

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	700	100.000
2 - A421 East		ONE HOUR	✓	1050	100.000
3 - Service area		ONE HOUR	✓	106	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	583	100.000
5 - A421 west		ONE HOUR	✓	517	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	7	643	50
	2 - A421 East	0	0	47	475	528
	3 - Service area	5	45	0	31	25
	4 - A4221 Buckingham Road	322	234	22	0	5
	5 - A421 west	21	462	30	4	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	7	29
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	6	1	10	0	0
	5 - A421 west	0	24	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.80	18.38	3.8	C	642	963
2 - A421 East	0.68	6.70	2.1	A	963	1445
3 - Service area	0.25	10.49	0.3	B	97	146
4 - A4221 Buckingham Road	0.50	5.61	1.0	A	535	802
5 - A421 west	0.55	7.70	1.2	A	474	712

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	527	132	597	1118	0.472	523	261	0.0	0.9	6.024	A
2 - A421 East	790	198	565	1849	0.428	788	555	0.0	0.7	3.382	A
3 - Service area	80	20	1274	773	0.103	79	79	0.0	0.1	5.186	A
4 - A4221 Buckingham Road	439	110	490	1436	0.306	437	863	0.0	0.4	3.598	A
5 - A421 west	389	97	471	1133	0.344	387	456	0.0	0.5	4.814	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	629	157	715	1053	0.598	627	312	0.9	1.5	8.405	A
2 - A421 East	944	236	677	1783	0.529	942	665	0.7	1.1	4.274	A
3 - Service area	95	24	1525	641	0.149	95	95	0.1	0.2	6.585	A
4 - A4221 Buckingham Road	524	131	586	1372	0.382	523	1034	0.4	0.6	4.240	A
5 - A421 west	465	116	564	1092	0.426	464	546	0.5	0.7	5.720	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	771	193	875	966	0.798	762	382	1.5	3.6	17.000	C
2 - A421 East	1156	289	824	1698	0.681	1152	813	1.1	2.1	6.554	A
3 - Service area	117	29	1859	466	0.251	116	116	0.2	0.3	10.281	B
4 - A4221 Buckingham Road	642	160	716	1285	0.500	640	1260	0.6	1.0	5.573	A
5 - A421 west	569	142	690	1037	0.549	567	667	0.7	1.2	7.629	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	771	193	877	964	0.799	770	383	3.6	3.8	18.379	C
2 - A421 East	1156	289	832	1693	0.683	1156	816	2.1	2.1	6.701	A
3 - Service area	117	29	1871	460	0.254	117	117	0.3	0.3	10.489	B
4 - A4221 Buckingham Road	642	160	719	1283	0.500	642	1269	1.0	1.0	5.614	A
5 - A421 west	569	142	691	1037	0.549	569	669	1.2	1.2	7.698	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	629	157	719	1051	0.599	638	314	3.8	1.5	8.911	A
2 - A421 East	944	236	689	1776	0.531	948	669	2.1	1.1	4.366	A
3 - Service area	95	24	1541	633	0.151	96	96	0.3	0.2	6.707	A
4 - A4221 Buckingham Road	524	131	590	1369	0.383	526	1047	1.0	0.6	4.277	A
5 - A421 west	465	116	566	1091	0.426	467	549	1.2	0.8	5.780	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	527	132	601	1115	0.472	529	262	1.5	0.9	6.169	A
2 - A421 East	790	198	572	1845	0.428	792	559	1.1	0.8	3.425	A
3 - Service area	80	20	1284	768	0.104	80	80	0.2	0.1	5.237	A
4 - A4221 Buckingham Road	439	110	493	1434	0.306	440	871	0.6	0.4	3.625	A
5 - A421 west	389	97	474	1132	0.344	390	459	0.8	0.5	4.860	A

D2 - 2034 | RC3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	15.54	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.54	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	430	100.000
2 - A421 East		ONE HOUR	✓	743	100.000
3 - Service area		ONE HOUR	✓	110	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	1176	100.000
5 - A421 west		ONE HOUR	✓	539	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	5	389	36
	2 - A421 East	0	0	48	231	464
	3 - Service area	5	53	0	27	25
	4 - A4221 Buckingham Road	593	540	38	0	5
	5 - A421 west	33	470	25	11	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	1	10
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	0	3	10	0	0
	5 - A421 west	0	15	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.59	10.98	1.4	B	395	592
2 - A421 East	0.40	2.94	0.7	A	682	1023
3 - Service area	0.15	5.10	0.2	A	101	151
4 - A4221 Buckingham Road	0.91	26.56	9.0	D	1079	1619
5 - A421 west	0.72	15.74	2.5	C	495	742

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	324	81	851	1006	0.322	322	472	0.0	0.5	5.247	A
2 - A421 East	559	140	377	2159	0.259	558	795	0.0	0.3	2.246	A
3 - Service area	83	21	848	1023	0.081	82	87	0.0	0.1	3.828	A
4 - A4221 Buckingham Road	885	221	438	1542	0.574	880	493	0.0	1.3	5.399	A
5 - A421 west	406	101	920	1017	0.399	403	398	0.0	0.7	5.838	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	387	97	1019	920	0.420	386	565	0.5	0.7	6.727	A
2 - A421 East	668	167	452	2110	0.317	667	952	0.3	0.5	2.495	A
3 - Service area	99	25	1015	941	0.105	99	104	0.1	0.1	4.276	A
4 - A4221 Buckingham Road	1057	264	524	1490	0.710	1053	590	1.3	2.4	8.158	A
5 - A421 west	485	121	1101	934	0.519	483	476	0.7	1.1	7.945	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	473	118	1236	808	0.586	471	683	0.7	1.4	10.601	B
2 - A421 East	818	205	551	2046	0.400	817	1155	0.5	0.7	2.928	A
3 - Service area	121	30	1242	829	0.146	121	127	0.1	0.2	5.083	A
4 - A4221 Buckingham Road	1295	324	641	1420	0.912	1272	722	2.4	8.1	21.648	C
5 - A421 west	593	148	1330	829	0.716	588	583	1.1	2.4	14.616	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	473	118	1250	801	0.591	473	693	1.4	1.4	10.985	B
2 - A421 East	818	205	555	2044	0.400	818	1168	0.7	0.7	2.936	A
3 - Service area	121	30	1245	827	0.146	121	128	0.2	0.2	5.096	A
4 - A4221 Buckingham Road	1295	324	642	1419	0.912	1291	724	8.1	9.0	26.558	D
5 - A421 west	593	148	1350	820	0.723	593	584	2.4	2.5	15.743	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	387	97	1040	909	0.425	389	581	1.4	0.7	6.965	A
2 - A421 East	668	167	457	2107	0.317	669	972	0.7	0.5	2.503	A
3 - Service area	99	25	1020	938	0.105	99	105	0.2	0.1	4.290	A
4 - A4221 Buckingham Road	1057	264	525	1489	0.710	1083	594	9.0	2.5	9.390	A
5 - A421 west	485	121	1131	921	0.526	490	477	2.5	1.1	8.464	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	324	81	860	1001	0.323	325	477	0.7	0.5	5.330	A
2 - A421 East	559	140	381	2156	0.259	560	804	0.5	0.4	2.254	A
3 - Service area	83	21	853	1021	0.081	83	88	0.1	0.1	3.838	A
4 - A4221 Buckingham Road	885	221	439	1541	0.575	890	497	2.5	1.4	5.571	A
5 - A421 west	406	101	930	1013	0.401	408	399	1.1	0.7	5.967	A

D3 - 2034 | DS3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	10.35	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.35	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	702	100.000
2 - A421 East		ONE HOUR	✓	1182	100.000
3 - Service area		ONE HOUR	✓	106	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	606	100.000
5 - A421 west		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	7	668	27
	2 - A421 East	0	0	47	432	703
	3 - Service area	5	45	0	31	25
	4 - A4221 Buckingham Road	312	270	22	0	2
	5 - A421 west	22	425	30	4	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	7	22
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	6	1	10	0	0
	5 - A421 west	0	27	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.80	18.80	3.9	C	644	966
2 - A421 East	0.76	8.52	3.0	A	1085	1627
3 - Service area	0.30	13.11	0.4	B	97	146
4 - A4221 Buckingham Road	0.56	6.82	1.3	A	556	834
5 - A421 west	0.53	7.58	1.1	A	441	662

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	529	132	596	1116	0.474	525	254	0.0	0.9	6.056	A
2 - A421 East	890	222	567	1882	0.473	886	554	0.0	0.9	3.602	A
3 - Service area	80	20	1374	726	0.110	79	79	0.0	0.1	5.560	A
4 - A4221 Buckingham Road	456	114	603	1377	0.331	454	850	0.0	0.5	3.894	A
5 - A421 west	362	91	490	1103	0.328	360	568	0.0	0.5	4.836	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	631	158	714	1051	0.600	629	304	0.9	1.5	8.479	A
2 - A421 East	1063	266	679	1815	0.585	1061	664	0.9	1.4	4.759	A
3 - Service area	95	24	1644	586	0.163	95	95	0.1	0.2	7.336	A
4 - A4221 Buckingham Road	545	136	722	1300	0.419	544	1017	0.5	0.7	4.752	A
5 - A421 west	432	108	587	1061	0.407	432	679	0.5	0.7	5.709	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	773	193	873	963	0.802	764	372	1.5	3.7	17.321	C
2 - A421 East	1301	325	825	1728	0.753	1295	812	1.4	2.9	8.207	A
3 - Service area	117	29	2004	398	0.293	116	116	0.2	0.4	12.715	B
4 - A4221 Buckingham Road	667	167	882	1198	0.557	665	1239	0.7	1.2	6.732	A
5 - A421 west	530	132	718	1006	0.527	528	829	0.7	1.1	7.511	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	773	193	876	962	0.804	772	373	3.7	3.9	18.796	C
2 - A421 East	1301	325	834	1723	0.755	1301	815	2.9	3.0	8.525	A
3 - Service area	117	29	2018	391	0.298	117	117	0.4	0.4	13.110	B
4 - A4221 Buckingham Road	667	167	886	1195	0.558	667	1249	1.2	1.3	6.818	A
5 - A421 west	530	132	720	1005	0.527	530	833	1.1	1.1	7.578	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	631	158	719	1049	0.602	640	306	3.9	1.5	9.013	A
2 - A421 East	1063	266	691	1808	0.588	1069	668	3.0	1.4	4.911	A
3 - Service area	95	24	1664	576	0.166	96	96	0.4	0.2	7.523	A
4 - A4221 Buckingham Road	545	136	728	1297	0.420	547	1032	1.3	0.7	4.816	A
5 - A421 west	432	108	590	1060	0.408	434	685	1.1	0.7	5.768	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	529	132	601	1113	0.475	531	256	1.5	0.9	6.209	A
2 - A421 East	890	222	573	1878	0.474	892	558	1.4	0.9	3.660	A
3 - Service area	80	20	1385	720	0.111	80	80	0.2	0.1	5.623	A
4 - A4221 Buckingham Road	456	114	608	1374	0.332	457	858	0.7	0.5	3.929	A
5 - A421 west	362	91	493	1101	0.329	363	571	0.7	0.5	4.880	A

D4 - 2034 | DS3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	17.75	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.75	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	420	100.000
2 - A421 East		ONE HOUR	✓	759	100.000
3 - Service area		ONE HOUR	✓	110	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	1100	100.000
5 - A421 west		ONE HOUR	✓	709	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	5	373	42
	2 - A421 East	0	0	48	198	513
	3 - Service area	5	53	0	27	25
	4 - A4221 Buckingham Road	578	479	38	0	5
	5 - A421 west	33	645	25	6	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	1	10
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	0	3	10	0	0
	5 - A421 west	0	12	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.62	12.82	1.6	B	385	578
2 - A421 East	0.41	2.97	0.7	A	696	1045
3 - Service area	0.15	5.12	0.2	A	101	151
4 - A4221 Buckingham Road	0.88	20.18	6.5	C	1009	1514
5 - A421 west	0.89	34.24	6.9	D	651	976

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	316	79	932	966	0.327	314	461	0.0	0.5	5.506	A
2 - A421 East	571	143	366	2157	0.265	570	880	0.0	0.4	2.266	A
3 - Service area	83	21	849	1021	0.081	82	87	0.0	0.1	3.835	A
4 - A4221 Buckingham Road	828	207	479	1518	0.546	823	453	0.0	1.2	5.150	A
5 - A421 west	534	133	863	1065	0.501	530	439	0.0	1.0	6.683	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	378	94	1115	872	0.433	376	552	0.5	0.8	7.250	A
2 - A421 East	682	171	438	2110	0.323	682	1054	0.4	0.5	2.520	A
3 - Service area	99	25	1016	938	0.105	99	104	0.1	0.1	4.287	A
4 - A4221 Buckingham Road	989	247	573	1461	0.677	985	542	1.2	2.0	7.511	A
5 - A421 west	637	159	1033	985	0.647	634	525	1.0	1.8	10.165	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	462	116	1348	753	0.615	459	669	0.8	1.5	12.147	B
2 - A421 East	836	209	534	2049	0.408	835	1273	0.5	0.7	2.965	A
3 - Service area	121	30	1242	827	0.147	121	126	0.1	0.2	5.100	A
4 - A4221 Buckingham Road	1211	303	701	1384	0.875	1195	662	2.0	6.0	17.699	C
5 - A421 west	781	195	1253	882	0.885	764	643	1.8	6.1	27.142	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	462	116	1368	742	0.623	462	677	1.5	1.6	12.823	B
2 - A421 East	836	209	538	2046	0.408	836	1292	0.7	0.7	2.973	A
3 - Service area	121	30	1246	825	0.147	121	128	0.2	0.2	5.115	A
4 - A4221 Buckingham Road	1211	303	702	1384	0.875	1209	665	6.0	6.5	20.176	C
5 - A421 west	781	195	1268	876	0.892	777	644	6.1	6.9	34.236	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	378	94	1147	855	0.441	381	564	1.6	0.8	7.635	A
2 - A421 East	682	171	444	2106	0.324	683	1084	0.7	0.5	2.532	A
3 - Service area	99	25	1022	936	0.106	99	106	0.2	0.1	4.303	A
4 - A4221 Buckingham Road	989	247	575	1460	0.677	1006	546	6.5	2.2	8.209	A
5 - A421 west	637	159	1054	976	0.653	657	527	6.9	1.9	11.979	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	316	79	943	960	0.329	317	466	0.8	0.5	5.609	A
2 - A421 East	571	143	370	2155	0.265	572	891	0.5	0.4	2.276	A
3 - Service area	83	21	854	1019	0.081	83	88	0.1	0.1	3.847	A
4 - A4221 Buckingham Road	828	207	481	1517	0.546	832	456	2.2	1.2	5.287	A
5 - A421 west	534	133	872	1061	0.503	537	441	1.9	1.0	6.931	A

D5 - 2034 | DS3AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	10.39	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.39	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	702	100.000
2 - A421 East		ONE HOUR	✓	1178	100.000
3 - Service area		ONE HOUR	✓	106	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	602	100.000
5 - A421 west		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	7	668	27
	2 - A421 East	0	0	47	431	700
	3 - Service area	5	45	0	31	25
	4 - A4221 Buckingham Road	312	266	22	0	2
	5 - A421 west	22	430	30	4	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	7	22
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	6	1	10	0	0
	5 - A421 west	0	28	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.81	19.13	4.0	C	644	966
2 - A421 East	0.75	8.43	3.0	A	1081	1621
3 - Service area	0.30	12.99	0.4	B	97	146
4 - A4221 Buckingham Road	0.55	6.74	1.2	A	552	829
5 - A421 west	0.54	7.76	1.1	A	446	669

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	529	132	597	1114	0.475	525	254	0.0	0.9	6.080	A
2 - A421 East	887	222	567	1882	0.471	883	555	0.0	0.9	3.593	A
3 - Service area	80	20	1371	728	0.110	79	79	0.0	0.1	5.546	A
4 - A4221 Buckingham Road	453	113	601	1378	0.329	451	849	0.0	0.5	3.876	A
5 - A421 west	366	91	487	1096	0.334	364	565	0.0	0.5	4.905	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	631	158	715	1048	0.602	629	304	0.9	1.5	8.535	A
2 - A421 East	1059	265	679	1815	0.583	1057	665	0.9	1.4	4.736	A
3 - Service area	95	24	1641	588	0.162	95	95	0.1	0.2	7.306	A
4 - A4221 Buckingham Road	541	135	720	1302	0.416	540	1016	0.5	0.7	4.722	A
5 - A421 west	437	109	583	1055	0.414	436	676	0.5	0.7	5.808	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	773	193	875	960	0.805	764	372	1.5	3.8	17.581	C
2 - A421 East	1297	324	825	1728	0.751	1291	813	1.4	2.9	8.126	A
3 - Service area	117	29	2000	401	0.291	116	116	0.2	0.4	12.604	B
4 - A4221 Buckingham Road	663	166	878	1200	0.553	661	1237	0.7	1.2	6.655	A
5 - A421 west	535	134	713	1000	0.535	533	826	0.7	1.1	7.684	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	773	193	877	958	0.806	772	373	3.8	4.0	19.131	C
2 - A421 East	1297	324	834	1723	0.753	1297	816	2.9	3.0	8.434	A
3 - Service area	117	29	2014	394	0.296	117	117	0.4	0.4	12.993	B
4 - A4221 Buckingham Road	663	166	883	1197	0.554	663	1248	1.2	1.2	6.740	A
5 - A421 west	535	134	716	999	0.536	535	830	1.1	1.1	7.756	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	631	158	719	1046	0.603	641	306	4.0	1.6	9.087	A
2 - A421 East	1059	265	691	1808	0.586	1065	669	3.0	1.4	4.886	A
3 - Service area	95	24	1661	578	0.165	96	96	0.4	0.2	7.489	A
4 - A4221 Buckingham Road	541	135	726	1298	0.417	543	1031	1.2	0.7	4.783	A
5 - A421 west	437	109	587	1054	0.415	439	682	1.1	0.7	5.870	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	529	132	601	1111	0.476	531	256	1.6	0.9	6.235	A
2 - A421 East	887	222	573	1878	0.472	889	559	1.4	0.9	3.648	A
3 - Service area	80	20	1382	722	0.111	80	80	0.2	0.1	5.611	A
4 - A4221 Buckingham Road	453	113	605	1376	0.329	454	857	0.7	0.5	3.910	A
5 - A421 west	366	91	490	1095	0.334	367	569	0.7	0.5	4.953	A

D6 - 2034 | DS3AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	12.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.94	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	420	100.000
2 - A421 East		ONE HOUR	✓	758	100.000
3 - Service area		ONE HOUR	✓	110	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	1092	100.000
5 - A421 west		ONE HOUR	✓	600	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	5	373	42
	2 - A421 East	0	0	48	191	519
	3 - Service area	5	53	0	27	25
	4 - A4221 Buckingham Road	570	479	38	0	5
	5 - A421 west	32	537	25	6	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	2	10
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	0	3	10	0	0
	5 - A421 west	0	13	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.58	10.61	1.3	B	385	578
2 - A421 East	0.41	2.99	0.7	A	696	1043
3 - Service area	0.15	5.12	0.2	A	101	151
4 - A4221 Buckingham Road	0.87	19.70	6.3	C	1002	1503
5 - A421 west	0.76	16.76	3.0	C	551	826

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	316	79	852	1007	0.314	314	454	0.0	0.5	5.183	A
2 - A421 East	571	143	366	2150	0.265	569	800	0.0	0.4	2.275	A
3 - Service area	83	21	848	1021	0.081	82	87	0.0	0.1	3.838	A
4 - A4221 Buckingham Road	822	206	483	1515	0.543	817	447	0.0	1.2	5.129	A
5 - A421 west	452	113	857	1060	0.426	449	444	0.0	0.7	5.863	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	378	94	1020	921	0.410	377	544	0.5	0.7	6.608	A
2 - A421 East	681	170	438	2104	0.324	681	958	0.4	0.5	2.530	A
3 - Service area	99	25	1015	938	0.105	99	104	0.1	0.1	4.291	A
4 - A4221 Buckingham Road	982	245	578	1458	0.673	978	536	1.2	2.0	7.455	A
5 - A421 west	539	135	1026	982	0.550	538	531	0.7	1.2	8.074	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	462	116	1239	807	0.573	460	660	0.7	1.3	10.286	B
2 - A421 East	835	209	535	2042	0.409	834	1164	0.5	0.7	2.979	A
3 - Service area	121	30	1242	825	0.147	121	127	0.1	0.2	5.108	A
4 - A4221 Buckingham Road	1202	301	708	1380	0.871	1187	655	2.0	5.9	17.381	C
5 - A421 west	661	165	1245	880	0.751	654	650	1.2	2.8	15.516	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	462	116	1252	801	0.577	462	667	1.3	1.3	10.613	B
2 - A421 East	835	209	538	2040	0.409	835	1176	0.7	0.7	2.987	A
3 - Service area	121	30	1245	824	0.147	121	128	0.2	0.2	5.121	A
4 - A4221 Buckingham Road	1202	301	709	1380	0.871	1201	657	5.9	6.3	19.700	C
5 - A421 west	661	165	1259	873	0.756	660	651	2.8	3.0	16.762	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	378	94	1037	911	0.414	380	555	1.3	0.7	6.805	A
2 - A421 East	681	170	443	2101	0.324	682	974	0.7	0.5	2.538	A
3 - Service area	99	25	1020	935	0.106	99	105	0.2	0.1	4.305	A
4 - A4221 Buckingham Road	982	245	580	1457	0.674	998	539	6.3	2.1	8.119	A
5 - A421 west	539	135	1046	972	0.555	546	532	3.0	1.3	8.579	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	316	79	860	1002	0.315	317	459	0.7	0.5	5.260	A
2 - A421 East	571	143	369	2148	0.266	571	808	0.5	0.4	2.284	A
3 - Service area	83	21	853	1018	0.081	83	88	0.1	0.1	3.849	A
4 - A4221 Buckingham Road	822	206	485	1514	0.543	826	451	2.1	1.2	5.262	A
5 - A421 west	452	113	866	1056	0.428	454	445	1.3	0.8	6.000	A

D7 - 2042 | RC4A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	10.78	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.78	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2042	RC4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	761	100.000
2 - A421 East		ONE HOUR	✓	1002	100.000
3 - Service area		ONE HOUR	✓	106	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	720	100.000
5 - A421 west		ONE HOUR	✓	448	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	7	723	31
	2 - A421 East	0	0	47	418	537
	3 - Service area	5	45	0	31	25
	4 - A4221 Buckingham Road	396	299	22	0	3
	5 - A421 west	20	394	30	4	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	8	24
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	5	1	10	0	0
	5 - A421 west	0	19	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.85	23.90	5.3	C	698	1047
2 - A421 East	0.66	6.28	1.9	A	919	1379
3 - Service area	0.25	10.33	0.3	B	97	146
4 - A4221 Buckingham Road	0.60	6.94	1.5	A	661	991
5 - A421 west	0.49	6.96	0.9	A	411	617

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	573	143	595	1131	0.507	569	316	0.0	1.0	6.362	A
2 - A421 East	754	189	611	1846	0.409	752	553	0.0	0.7	3.281	A
3 - Service area	80	20	1283	777	0.103	79	79	0.0	0.1	5.160	A
4 - A4221 Buckingham Road	542	136	482	1458	0.372	540	880	0.0	0.6	3.910	A
5 - A421 west	337	84	575	1132	0.298	336	447	0.0	0.4	4.510	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	684	171	713	1069	0.640	681	378	1.0	1.7	9.220	A
2 - A421 East	901	225	732	1774	0.508	899	662	0.7	1.0	4.109	A
3 - Service area	95	24	1536	646	0.148	95	95	0.1	0.2	6.535	A
4 - A4221 Buckingham Road	647	162	577	1396	0.464	646	1054	0.6	0.9	4.792	A
5 - A421 west	403	101	688	1081	0.373	402	535	0.4	0.6	5.296	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	838	209	871	985	0.851	825	462	1.7	4.9	21.010	C
2 - A421 East	1103	276	887	1682	0.656	1100	810	1.0	1.9	6.145	A
3 - Service area	117	29	1870	472	0.247	116	116	0.2	0.3	10.094	B
4 - A4221 Buckingham Road	793	198	705	1313	0.604	790	1281	0.9	1.5	6.854	A
5 - A421 west	493	123	842	1012	0.487	492	654	0.6	0.9	6.903	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	838	209	874	984	0.852	836	463	4.9	5.3	23.896	C
2 - A421 East	1103	276	898	1676	0.658	1103	812	1.9	1.9	6.284	A
3 - Service area	117	29	1884	465	0.251	117	117	0.3	0.3	10.331	B
4 - A4221 Buckingham Road	793	198	708	1311	0.605	793	1293	1.5	1.5	6.941	A
5 - A421 west	493	123	844	1011	0.488	493	656	0.9	0.9	6.955	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	684	171	717	1067	0.641	698	380	5.3	1.8	10.107	B
2 - A421 East	901	225	748	1764	0.511	904	666	1.9	1.1	4.201	A
3 - Service area	95	24	1557	635	0.150	96	96	0.3	0.2	6.681	A
4 - A4221 Buckingham Road	647	162	581	1394	0.464	650	1072	1.5	0.9	4.853	A
5 - A421 west	403	101	692	1079	0.373	404	538	0.9	0.6	5.342	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	573	143	599	1129	0.508	576	318	1.8	1.0	6.555	A
2 - A421 East	754	189	618	1841	0.410	756	557	1.1	0.7	3.321	A
3 - Service area	80	20	1294	771	0.104	80	80	0.2	0.1	5.214	A
4 - A4221 Buckingham Road	542	136	485	1456	0.372	543	889	0.9	0.6	3.946	A
5 - A421 west	337	84	579	1130	0.298	338	450	0.6	0.4	4.546	A

D8 - 2042 | RC4A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	21.31	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.31	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	RC4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	535	100.000
2 - A421 East		ONE HOUR	✓	827	100.000
3 - Service area		ONE HOUR	✓	110	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	1232	100.000
5 - A421 west		ONE HOUR	✓	545	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	5	500	30
	2 - A421 East	0	0	48	317	462
	3 - Service area	5	53	0	27	25
	4 - A4221 Buckingham Road	651	538	38	0	5
	5 - A421 west	33	481	25	6	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	1	11
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	0	3	10	0	0
	5 - A421 west	0	12	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.73	16.43	2.6	C	491	736
2 - A421 East	0.46	3.38	0.9	A	759	1138
3 - Service area	0.17	5.92	0.2	A	101	151
4 - A4221 Buckingham Road	0.95	39.83	14.1	E	1130	1696
5 - A421 west	0.74	16.70	2.7	C	500	750

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	403	101	854	1009	0.399	400	515	0.0	0.7	5.887	A
2 - A421 East	623	156	452	2113	0.295	621	802	0.0	0.4	2.411	A
3 - Service area	83	21	986	956	0.087	82	87	0.0	0.1	4.120	A
4 - A4221 Buckingham Road	928	232	432	1544	0.601	922	637	0.0	1.5	5.728	A
5 - A421 west	410	103	961	1021	0.402	408	392	0.0	0.7	5.845	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	481	120	1022	923	0.521	479	617	0.7	1.1	8.076	A
2 - A421 East	743	186	541	2055	0.362	743	960	0.4	0.6	2.742	A
3 - Service area	99	25	1180	860	0.115	99	104	0.1	0.1	4.728	A
4 - A4221 Buckingham Road	1108	277	516	1493	0.742	1102	762	1.5	2.8	9.094	A
5 - A421 west	490	122	1150	933	0.525	488	469	0.7	1.1	8.066	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	589	147	1234	815	0.723	583	739	1.1	2.5	15.200	C
2 - A421 East	911	228	658	1979	0.460	909	1160	0.6	0.8	3.363	A
3 - Service area	121	30	1441	732	0.166	121	126	0.1	0.2	5.892	A
4 - A4221 Buckingham Road	1356	339	632	1423	0.953	1321	930	2.8	11.7	28.440	D
5 - A421 west	600	150	1379	826	0.727	594	574	1.1	2.5	15.200	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	589	147	1251	806	0.730	588	753	2.5	2.6	16.430	C
2 - A421 East	911	228	664	1975	0.461	911	1175	0.8	0.9	3.381	A
3 - Service area	121	30	1447	729	0.166	121	127	0.2	0.2	5.925	A
4 - A4221 Buckingham Road	1356	339	633	1423	0.954	1347	935	11.7	14.1	39.833	E
5 - A421 west	600	150	1405	814	0.738	599	575	2.5	2.7	16.698	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	481	120	1052	908	0.530	487	643	2.6	1.1	8.660	A
2 - A421 East	743	186	551	2049	0.363	745	989	0.9	0.6	2.762	A
3 - Service area	99	25	1189	856	0.116	99	106	0.2	0.1	4.761	A
4 - A4221 Buckingham Road	1108	277	518	1492	0.742	1152	770	14.1	3.0	11.882	B
5 - A421 west	490	122	1200	910	0.539	496	470	2.7	1.2	8.823	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	403	101	864	1004	0.401	405	522	1.1	0.7	6.025	A
2 - A421 East	623	156	457	2109	0.295	623	811	0.6	0.4	2.423	A
3 - Service area	83	21	992	952	0.087	83	88	0.1	0.1	4.140	A
4 - A4221 Buckingham Road	928	232	433	1543	0.601	933	642	3.0	1.5	5.960	A
5 - A421 west	410	103	973	1015	0.404	412	393	1.2	0.7	5.988	A

D9 - 2042 | DS4A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	11.91	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.91	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	755	100.000
2 - A421 East		ONE HOUR	✓	1144	100.000
3 - Service area		ONE HOUR	✓	106	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	713	100.000
5 - A421 west		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	7	723	25
	2 - A421 East	0	0	47	408	689
	3 - Service area	5	45	0	31	25
	4 - A4221 Buckingham Road	381	308	22	0	2
	5 - A421 west	22	397	30	4	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	8	21
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	5	1	10	0	0
	5 - A421 west	0	21	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.85	24.55	5.4	C	693	1039
2 - A421 East	0.75	8.34	2.9	A	1050	1575
3 - Service area	0.30	13.30	0.4	B	97	146
4 - A4221 Buckingham Road	0.65	8.35	1.8	A	654	981
5 - A421 west	0.50	7.19	1.0	A	416	624

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	568	142	604	1123	0.506	564	306	0.0	1.0	6.396	A
2 - A421 East	861	215	606	1861	0.463	858	562	0.0	0.9	3.578	A
3 - Service area	80	20	1385	724	0.110	79	79	0.0	0.1	5.585	A
4 - A4221 Buckingham Road	537	134	591	1394	0.385	534	873	0.0	0.6	4.176	A
5 - A421 west	341	85	570	1118	0.305	339	556	0.0	0.4	4.610	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	679	170	723	1060	0.640	676	366	1.0	1.7	9.302	A
2 - A421 East	1028	257	726	1789	0.575	1027	673	0.9	1.3	4.710	A
3 - Service area	95	24	1657	582	0.164	95	95	0.1	0.2	7.386	A
4 - A4221 Buckingham Road	641	160	708	1319	0.486	640	1045	0.6	0.9	5.289	A
5 - A421 west	407	102	683	1068	0.381	407	665	0.4	0.6	5.433	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	831	208	884	974	0.853	818	447	1.7	5.0	21.455	C
2 - A421 East	1260	315	880	1697	0.742	1254	823	1.3	2.8	8.012	A
3 - Service area	117	29	2017	395	0.295	116	116	0.2	0.4	12.834	B
4 - A4221 Buckingham Road	785	196	864	1219	0.644	782	1269	0.9	1.8	8.177	A
5 - A421 west	499	125	834	1001	0.498	497	812	0.6	1.0	7.122	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	831	208	887	973	0.855	830	449	5.0	5.4	24.552	C
2 - A421 East	1260	315	891	1690	0.745	1259	826	2.8	2.9	8.336	A
3 - Service area	117	29	2034	387	0.301	117	117	0.4	0.4	13.302	B
4 - A4221 Buckingham Road	785	196	868	1216	0.646	785	1282	1.8	1.8	8.345	A
5 - A421 west	499	125	838	1000	0.499	499	816	1.0	1.0	7.187	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	679	170	728	1057	0.642	693	369	5.4	1.8	10.235	B
2 - A421 East	1028	257	743	1779	0.578	1034	677	2.9	1.4	4.873	A
3 - Service area	95	24	1682	570	0.167	96	96	0.4	0.2	7.613	A
4 - A4221 Buckingham Road	641	160	714	1315	0.487	644	1064	1.8	1.0	5.391	A
5 - A421 west	407	102	688	1066	0.382	409	670	1.0	0.6	5.487	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	568	142	608	1121	0.507	572	308	1.8	1.0	6.593	A
2 - A421 East	861	215	614	1856	0.464	863	566	1.4	0.9	3.635	A
3 - Service area	80	20	1397	717	0.111	80	80	0.2	0.1	5.652	A
4 - A4221 Buckingham Road	537	134	596	1391	0.386	538	882	1.0	0.6	4.227	A
5 - A421 west	341	85	574	1117	0.305	342	559	0.6	0.4	4.650	A

D10 - 2042 | DS4A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	25.17	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.17	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	526	100.000
2 - A421 East		ONE HOUR	✓	798	100.000
3 - Service area		ONE HOUR	✓	110	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	1203	100.000
5 - A421 west		ONE HOUR	✓	674	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	5	490	31
	2 - A421 East	0	0	48	249	501
	3 - Service area	5	53	0	27	25
	4 - A4221 Buckingham Road	648	513	38	0	4
	5 - A421 west	35	608	25	6	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	1	11
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	0	3	10	0	0
	5 - A421 west	0	11	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.77	20.68	3.2	C	483	724
2 - A421 East	0.45	3.30	0.8	A	732	1098
3 - Service area	0.16	5.75	0.2	A	101	151
4 - A4221 Buckingham Road	0.95	38.37	13.3	E	1104	1656
5 - A421 west	0.89	35.20	6.8	E	618	928

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	396	99	929	970	0.408	393	515	0.0	0.7	6.212	A
2 - A421 East	601	150	445	2103	0.286	599	878	0.0	0.4	2.392	A
3 - Service area	83	21	957	968	0.086	82	87	0.0	0.1	4.063	A
4 - A4221 Buckingham Road	906	226	462	1527	0.593	900	578	0.0	1.4	5.696	A
5 - A421 west	507	127	940	1038	0.489	504	421	0.0	0.9	6.691	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	473	118	1112	877	0.539	471	616	0.7	1.1	8.826	A
2 - A421 East	717	179	533	2047	0.351	717	1050	0.4	0.5	2.705	A
3 - Service area	99	25	1146	875	0.113	99	104	0.1	0.1	4.639	A
4 - A4221 Buckingham Road	1081	270	552	1472	0.735	1077	692	1.4	2.7	8.998	A
5 - A421 west	606	151	1125	951	0.637	603	504	0.9	1.7	10.248	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	579	145	1338	762	0.760	572	738	1.1	2.9	18.311	C
2 - A421 East	879	220	646	1974	0.445	878	1263	0.5	0.8	3.281	A
3 - Service area	121	30	1398	750	0.161	121	126	0.1	0.2	5.718	A
4 - A4221 Buckingham Road	1325	331	676	1397	0.948	1291	843	2.7	11.1	27.830	D
5 - A421 west	742	186	1350	845	0.878	726	616	1.7	5.7	27.196	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	579	145	1361	750	0.772	578	753	2.9	3.2	20.675	C
2 - A421 East	879	220	654	1969	0.446	879	1285	0.8	0.8	3.301	A
3 - Service area	121	30	1405	747	0.162	121	127	0.2	0.2	5.753	A
4 - A4221 Buckingham Road	1325	331	677	1396	0.949	1316	849	11.1	13.3	38.374	E
5 - A421 west	742	186	1375	833	0.891	738	618	5.7	6.8	35.198	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	473	118	1155	855	0.553	481	642	3.2	1.3	9.797	A
2 - A421 East	717	179	545	2039	0.352	718	1091	0.8	0.5	2.730	A
3 - Service area	99	25	1157	869	0.114	99	106	0.2	0.1	4.676	A
4 - A4221 Buckingham Road	1081	270	554	1471	0.735	1123	702	13.3	2.9	11.515	B
5 - A421 west	606	151	1171	929	0.652	625	506	6.8	1.9	12.547	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	396	99	942	964	0.411	398	521	1.3	0.7	6.392	A
2 - A421 East	601	150	451	2099	0.286	601	890	0.5	0.4	2.405	A
3 - Service area	83	21	964	965	0.086	83	88	0.1	0.1	4.085	A
4 - A4221 Buckingham Road	906	226	464	1525	0.594	911	584	2.9	1.5	5.915	A
5 - A421 west	507	127	952	1033	0.491	511	423	1.9	1.0	6.958	A

D11 - 2042 | DS4AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	12.03	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.03	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	755	100.000
2 - A421 East		ONE HOUR	✓	1143	100.000
3 - Service area		ONE HOUR	✓	106	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	708	100.000
5 - A421 west		ONE HOUR	✓	461	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	7	723	25
	2 - A421 East	0	0	47	407	689
	3 - Service area	5	45	0	31	25
	4 - A4221 Buckingham Road	382	302	22	0	2
	5 - A421 west	22	405	30	4	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	8	22
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	5	1	10	0	0
	5 - A421 west	0	21	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.86	24.85	5.4	C	693	1039
2 - A421 East	0.75	8.49	2.9	A	1049	1573
3 - Service area	0.30	13.45	0.4	B	97	146
4 - A4221 Buckingham Road	0.64	8.32	1.8	A	650	975
5 - A421 west	0.51	7.28	1.0	A	423	635

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	568	142	605	1122	0.507	564	306	0.0	1.0	6.411	A
2 - A421 East	861	215	606	1851	0.465	857	563	0.0	0.9	3.611	A
3 - Service area	80	20	1384	721	0.111	79	79	0.0	0.1	5.603	A
4 - A4221 Buckingham Road	533	133	591	1391	0.383	531	872	0.0	0.6	4.173	A
5 - A421 west	347	87	566	1120	0.310	345	556	0.0	0.4	4.639	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	679	170	725	1058	0.641	676	367	1.0	1.7	9.340	A
2 - A421 East	1028	257	726	1780	0.577	1026	675	0.9	1.3	4.761	A
3 - Service area	95	24	1657	580	0.164	95	95	0.1	0.2	7.421	A
4 - A4221 Buckingham Road	636	159	708	1316	0.484	635	1044	0.6	0.9	5.282	A
5 - A421 west	414	104	678	1070	0.387	414	665	0.4	0.6	5.479	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	831	208	886	973	0.855	818	448	1.7	5.0	21.659	C
2 - A421 East	1258	315	879	1689	0.745	1253	825	1.3	2.8	8.147	A
3 - Service area	117	29	2016	393	0.297	116	116	0.2	0.4	12.964	B
4 - A4221 Buckingham Road	780	195	864	1214	0.642	776	1268	0.9	1.7	8.155	A
5 - A421 west	508	127	829	1003	0.506	506	812	0.6	1.0	7.219	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	831	208	890	971	0.856	830	450	5.0	5.4	24.849	C
2 - A421 East	1258	315	891	1682	0.748	1258	828	2.8	2.9	8.487	A
3 - Service area	117	29	2033	384	0.304	117	117	0.4	0.4	13.450	B
4 - A4221 Buckingham Road	780	195	868	1212	0.643	779	1281	1.7	1.8	8.324	A
5 - A421 west	508	127	832	1002	0.507	508	816	1.0	1.0	7.285	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	679	170	730	1056	0.643	693	370	5.4	1.9	10.292	B
2 - A421 East	1028	257	744	1769	0.581	1034	679	2.9	1.4	4.933	A
3 - Service area	95	24	1681	567	0.168	96	96	0.4	0.2	7.656	A
4 - A4221 Buckingham Road	636	159	714	1312	0.485	640	1063	1.8	1.0	5.384	A
5 - A421 west	414	104	683	1068	0.388	416	670	1.0	0.6	5.535	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	568	142	610	1120	0.508	572	309	1.9	1.0	6.609	A
2 - A421 East	861	215	614	1846	0.466	863	567	1.4	0.9	3.669	A
3 - Service area	80	20	1396	715	0.112	80	80	0.2	0.1	5.671	A
4 - A4221 Buckingham Road	533	133	596	1388	0.384	534	881	1.0	0.6	4.224	A
5 - A421 west	347	87	571	1118	0.310	348	559	0.6	0.5	4.679	A

D12 - 2042 | DS4AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A421/A4421 Buckingham Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	24.17	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.17	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandpit Hill		ONE HOUR	✓	526	100.000
2 - A421 East		ONE HOUR	✓	800	100.000
3 - Service area		ONE HOUR	✓	110	100.000
4 - A4221 Buckingham Road		ONE HOUR	✓	1200	100.000
5 - A421 west		ONE HOUR	✓	661	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	5	490	31
	2 - A421 East	0	0	48	248	504
	3 - Service area	5	53	0	27	25
	4 - A4221 Buckingham Road	638	520	38	0	4
	5 - A421 west	31	599	25	6	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Sandpit Hill	2 - A421 East	3 - Service area	4 - A4221 Buckingham Road	5 - A421 west
From	1 - Sandpit Hill	0	0	10	2	0
	2 - A421 East	0	0	10	1	11
	3 - Service area	10	10	0	10	10
	4 - A4221 Buckingham Road	0	3	10	0	0
	5 - A421 west	0	11	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandpit Hill	0.77	20.57	3.2	C	483	724
2 - A421 East	0.45	3.31	0.8	A	734	1101
3 - Service area	0.16	5.76	0.2	A	101	151
4 - A4221 Buckingham Road	0.95	38.10	13.1	E	1101	1652
5 - A421 west	0.87	31.24	5.9	D	607	910

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	396	99	928	971	0.408	393	504	0.0	0.7	6.202	A
2 - A421 East	602	151	445	2103	0.286	601	876	0.0	0.4	2.395	A
3 - Service area	83	21	959	967	0.086	82	87	0.0	0.1	4.067	A
4 - A4221 Buckingham Road	903	226	464	1525	0.592	898	577	0.0	1.4	5.691	A
5 - A421 west	498	124	938	1038	0.479	494	423	0.0	0.9	6.570	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	473	118	1111	878	0.539	471	603	0.7	1.1	8.804	A
2 - A421 East	719	180	533	2046	0.351	719	1049	0.4	0.5	2.710	A
3 - Service area	99	25	1147	874	0.113	99	104	0.1	0.1	4.644	A
4 - A4221 Buckingham Road	1079	270	555	1470	0.734	1074	691	1.4	2.7	8.982	A
5 - A421 west	594	149	1122	952	0.624	591	507	0.9	1.6	9.911	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	579	145	1337	762	0.760	572	724	1.1	2.9	18.270	C
2 - A421 East	881	220	646	1973	0.446	880	1263	0.5	0.8	3.289	A
3 - Service area	121	30	1400	749	0.162	121	126	0.1	0.2	5.729	A
4 - A4221 Buckingham Road	1321	330	679	1395	0.947	1288	842	2.7	11.0	27.708	D
5 - A421 west	728	182	1347	846	0.860	714	620	1.6	5.1	24.976	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	579	145	1359	751	0.771	578	737	2.9	3.2	20.568	C
2 - A421 East	881	220	654	1968	0.447	881	1284	0.8	0.8	3.309	A
3 - Service area	121	30	1407	745	0.162	121	127	0.2	0.2	5.765	A
4 - A4221 Buckingham Road	1321	330	680	1394	0.948	1313	848	11.0	13.1	38.102	E
5 - A421 west	728	182	1372	834	0.873	725	621	5.1	5.9	31.241	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	473	118	1150	858	0.551	481	628	3.2	1.3	9.725	A
2 - A421 East	719	180	545	2038	0.353	720	1086	0.8	0.5	2.734	A
3 - Service area	99	25	1159	869	0.114	99	106	0.2	0.1	4.682	A
4 - A4221 Buckingham Road	1079	270	557	1469	0.735	1120	701	13.1	2.9	11.460	B
5 - A421 west	594	149	1168	930	0.639	611	508	5.9	1.8	11.806	B

18:00 - 18:15

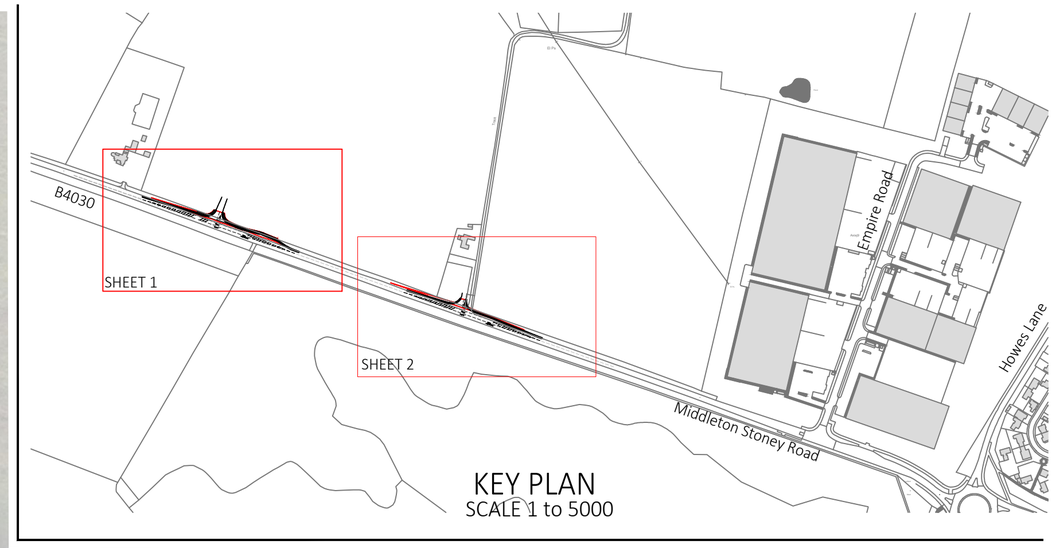
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandpit Hill	396	99	940	965	0.410	398	511	1.3	0.7	6.379	A
2 - A421 East	602	151	450	2099	0.287	603	888	0.5	0.4	2.406	A
3 - Service area	83	21	966	964	0.086	83	88	0.1	0.1	4.087	A
4 - A4221 Buckingham Road	903	226	466	1524	0.593	909	583	2.9	1.5	5.911	A
5 - A421 west	498	124	950	1033	0.482	501	425	1.8	0.9	6.814	A

APPENDIX T

B4030/HIMLEY VILLAGE WESTERN ACCESS JUNCTIONS 11 PICADY REPORT

OS NORTH

Lovelynch House



KEY PLAN
SCALE 1 to 5000

New 2m footway link to new westbound bus stop.

6.5m

R12.0m

2.4x120.0m Visibility splay base on a 40mph design speed.

R12.0m

New 2m footway link to new easttbound bus stop.

B4030

0m 10m 20m

SCALE BAR (1:500)

NB: Geometric Arrangement and Visibility requirements based on CD 109, Highway Link Design:
- 40mph / 70A design speed for B4030 Middleton Stoney Road.

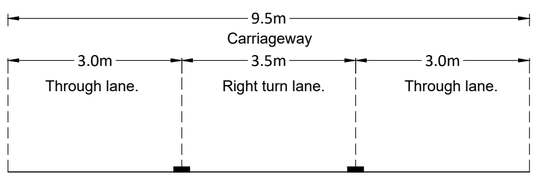
KEY

- Extent of Oxfordshire Highway maintainable at the public expense.
- New edge of carriageway.
- Red line boundary.
- New 2m Footway.
- New Carriageway.

Geometric Design Summary

Major Road:-
- Right turn length: 10m turning plus 40m deceleration.
- Right turn width: 3.5m.
- Through lanes: 3.0m.
- Direct taper length: 15m.
- Taper: 1:20.

Minor Arm (site access):-
- Carriageway width: 6.5m.
- Junction visibility: 2.4m x 120m.



Carriageway width measurement
(not to scale)

NOTES

1. The site accesses and highway improvements General Arrangement is based on the planning layout drawing number 1826/10/21 by Alan Baxter.
2. Existing speed limit on B4030 Middleton Stoney Road is unrestricted. The junction is based on a new speed limit for B4030 is 40mph.
3. Planning application number: **14/02121/OUT**.

Rev	Date	Description	By	Ckd	App
P01	13/01/2023	First Issue.	TW	RJP	RJP

Hydrock
OVER COURT BARNS
OVER LANE
ALMONDSBURY
BRISTOL
BS32 4DF
t: +44 (0) 1454 619533
e: bristol@hydrock.com

CLIENT
CALA HOMES COTSWOLDS LTD

PROJECT
HIMLEY VILLAGE, BICESTER

TITLE
MIDDLETON STONEY ROAD,
MAIN SPINE ROAD JUNCTION.
GENERAL ARRANGEMENT
SHEET 1

HYDROCK PROJECT NO.	SCALE @ A2
C-27141-C	1 : 500

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)	REVISION
27141-HYD-XX-XX-DR-D-0001	P01

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Import of 250917 MSR_NW Bicester access western T-junction.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\Non-study area junctions\18. MSR_NW Bicester Access T-junction
Report generation date: 27/03/2026 08:37:21

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3A wTP | AM
»D6 - 2034 | DS3A wTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.0	7.08	0.03	A	D2	0.0	6.68	0.01	A
Stream B-A		0.1	9.79	0.06	A		0.1	10.80	0.08	B
Stream C-AB		0.0	6.33	0.00	A		0.0	5.89	0.02	A
	2034 - DS3A									
Stream B-C	D3	0.0	11.39	0.03	B	D4	0.0	9.23	0.02	A
Stream B-A		0.8	63.75	0.46	F		0.4	42.71	0.31	E
Stream C-AB		0.0	8.13	0.00	A		0.0	7.55	0.02	A
	2034 - DS3A wTP									
Stream B-C	D5	0.0	10.78	0.03	B	D6	0.0	8.91	0.02	A
Stream B-A		0.6	50.17	0.39	F		0.4	37.01	0.27	E
Stream C-AB		0.0	8.13	0.00	A		0.0	7.38	0.02	A

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

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

File summary

File Description

Title	OxSRFI
Location	Middleton Stoney Road/Himley Village western access
Site number	
Date	17/09/2025
Version	
Status	(new file)
Identifier	MH
Client	
Jobnumber	ADC1794
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3A wTP	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	DS3A wTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4030 west		Major
B	Western access		Minor
C	B4030 east		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60		✓	3.50	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B	One lane plus flare	10.00	7.00	5.00	4.00	3.25	✓	2.00	150	200

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	706	0.125	0.316	0.199	0.452
B-C	761	0.114	0.287	-	-
C-B	820	0.310	0.310	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	733	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	726
	B	22	0	13
	C	270	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	7.08	0.0	A	12	18
B-A	0.06	9.79	0.1	A	20	30
C-AB	0.00	6.33	0.0	A	2	3
C-A					248	372
A-B					6	10
A-C					666	999

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	599	0.016	10	0.0	0.0	6.113	A
B-A	17	4	0.00	491	0.034	16	0.0	0.0	7.584	A
C-AB	2	0.38	0.00	650	0.002	1	0.0	0.0	5.554	A
C-A	203	51	0.00			203				
A-B	5	1	0.00			5				
A-C	547	137	0.00			547				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	567	0.021	12	0.0	0.0	6.486	A
B-A	20	5	0.00	449	0.044	20	0.0	0.0	8.379	A
C-AB	2	0.45	0.00	616	0.003	2	0.0	0.0	5.856	A
C-A	243	61	0.00			243				
A-B	6	2	0.00			6				
A-C	653	163	0.00			653				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	522	0.027	14	0.0	0.0	7.084	A
B-A	24	6	0.00	392	0.062	24	0.0	0.1	9.792	A
C-AB	2	0.55	0.00	571	0.004	2	0.0	0.0	6.333	A
C-A	297	74	0.00			297				
A-B	8	2	0.00			8				
A-C	799	200	0.00			799				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	522	0.027	14	0.0	0.0	7.085	A
B-A	24	6	0.00	392	0.062	24	0.1	0.1	9.795	A
C-AB	2	0.55	0.00	571	0.004	2	0.0	0.0	6.333	A
C-A	297	74	0.00			297				
A-B	8	2	0.00			8				
A-C	799	200	0.00			799				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	567	0.021	12	0.0	0.0	6.488	A
B-A	20	5	0.00	449	0.044	20	0.1	0.0	8.382	A
C-AB	2	0.45	0.00	616	0.003	2	0.0	0.0	5.858	A
C-A	243	61	0.00			243				
A-B	6	2	0.00			6				
A-C	653	163	0.00			653				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	598	0.016	10	0.0	0.0	6.115	A
B-A	17	4	0.00	491	0.034	17	0.0	0.0	7.587	A
C-AB	2	0.38	0.00	650	0.002	2	0.0	0.0	5.556	A
C-A	203	51	0.00			203				
A-B	5	1	0.00			5				
A-C	547	137	0.00			547				

D2 - 2034 | RC3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	574	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	732	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	544
	B	27	0	7
	C	720	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.68	0.0	A	6	10
B-A	0.08	10.80	0.1	B	25	37
C-AB	0.02	5.89	0.0	A	11	17
C-A					661	991
A-B					28	41
A-C					499	749

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	605	0.009	5	0.0	0.0	6.006	A
B-A	20	5	0.00	481	0.042	20	0.0	0.0	7.810	A
C-AB	9	2	0.00	687	0.013	9	0.0	0.0	5.312	A
C-A	542	136	0.00			542				
A-B	23	6	0.00			23				
A-C	410	102	0.00			410				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	580	0.011	6	0.0	0.0	6.270	A
B-A	24	6	0.00	431	0.056	24	0.0	0.1	8.838	A
C-AB	11	3	0.00	661	0.016	11	0.0	0.0	5.538	A
C-A	647	162	0.00			647				
A-B	27	7	0.00			27				
A-C	489	122	0.00			489				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	546	0.014	8	0.0	0.0	6.681	A
B-A	30	7	0.00	363	0.082	30	0.1	0.1	10.791	B
C-AB	13	3	0.00	625	0.021	13	0.0	0.0	5.885	A
C-A	793	198	0.00			793				
A-B	33	8	0.00			33				
A-C	599	150	0.00			599				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	546	0.014	8	0.0	0.0	6.682	A
B-A	30	7	0.00	363	0.082	30	0.1	0.1	10.797	B
C-AB	13	3	0.00	625	0.021	13	0.0	0.0	5.885	A
C-A	793	198	0.00			793				
A-B	33	8	0.00			33				
A-C	599	150	0.00			599				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	580	0.011	6	0.0	0.0	6.274	A
B-A	24	6	0.00	432	0.056	24	0.1	0.1	8.846	A
C-AB	11	3	0.00	661	0.016	11	0.0	0.0	5.539	A
C-A	647	162	0.00			647				
A-B	27	7	0.00			27				
A-C	489	122	0.00			489				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	604	0.009	5	0.0	0.0	6.010	A
B-A	20	5	0.00	481	0.042	20	0.1	0.0	7.817	A
C-AB	9	2	0.00	687	0.013	9	0.0	0.0	5.312	A
C-A	542	136	0.00			542				
A-B	23	6	0.00			23				
A-C	410	102	0.00			410				

D3 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1102	100.000
B		ONE HOUR	✓	53	100.000
C		ONE HOUR	✓	1007	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	1093
	B	43	0	10
	C	1005	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	11.39	0.0	B	9	14
B-A	0.46	63.75	0.8	F	39	59
C-AB	0.00	8.13	0.0	A	2	3
C-A					922	1383
A-B					8	12
A-C					1003	1504

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	484	0.016	7	0.0	0.0	7.549	A
B-A	32	8	0.00	295	0.110	32	0.0	0.1	13.642	B
C-AB	2	0.38	0.00	564	0.003	1	0.0	0.0	6.403	A
C-A	757	189	0.00			757				
A-B	7	2	0.00			7				
A-C	823	206	0.00			823				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	433	0.021	9	0.0	0.0	8.487	A
B-A	39	10	0.00	215	0.180	38	0.1	0.2	20.365	C
C-AB	2	0.45	0.00	514	0.004	2	0.0	0.0	7.031	A
C-A	903	226	0.00			903				
A-B	8	2	0.00			8				
A-C	983	246	0.00			983				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	332	0.033	11	0.0	0.0	11.201	B
B-A	47	12	0.00	103	0.459	45	0.2	0.8	60.093	F
C-AB	2	0.55	0.00	445	0.005	2	0.0	0.0	8.133	A
C-A	1107	277	0.00			1107				
A-B	10	2	0.00			10				
A-C	1203	301	0.00			1203				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	327	0.034	11	0.0	0.0	11.389	B
B-A	47	12	0.00	103	0.459	47	0.8	0.8	63.750	F
C-AB	2	0.55	0.00	445	0.005	2	0.0	0.0	8.133	A
C-A	1107	277	0.00			1107				
A-B	10	2	0.00			10				
A-C	1203	301	0.00			1203				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	431	0.021	9	0.0	0.0	8.535	A
B-A	39	10	0.00	215	0.180	41	0.8	0.2	20.951	C
C-AB	2	0.45	0.00	514	0.004	2	0.0	0.0	7.034	A
C-A	903	226	0.00			903				
A-B	8	2	0.00			8				
A-C	983	246	0.00			983				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	484	0.016	8	0.0	0.0	7.562	A
B-A	32	8	0.00	295	0.110	33	0.2	0.1	13.728	B
C-AB	2	0.38	0.00	564	0.003	2	0.0	0.0	6.404	A
C-A	757	189	0.00			757				
A-B	7	2	0.00			7				
A-C	823	206	0.00			823				

D4 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	973	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	1152	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	43	930
	B	34	0	6
	C	1141	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.23	0.0	A	6	8
B-A	0.31	42.71	0.4	E	31	47
C-AB	0.02	7.55	0.0	A	10	15
C-A					1047	1571
A-B					39	59
A-C					853	1280

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	514	0.009	4	0.0	0.0	7.060	A
B-A	26	6	0.00	309	0.083	25	0.0	0.1	12.688	B
C-AB	8	2	0.00	594	0.014	8	0.0	0.0	6.149	A
C-A	859	215	0.00			859				
A-B	32	8	0.00			32				
A-C	700	175	0.00			700				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	471	0.011	5	0.0	0.0	7.729	A
B-A	31	8	0.00	230	0.133	30	0.1	0.1	17.997	C
C-AB	10	2	0.00	550	0.018	10	0.0	0.0	6.668	A
C-A	1026	256	0.00			1026				
A-B	39	10	0.00			39				
A-C	836	209	0.00			836				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	398	0.017	7	0.0	0.0	9.197	A
B-A	37	9	0.00	122	0.308	36	0.1	0.4	41.782	E
C-AB	12	3	0.00	489	0.025	12	0.0	0.0	7.551	A
C-A	1256	314	0.00			1256				
A-B	47	12	0.00			47				
A-C	1024	256	0.00			1024				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	396	0.017	7	0.0	0.0	9.234	A
B-A	37	9	0.00	122	0.308	37	0.4	0.4	42.710	E
C-AB	12	3	0.00	489	0.025	12	0.0	0.0	7.551	A
C-A	1256	314	0.00			1256				
A-B	47	12	0.00			47				
A-C	1024	256	0.00			1024				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	470	0.011	5	0.0	0.0	7.748	A
B-A	31	8	0.00	230	0.133	32	0.4	0.2	18.230	C
C-AB	10	2	0.00	550	0.018	10	0.0	0.0	6.672	A
C-A	1026	256	0.00			1026				
A-B	39	10	0.00			39				
A-C	836	209	0.00			836				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	514	0.009	5	0.0	0.0	7.066	A
B-A	26	6	0.00	309	0.083	26	0.2	0.1	12.743	B
C-AB	8	2	0.00	594	0.014	8	0.0	0.0	6.151	A
C-A	859	215	0.00			859				
A-B	32	8	0.00			32				
A-C	700	175	0.00			700				

D5 - 2034 | DS3A wTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3A wTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1102	100.000
B		ONE HOUR	✓	51	100.000
C		ONE HOUR	✓	946	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	1093
	B	41	0	10
	C	944	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	10.78	0.0	B	9	14
B-A	0.39	50.17	0.6	F	38	56
C-AB	0.00	8.13	0.0	A	2	3
C-A					866	1299
A-B					8	12
A-C					1003	1504

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	486	0.015	7	0.0	0.0	7.522	A
B-A	31	8	0.00	304	0.101	30	0.0	0.1	13.123	B
C-AB	2	0.38	0.00	564	0.003	1	0.0	0.0	6.403	A
C-A	711	178	0.00			711				
A-B	7	2	0.00			7				
A-C	823	206	0.00			823				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	436	0.021	9	0.0	0.0	8.435	A
B-A	37	9	0.00	226	0.163	37	0.1	0.2	19.017	C
C-AB	2	0.45	0.00	514	0.004	2	0.0	0.0	7.031	A
C-A	849	212	0.00			849				
A-B	8	2	0.00			8				
A-C	983	246	0.00			983				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	348	0.032	11	0.0	0.0	10.694	B
B-A	45	11	0.00	117	0.387	44	0.2	0.6	48.365	E
C-AB	2	0.55	0.00	445	0.005	2	0.0	0.0	8.133	A
C-A	1039	260	0.00			1039				
A-B	10	2	0.00			10				
A-C	1203	301	0.00			1203				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	345	0.032	11	0.0	0.0	10.782	B
B-A	45	11	0.00	117	0.387	45	0.6	0.6	50.171	F
C-AB	2	0.55	0.00	445	0.005	2	0.0	0.0	8.133	A
C-A	1039	260	0.00			1039				
A-B	10	2	0.00			10				
A-C	1203	301	0.00			1203				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	434	0.021	9	0.0	0.0	8.470	A
B-A	37	9	0.00	226	0.163	38	0.6	0.2	19.389	C
C-AB	2	0.45	0.00	514	0.004	2	0.0	0.0	7.031	A
C-A	849	212	0.00			849				
A-B	8	2	0.00			8				
A-C	983	246	0.00			983				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	485	0.016	8	0.0	0.0	7.534	A
B-A	31	8	0.00	304	0.101	31	0.2	0.1	13.196	B
C-AB	2	0.38	0.00	564	0.003	2	0.0	0.0	6.404	A
C-A	711	178	0.00			711				
A-B	7	2	0.00			7				
A-C	823	206	0.00			823				

D6 - 2034 | DS3A wTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3A wTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	941	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	1145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	39	902
	B	33	0	6
	C	1134	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	8.91	0.0	A	6	8
B-A	0.27	37.01	0.4	E	30	45
C-AB	0.02	7.38	0.0	A	10	15
C-A					1041	1561
A-B					36	54
A-C					828	1242

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	521	0.009	4	0.0	0.0	6.966	A
B-A	25	6	0.00	317	0.078	25	0.0	0.1	12.307	B
C-AB	8	2	0.00	601	0.014	8	0.0	0.0	6.071	A
C-A	854	213	0.00			854				
A-B	29	7	0.00			29				
A-C	679	170	0.00			679				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	480	0.011	5	0.0	0.0	7.590	A
B-A	30	7	0.00	240	0.124	29	0.1	0.1	17.097	C
C-AB	10	2	0.00	559	0.018	10	0.0	0.0	6.560	A
C-A	1019	255	0.00			1019				
A-B	35	9	0.00			35				
A-C	811	203	0.00			811				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	412	0.016	7	0.0	0.0	8.882	A
B-A	36	9	0.00	133	0.272	35	0.1	0.4	36.409	E
C-AB	12	3	0.00	500	0.024	12	0.0	0.0	7.382	A
C-A	1249	312	0.00			1249				
A-B	43	11	0.00			43				
A-C	993	248	0.00			993				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	411	0.016	7	0.0	0.0	8.907	A
B-A	36	9	0.00	133	0.272	36	0.4	0.4	37.015	E
C-AB	12	3	0.00	500	0.024	12	0.0	0.0	7.382	A
C-A	1249	312	0.00			1249				
A-B	43	11	0.00			43				
A-C	993	248	0.00			993				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	479	0.011	5	0.0	0.0	7.605	A
B-A	30	7	0.00	240	0.124	31	0.4	0.1	17.269	C
C-AB	10	2	0.00	559	0.018	10	0.0	0.0	6.563	A
C-A	1019	255	0.00			1019				
A-B	35	9	0.00			35				
A-C	811	203	0.00			811				

18:00 - 18:15

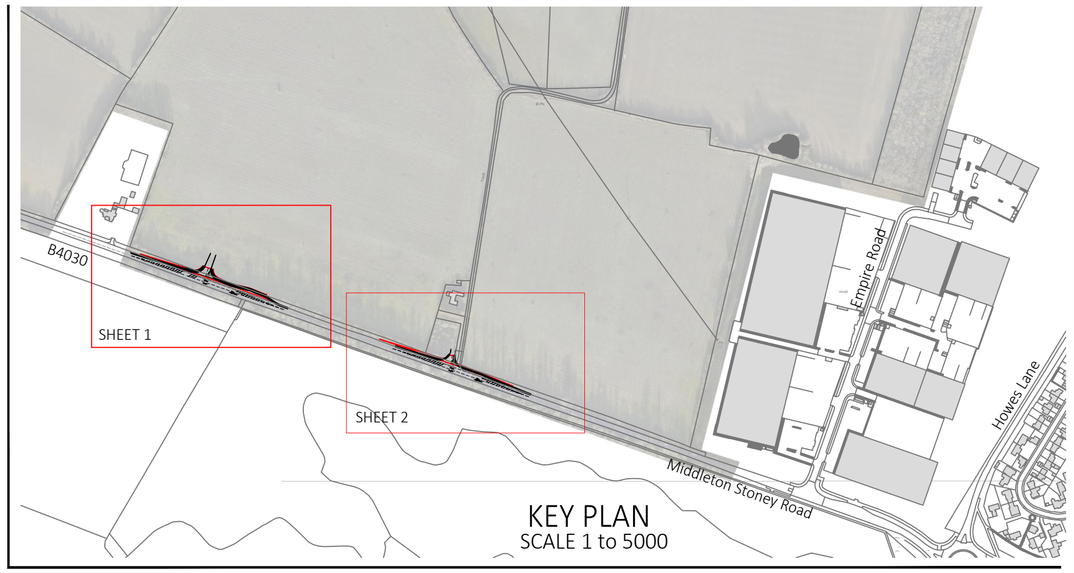
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	521	0.009	5	0.0	0.0	6.974	A
B-A	25	6	0.00	317	0.078	25	0.1	0.1	12.355	B
C-AB	8	2	0.00	601	0.014	8	0.0	0.0	6.074	A
C-A	854	213	0.00			854				
A-B	29	7	0.00			29				
A-C	679	170	0.00			679				

APPENDIX U

B4030/HIMLEY VILLAGE EASTERN ACCESS JUNCTIONS 11 PICADY REPORT

OS NORTH

Himley Farm House



KEY PLAN
SCALE 1 to 5000

5.5m
R12.0m
R12.0m
2.4x120.0m Visibility splay base on a 40mph design speed.

B4030

0m 10m 20m
SCALE BAR (1:500)

NB: Geometric Arrangement and Visibility requirements based on CD 109, Highway Link Design:
- 40mph / 70A design speed for A4030 Middleton Stoney Road.

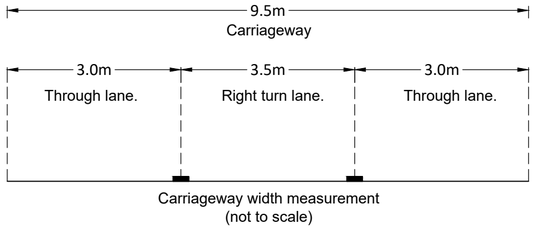
KEY

- Extent of Oxfordshire Highway maintainable at the public expense.
- New edge of carriageway.
- Red line boundary.
- New 2m Footway.
- New Carriageway.

Geometric Design Summary

Major Road:-
- Right turn length: 10m turning plus 40m deceleration.
- Right turn width: 3.5m.
- Through lanes: 3.0m.
- Direct taper length: 15m.
- Taper: 1:20.

Minor Arm (site access):-
- Carriageway width: 5.5m.
- Junction visibility: 2.4m x 120m.



Carriageway width measurement
(not to scale)

NOTES

1. The site accesses and highway improvements General Arrangement is based on the planning layout drawing number 1826/10/14 by Alan Baxter.
2. Existing speed limit on B4030 Middleton Stoney Road is unrestricted. The junction is based on a new speed limit for B4030 is 40mph.
3. Planning application number: **14/02121/OUT**.

Rev	Date	Description	By	Ckd	App
P01	13/01/2023	First Issue.	TW	RJP	RJP

Hydrock
OVER COURT BARNS
OVER LANE
ALMONDSBURY
BRISTOL
BS32 4DF
t: +44 (0) 1454 619533
e: bristol@hydrock.com

CLIENT
CALA HOMES COTSWOLDS LTD

PROJECT
HIMLEY VILLAGE, BICESTER

TITLE
MIDDLETON STONEY ROAD, SECONDARY ROAD JUNCTION. GENERAL ARRANGEMENT SHEET 2

HYDROCK PROJECT NO.	SCALE @ A2
C-27141-C	1 : 500

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
27141-HYD-XX-XX-DR-D-0002

REVISION
P01

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Import of 250917 MSR_NW Bicester access eastern T-junction.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\Non-study area junctions\18. MSR_NW Bicester Access T-junction
Report generation date: 27/03/2026 08:35:24

»D1 - 2034 | RC3A | AM
»D2 - 2034 | RC3A | PM
»D3 - 2034 | DS3A | AM
»D4 - 2034 | DS3A | PM
»D5 - 2034 | DS3A wTP | AM
»D6 - 2034 | DS3A wTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2034 - RC3A									
Stream B-C	D1	0.3	8.65	0.23	A	D2	0.1	6.68	0.11	A
Stream B-A		0.0	12.92	0.02	B		0.0	15.67	0.01	C
Stream C-AB		0.0	6.51	0.03	A		0.2	6.70	0.15	A
	2034 - DS3A									
Stream B-C	D3	0.3	11.04	0.22	B	D4	0.1	8.49	0.10	A
Stream B-A		0.1	53.78	0.08	F		0.1	49.71	0.07	E
Stream C-AB		0.0	8.28	0.02	A		0.1	8.10	0.11	A
	2034 - DS3A wTP									
Stream B-C	D5	0.3	10.97	0.22	B	D6	0.1	8.34	0.11	A
Stream B-A		0.1	47.75	0.07	E		0.1	44.27	0.05	E
Stream C-AB		0.0	8.37	0.03	A		0.1	7.93	0.11	A

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

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

File summary

File Description

Title	OxSRFI
Location	Middleton Stoney Road/Himley Village eastern access
Site number	
Date	17/09/2025
Version	
Status	(new file)
Identifier	MH
Client	
Jobnumber	ADC1794
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2034	DS3A wTP	AM	ONE HOUR	07:45	09:15	15	✓
D6	2034	DS3A wTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2034 | RC3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4030 west		Major
B	Eastern access		Minor
C	B4030 east		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60		✓	3.50	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B	One lane plus flare	8.00	5.50	4.00	3.00	2.75	✓	1.00	150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	529	0.094	0.237	0.149	0.339
B-C	787	0.117	0.297	-	-
C-B	820	0.310	0.310	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	RC3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	740	100.000
B		ONE HOUR	✓	119	100.000
C		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	739
	B	4	0	115
	C	268	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	8.65	0.3	A	106	158
B-A	0.02	12.92	0.0	B	4	6
C-AB	0.03	6.51	0.0	A	13	19
C-A					246	369
A-B					0.92	1
A-C					678	1017

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	620	0.140	86	0.0	0.2	6.730	A
B-A	3	0.75	0.00	362	0.008	3	0.0	0.0	10.019	B
C-AB	11	3	0.00	648	0.016	10	0.0	0.0	5.647	A
C-A	202	50	0.00			202				
A-B	0.75	0.19	0.00			0.75				
A-C	556	139	0.00			556				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	588	0.176	103	0.2	0.2	7.425	A
B-A	4	0.90	0.00	329	0.011	4	0.0	0.0	11.051	B
C-AB	13	3	0.00	614	0.020	13	0.0	0.0	5.980	A
C-A	241	60	0.00			241				
A-B	0.90	0.22	0.00			0.90				
A-C	664	166	0.00			664				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	32	0.00	543	0.233	126	0.2	0.3	8.634	A
B-A	4	1	0.00	283	0.016	4	0.0	0.0	12.917	B
C-AB	15	4	0.00	568	0.027	15	0.0	0.0	6.511	A
C-A	295	74	0.00			295				
A-B	1	0.28	0.00			1				
A-C	814	203	0.00			814				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	32	0.00	543	0.233	127	0.3	0.3	8.648	A
B-A	4	1	0.00	283	0.016	4	0.0	0.0	12.918	B
C-AB	15	4	0.00	568	0.027	15	0.0	0.0	6.511	A
C-A	295	74	0.00			295				
A-B	1	0.28	0.00			1				
A-C	814	203	0.00			814				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	588	0.176	104	0.3	0.2	7.445	A
B-A	4	0.90	0.00	329	0.011	4	0.0	0.0	11.056	B
C-AB	13	3	0.00	614	0.020	13	0.0	0.0	5.983	A
C-A	241	60	0.00			241				
A-B	0.90	0.22	0.00			0.90				
A-C	664	166	0.00			664				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	620	0.140	87	0.2	0.2	6.754	A
B-A	3	0.75	0.00	362	0.008	3	0.0	0.0	10.021	B
C-AB	11	3	0.00	648	0.016	11	0.0	0.0	5.647	A
C-A	202	50	0.00			202				
A-B	0.75	0.19	0.00			0.75				
A-C	556	139	0.00			556				

D2 - 2034 | RC3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	RC3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	551	100.000
B		ONE HOUR	✓	63	100.000
C		ONE HOUR	✓	816	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	547
	B	3	0	60
	C	729	87	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	6.68	0.1	A	55	83
B-A	0.01	15.67	0.0	C	3	4
C-AB	0.15	6.70	0.2	A	80	120
C-A					669	1003
A-B					4	6
A-C					502	753

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	663	0.068	45	0.0	0.1	5.822	A
B-A	2	0.56	0.00	327	0.007	2	0.0	0.0	11.091	B
C-AB	65	16	0.00	692	0.095	65	0.0	0.1	5.738	A
C-A	549	137	0.00			549				
A-B	3	0.75	0.00			3				
A-C	412	103	0.00			412				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	0.00	639	0.084	54	0.1	0.1	6.154	A
B-A	3	0.67	0.00	287	0.009	3	0.0	0.0	12.644	B
C-AB	78	20	0.00	667	0.117	78	0.1	0.1	6.112	A
C-A	655	164	0.00			655				
A-B	4	0.90	0.00			4				
A-C	492	123	0.00			492				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	605	0.109	66	0.1	0.1	6.673	A
B-A	3	0.83	0.00	233	0.014	3	0.0	0.0	15.669	C
C-AB	96	24	0.00	633	0.151	96	0.1	0.2	6.702	A
C-A	803	201	0.00			803				
A-B	4	1	0.00			4				
A-C	602	151	0.00			602				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	605	0.109	66	0.1	0.1	6.676	A
B-A	3	0.83	0.00	233	0.014	3	0.0	0.0	15.674	C
C-AB	96	24	0.00	633	0.151	96	0.2	0.2	6.705	A
C-A	803	201	0.00			803				
A-B	4	1	0.00			4				
A-C	602	151	0.00			602				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	0.00	639	0.084	54	0.1	0.1	6.157	A
B-A	3	0.67	0.00	287	0.009	3	0.0	0.0	12.652	B
C-AB	78	20	0.00	667	0.117	78	0.2	0.1	6.118	A
C-A	655	164	0.00			655				
A-B	4	0.90	0.00			4				
A-C	492	123	0.00			492				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	663	0.068	45	0.1	0.1	5.830	A
B-A	2	0.56	0.00	327	0.007	2	0.0	0.0	11.098	B
C-AB	65	16	0.00	692	0.095	66	0.1	0.1	5.749	A
C-A	549	137	0.00			549				
A-B	3	0.75	0.00			3				
A-C	412	103	0.00			412				

D3 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1103	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	1011	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	1102
	B	5	0	83
	C	1002	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	11.04	0.3	B	76	114
B-A	0.08	53.78	0.1	F	5	7
C-AB	0.02	8.28	0.0	A	8	12
C-A					919	1379
A-B					0.92	1
A-C					1011	1517

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	538	0.116	62	0.0	0.1	7.555	A
B-A	4	0.94	0.00	217	0.017	4	0.0	0.0	16.875	C
C-AB	7	2	0.00	563	0.012	7	0.0	0.0	6.467	A
C-A	754	189	0.00			754				
A-B	0.75	0.19	0.00			0.75				
A-C	830	207	0.00			830				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	489	0.153	74	0.1	0.2	8.683	A
B-A	4	1	0.00	156	0.029	4	0.0	0.0	23.707	C
C-AB	8	2	0.00	513	0.016	8	0.0	0.0	7.122	A
C-A	901	225	0.00			901				
A-B	0.90	0.22	0.00			0.90				
A-C	991	248	0.00			991				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	418	0.219	91	0.2	0.3	11.005	B
B-A	6	1	0.00	72	0.076	5	0.0	0.1	53.490	F
C-AB	10	2	0.00	444	0.022	10	0.0	0.0	8.283	A
C-A	1103	276	0.00			1103				
A-B	1	0.28	0.00			1				
A-C	1213	303	0.00			1213				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	417	0.219	91	0.3	0.3	11.042	B
B-A	6	1	0.00	72	0.076	5	0.1	0.1	53.782	F
C-AB	10	2	0.00	444	0.022	10	0.0	0.0	8.283	A
C-A	1103	276	0.00			1103				
A-B	1	0.28	0.00			1				
A-C	1213	303	0.00			1213				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	489	0.153	75	0.3	0.2	8.710	A
B-A	4	1	0.00	156	0.029	5	0.1	0.0	23.787	C
C-AB	8	2	0.00	513	0.016	8	0.0	0.0	7.126	A
C-A	901	225	0.00			901				
A-B	0.90	0.22	0.00			0.90				
A-C	991	248	0.00			991				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	538	0.116	63	0.2	0.1	7.577	A
B-A	4	0.94	0.00	217	0.017	4	0.0	0.0	16.895	C
C-AB	7	2	0.00	563	0.012	7	0.0	0.0	6.467	A
C-A	754	189	0.00			754				
A-B	0.75	0.19	0.00			0.75				
A-C	830	207	0.00			830				

D4 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	935	100.000
B		ONE HOUR	✓	49	100.000
C		ONE HOUR	✓	1200	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	929
	B	5	0	44
	C	1148	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	8.49	0.1	A	40	61
B-A	0.07	49.71	0.1	E	5	7
C-AB	0.11	8.10	0.1	A	48	72
C-A					1053	1580
A-B					6	8
A-C					852	1279

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	575	0.058	33	0.0	0.1	6.632	A
B-A	4	0.94	0.00	221	0.017	4	0.0	0.0	16.548	C
C-AB	39	10	0.00	603	0.065	39	0.0	0.1	6.384	A
C-A	864	216	0.00			864				
A-B	5	1	0.00			5				
A-C	699	175	0.00			699				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	534	0.074	39	0.1	0.1	7.284	A
B-A	4	1	0.00	161	0.028	4	0.0	0.0	22.990	C
C-AB	47	12	0.00	560	0.083	47	0.1	0.1	7.010	A
C-A	1032	258	0.00			1032				
A-B	5	1	0.00			5				
A-C	835	209	0.00			835				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	0.00	473	0.102	48	0.1	0.1	8.478	A
B-A	6	1	0.00	78	0.071	5	0.0	0.1	49.516	E
C-AB	57	14	0.00	502	0.114	57	0.1	0.1	8.094	A
C-A	1264	316	0.00			1264				
A-B	7	2	0.00			7				
A-C	1023	256	0.00			1023				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	0.00	472	0.103	48	0.1	0.1	8.492	A
B-A	6	1	0.00	78	0.071	5	0.1	0.1	49.713	E
C-AB	57	14	0.00	502	0.114	57	0.1	0.1	8.099	A
C-A	1264	316	0.00			1264				
A-B	7	2	0.00			7				
A-C	1023	256	0.00			1023				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	533	0.074	40	0.1	0.1	7.294	A
B-A	4	1	0.00	161	0.028	5	0.1	0.0	23.032	C
C-AB	47	12	0.00	560	0.083	47	0.1	0.1	7.014	A
C-A	1032	258	0.00			1032				
A-B	5	1	0.00			5				
A-C	835	209	0.00			835				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	575	0.058	33	0.1	0.1	6.641	A
B-A	4	0.94	0.00	221	0.017	4	0.0	0.0	16.566	C
C-AB	39	10	0.00	603	0.065	39	0.1	0.1	6.393	A
C-A	864	216	0.00			864				
A-B	5	1	0.00			5				
A-C	699	175	0.00			699				

D5 - 2034 | DS3A wTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2034	DS3A wTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1103	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	954	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	1102
	B	5	0	82
	C	941	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	10.97	0.3	B	75	113
B-A	0.07	47.75	0.1	E	5	7
C-AB	0.03	8.37	0.0	A	12	18
C-A					863	1295
A-B					0.92	1
A-C					1011	1517

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	538	0.115	61	0.0	0.1	7.542	A
B-A	4	0.94	0.00	223	0.017	4	0.0	0.0	16.425	C
C-AB	10	2	0.00	563	0.017	10	0.0	0.0	6.502	A
C-A	708	177	0.00			708				
A-B	0.75	0.19	0.00			0.75				
A-C	830	207	0.00			830				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	0.00	489	0.151	74	0.1	0.2	8.661	A
B-A	4	1	0.00	163	0.028	4	0.0	0.0	22.671	C
C-AB	12	3	0.00	513	0.023	12	0.0	0.0	7.173	A
C-A	846	211	0.00			846				
A-B	0.90	0.22	0.00			0.90				
A-C	991	248	0.00			991				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	0.00	419	0.216	90	0.2	0.3	10.941	B
B-A	6	1	0.00	81	0.068	5	0.0	0.1	47.534	E
C-AB	14	4	0.00	444	0.032	14	0.0	0.0	8.368	A
C-A	1036	259	0.00			1036				
A-B	1	0.28	0.00			1				
A-C	1213	303	0.00			1213				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	0.00	418	0.216	90	0.3	0.3	10.970	B
B-A	6	1	0.00	81	0.068	5	0.1	0.1	47.747	E
C-AB	14	4	0.00	444	0.032	14	0.0	0.0	8.368	A
C-A	1036	259	0.00			1036				
A-B	1	0.28	0.00			1				
A-C	1213	303	0.00			1213				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	0.00	489	0.151	74	0.3	0.2	8.687	A
B-A	4	1	0.00	163	0.028	5	0.1	0.0	22.735	C
C-AB	12	3	0.00	513	0.023	12	0.0	0.0	7.174	A
C-A	846	211	0.00			846				
A-B	0.90	0.22	0.00			0.90				
A-C	991	248	0.00			991				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	538	0.115	62	0.2	0.1	7.564	A
B-A	4	0.94	0.00	223	0.017	4	0.0	0.0	16.445	C
C-AB	10	2	0.00	563	0.017	10	0.0	0.0	6.505	A
C-A	708	177	0.00			708				
A-B	0.75	0.19	0.00			0.75				
A-C	830	207	0.00			830				

D6 - 2034 | DS3A wTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2034	DS3A wTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	908	100.000
B		ONE HOUR	✓	52	100.000
C		ONE HOUR	✓	1193	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	902
	B	4	0	48
	C	1141	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	8.34	0.1	A	44	66
B-A	0.05	44.27	0.1	E	4	6
C-AB	0.11	7.93	0.1	A	48	72
C-A					1047	1571
A-B					6	8
A-C					828	1242

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	0.00	583	0.062	36	0.0	0.1	6.581	A
B-A	3	0.75	0.00	226	0.013	3	0.0	0.0	16.138	C
C-AB	39	10	0.00	609	0.064	39	0.0	0.1	6.313	A
C-A	859	215	0.00			859				
A-B	5	1	0.00			5				
A-C	679	170	0.00			679				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	542	0.080	43	0.1	0.1	7.210	A
B-A	4	0.90	0.00	167	0.022	4	0.0	0.0	22.007	C
C-AB	47	12	0.00	568	0.082	47	0.1	0.1	6.909	A
C-A	1026	256	0.00			1026				
A-B	5	1	0.00			5				
A-C	811	203	0.00			811				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	485	0.109	53	0.1	0.1	8.333	A
B-A	4	1	0.00	86	0.051	4	0.0	0.1	44.129	E
C-AB	57	14	0.00	511	0.112	57	0.1	0.1	7.930	A
C-A	1256	314	0.00			1256				
A-B	7	2	0.00			7				
A-C	993	248	0.00			993				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	484	0.109	53	0.1	0.1	8.342	A
B-A	4	1	0.00	86	0.051	4	0.1	0.1	44.275	E
C-AB	57	14	0.00	511	0.112	57	0.1	0.1	7.934	A
C-A	1256	314	0.00			1256				
A-B	7	2	0.00			7				
A-C	993	248	0.00			993				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	542	0.080	43	0.1	0.1	7.219	A
B-A	4	0.90	0.00	167	0.022	4	0.1	0.0	22.061	C
C-AB	47	12	0.00	568	0.082	47	0.1	0.1	6.915	A
C-A	1026	256	0.00			1026				
A-B	5	1	0.00			5				
A-C	811	203	0.00			811				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	0.00	583	0.062	36	0.1	0.1	6.589	A
B-A	3	0.75	0.00	226	0.013	3	0.0	0.0	16.160	C
C-AB	39	10	0.00	609	0.064	39	0.1	0.1	6.320	A
C-A	859	215	0.00			859				
A-B	5	1	0.00			5				
A-C	679	170	0.00			679				

APPENDIX 46

BASELINE TRAFFIC COUNT DATA

MANUAL CLASSIFIED COUNTS

JOB REF: 27336

JOB NAME: MIDDLETON STONEY

SITE: 1 **DATE:** 13/10/2022

LOCATION: ARDLEY ROAD / B4030 BICESTER ROAD / B430 OXFORD ROAD / B4030 HEYFORD ROAD **DAY:** THURSDAY

TIME	A - D FROM ARDLEY ROAD TO B4030 HEYFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2
07:15	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	0	5
08:00	1	1	1	0	0	0	0	3
08:15	2	0	1	0	0	0	0	3
08:30	3	0	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0
H/TOT	6	1	2	0	0	0	0	9
09:00	1	0	0	0	0	0	0	1
09:15	1	0	1	0	0	0	0	2
09:30	1	2	0	0	0	0	0	3
09:45	1	1	0	0	0	0	0	2
H/TOT	4	3	1	0	0	0	0	8
P/TOT	14	5	3	0	0	0	0	22

TIME	A - C FROM ARDLEY ROAD TO B430 OXFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	110	26	4	2	0	1	0	143
07:15	119	44	7	6	0	0	0	176
07:30	124	48	7	1	0	1	0	181
07:45	112	28	5	3	0	0	0	148
H/TOT	465	146	23	12	0	2	0	648
08:00	105	28	1	1	0	0	0	135
08:15	79	14	5	5	0	1	0	104
08:30	70	24	10	2	0	2	0	108
08:45	82	15	4	1	0	0	0	102
H/TOT	336	81	20	9	0	3	0	449
09:00	44	15	1	1	0	0	0	61
09:15	32	6	5	0	0	0	0	43
09:30	25	3	1	1	0	0	0	30
09:45	29	9	2	1	0	0	0	41
H/TOT	130	33	9	3	0	0	0	175
P/TOT	931	260	52	24	0	5	0	1272

TIME	A - B FROM ARDLEY ROAD TO B4030 BICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	1	0	0	0	5
07:15	7	2	1	3	0	0	0	13
07:30	4	4	0	0	0	0	0	8
07:45	6	5	0	1	0	0	0	12
H/TOT	21	11	1	5	0	0	0	38
08:00	7	3	0	0	0	0	0	10
08:15	5	2	0	0	0	0	0	7
08:30	12	2	0	0	0	0	0	14
08:45	15	3	2	0	0	0	0	20
H/TOT	39	10	2	0	0	0	0	51
09:00	15	1	1	0	0	0	0	17
09:15	7	2	1	2	0	0	0	12
09:30	6	0	0	1	0	0	0	7
09:45	3	2	0	0	0	0	0	5
H/TOT	31	5	2	3	0	0	0	41
P/TOT	91	26	5	8	0	0	0	130

TIME	B - A FROM B4030 BICESTER ROAD TO ARDLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	3	0	1	0	1	0	14
07:15	14	0	0	0	0	1	0	15
07:30	8	2	1	0	0	0	0	11
07:45	8	2	0	0	0	0	0	10
H/TOT	39	7	1	1	0	2	0	50
08:00	8	2	1	0	0	0	0	11
08:15	12	2	0	1	0	0	0	15
08:30	17	1	0	1	0	0	0	19
08:45	3	1	0	2	0	0	0	6
H/TOT	40	6	1	4	0	0	0	51
09:00	4	2	1	0	0	0	0	7
09:15	3	0	0	0	0	0	0	3
09:30	3	2	0	2	0	0	0	7
09:45	2	3	0	0	0	0	0	5
H/TOT	12	7	1	2	0	0	0	22
P/TOT	91	20	3	7	0	2	0	123

MANUAL CLASSIFIED COUNTS

JOB REF: 27336

JOB NAME: MIDDLETON STONEY

SITE: 1 **DATE:** 13/10/2022

LOCATION: ARDLEY ROAD / B4030 BICESTER ROAD / B430 OXFORD ROAD / B4030 HEYFORD ROAD **DAY:** THURSDAY

TIME	A - D FROM ARDLEY ROAD TO B4030 HEYFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	1	0	0	0	0	0	4
16:15	1	0	0	0	0	0	0	1
16:30	1	1	0	0	0	0	0	2
16:45	4	2	0	0	0	0	0	6
H/TOT	9	4	0	0	0	0	0	13
17:00	0	0	0	0	0	0	0	0
17:15	4	2	0	0	0	1	0	7
17:30	1	0	0	0	0	0	0	1
17:45	2	0	0	0	0	0	0	2
H/TOT	7	2	0	0	0	1	0	10
18:00	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0
18:30	4	0	0	0	0	0	0	4
18:45	1	0	0	0	0	0	0	1
H/TOT	8	0	0	0	0	0	0	8
P/TOT	24	6	0	0	0	1	0	31

TIME	A - C FROM ARDLEY ROAD TO B430 OXFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	27	9	1	1	0	0	0	38
16:15	24	6	1	1	0	1	0	33
16:30	24	8	1	1	0	0	0	34
16:45	38	6	0	1	0	1	1	47
H/TOT	113	29	3	4	0	2	1	152
17:00	30	6	0	2	1	1	0	40
17:15	30	4	0	1	0	0	0	35
17:30	29	5	0	1	0	0	0	35
17:45	27	3	0	1	0	0	0	31
H/TOT	116	18	0	5	1	1	0	141
18:00	26	3	0	0	0	0	0	29
18:15	23	1	0	0	0	0	0	24
18:30	25	3	0	0	0	0	0	28
18:45	17	0	1	1	0	1	0	20
H/TOT	91	7	1	1	0	1	0	101
P/TOT	320	54	4	10	1	4	1	394

TIME	A - B FROM ARDLEY ROAD TO B4030 BICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	1	2	0	0	1	0	11
16:15	7	1	1	0	0	0	1	10
16:30	8	2	0	0	0	0	0	10
16:45	10	1	0	0	0	1	0	12
H/TOT	32	5	3	0	0	2	1	43
17:00	10	3	0	0	0	3	0	16
17:15	8	1	0	0	0	0	0	9
17:30	12	1	0	0	0	0	0	13
17:45	4	3	0	0	0	0	0	7
H/TOT	34	8	0	0	0	3	0	45
18:00	7	2	0	0	0	0	0	9
18:15	8	1	0	0	0	0	0	9
18:30	10	1	0	0	0	0	0	11
18:45	7	0	1	0	0	0	0	8
H/TOT	32	4	1	0	0	0	0	37
P/TOT	98	17	4	0	0	5	1	125

TIME	B - A FROM B4030 BICESTER ROAD TO ARDLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	2	1	0	0	0	0	12
16:15	8	5	0	1	0	0	0	14
16:30	9	2	0	0	0	0	0	11
16:45	6	1	0	0	0	0	0	7
H/TOT	32	10	1	1	0	0	0	44
17:00	8	4	0	0	0	0	0	12
17:15	15	3	0	0	0	0	0	18
17:30	12	2	0	0	0	0	0	14
17:45	14	2	0	0	0	0	0	16
H/TOT	49	11	0	0	0	0	0	60
18:00	15	1	0	0	0	0	0	16
18:15	10	1	0	0	0	0	0	11
18:30	7	3	0	0	0	0	0	10
18:45	7	1	0	0	0	0	0	8
H/TOT	39	6	0	0	0	0	0	45
P/TOT	120	27	1	1	0	0	0	149

MANUAL CLASSIFIED COUNTS

JOB REF: 27336

JOB NAME: MIDDLETON STONEY

SITE: 1 **DATE:** 13/10/2022

LOCATION: ARDLEY ROAD / B4030 BICESTER ROAD / B430 OXFORD ROAD / B4030 HEYFORD ROAD **DAY:** THURSDAY

TIME	B - D FROM B4030 BICESTER ROAD TO B4030 HEYFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	14	1	0	3	1	0	48
07:15	25	11	0	1	1	0	0	38
07:30	48	11	2	0	2	0	0	63
07:45	46	8	0	0	1	0	0	55
H/TOT	148	44	3	1	7	1	0	204
08:00	69	6	2	0	1	0	0	78
08:15	60	9	3	0	0	0	0	72
08:30	54	7	4	0	1	0	0	66
08:45	44	6	2	0	0	0	1	53
H/TOT	227	28	11	0	2	0	1	269
09:00	40	10	0	1	1	0	0	52
09:15	18	5	0	0	0	0	0	23
09:30	18	3	1	0	1	0	0	23
09:45	26	4	2	0	0	0	0	32
H/TOT	102	22	3	1	2	0	0	130
P/TOT	477	94	17	2	11	1	1	603

TIME	B - C FROM B4030 BICESTER ROAD TO B430 OXFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	4	0	0	0	0	0	8
07:15	9	0	2	0	0	0	0	11
07:30	8	2	1	0	0	0	0	11
07:45	11	3	0	0	0	0	0	14
H/TOT	32	9	3	0	0	0	0	44
08:00	6	3	0	1	0	0	0	10
08:15	12	1	0	0	0	0	0	13
08:30	10	1	2	0	0	0	0	13
08:45	14	4	1	0	0	0	0	19
H/TOT	42	9	3	1	0	0	0	55
09:00	9	1	1	0	0	0	0	11
09:15	3	2	0	1	0	0	0	6
09:30	3	0	0	0	0	0	0	3
09:45	5	1	1	0	0	0	0	7
H/TOT	20	4	2	1	0	0	0	27
P/TOT	94	22	8	2	0	0	0	126

TIME	C - B FROM B430 OXFORD ROAD TO B4030 BICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	1	1	0	1	0	0	0	3
07:45	6	7	1	0	0	0	0	14
H/TOT	9	8	1	1	0	0	0	19
08:00	3	0	0	0	0	0	0	3
08:15	3	1	0	0	0	0	0	4
08:30	4	0	0	0	0	0	0	4
08:45	3	0	2	0	0	0	0	5
H/TOT	13	1	2	0	0	0	0	16
09:00	4	2	2	1	0	0	0	9
09:15	8	4	0	0	0	0	0	12
09:30	7	2	0	0	0	0	0	9
09:45	2	0	1	0	0	0	0	3
H/TOT	21	8	3	1	0	0	0	33
P/TOT	43	17	6	2	0	0	0	68

C - A FROM B430 OXFORD ROAD TO ARDLEY ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14	4	0	2	0	0	0	20
20	3	1	0	0	0	1	25
15	7	0	0	0	0	0	22
47	4	0	1	0	1	0	53
96	18	1	3	0	1	1	120
33	5	0	2	1	0	0	41
34	9	0	5	0	0	0	48
24	4	1	2	0	0	0	31
25	1	1	1	0	0	0	28
116	19	2	10	1	0	0	148
21	7	1	3	0	0	0	32
7	5	3	3	0	1	0	19
11	7	3	0	0	1	0	22
15	4	2	2	0	0	0	23
54	23	9	8	0	2	0	96
266	60	12	21	1	3	1	364

MANUAL CLASSIFIED COUNTS

JOB REF: 27336

JOB NAME: MIDDLETON STONEY

SITE: 1 **DATE:** 13/10/2022

LOCATION: ARDLEY ROAD / B4030 BICESTER ROAD / B430 OXFORD ROAD / B4030 HEYFORD ROAD **DAY:** THURSDAY

TIME	B - D FROM B4030 BICESTER ROAD TO B4030 HEYFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	32	6	2	0	0	1	0	41
16:15	46	2	0	1	0	1	0	50
16:30	60	10	0	0	1	0	0	71
16:45	56	3	0	0	0	0	0	59
H/TOT	194	21	2	1	1	2	0	221
17:00	49	6	1	0	1	1	0	58
17:15	71	6	0	0	0	0	0	77
17:30	53	8	0	1	0	1	0	63
17:45	45	8	0	0	1	0	0	54
H/TOT	218	28	1	1	2	2	0	252
18:00	38	2	0	0	0	0	0	40
18:15	52	3	0	0	0	0	0	55
18:30	46	5	0	0	1	1	0	53
18:45	45	1	0	0	0	0	0	46
H/TOT	181	11	0	0	1	1	0	194
P/TOT	593	60	3	2	4	5	0	667

TIME	B - C FROM B4030 BICESTER ROAD TO B430 OXFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	3	0	0	0	0	0	5
16:15	10	0	0	0	0	1	0	11
16:30	2	0	0	0	0	0	0	2
16:45	5	1	0	0	0	0	1	7
H/TOT	19	4	0	0	0	1	1	25
17:00	2	1	0	0	0	0	0	3
17:15	5	0	0	0	0	0	0	5
17:30	4	1	0	0	0	0	0	5
17:45	4	0	0	0	0	0	0	4
H/TOT	15	2	0	0	0	0	0	17
18:00	3	0	0	0	0	0	0	3
18:15	3	0	0	0	0	0	0	3
18:30	1	0	0	0	0	0	0	1
18:45	4	1	0	0	0	0	0	5
H/TOT	11	1	0	0	0	0	0	12
P/TOT	45	7	0	0	0	1	1	54

TIME	C - B FROM B430 OXFORD ROAD TO B4030 BICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	2	1	0	0	0	0	11
16:15	8	4	0	0	0	0	0	12
16:30	10	3	4	0	0	0	0	17
16:45	9	4	0	0	0	0	0	13
H/TOT	35	13	5	0	0	0	0	53
17:00	15	2	0	0	0	0	0	17
17:15	9	2	0	0	0	0	0	11
17:30	13	3	0	0	0	0	0	16
17:45	7	2	0	0	0	0	0	9
H/TOT	44	9	0	0	0	0	0	53
18:00	5	0	0	0	0	0	0	5
18:15	4	0	0	0	0	0	1	5
18:30	2	1	0	0	0	0	0	3
18:45	1	0	0	0	0	0	0	1
H/TOT	12	1	0	0	0	0	1	14
P/TOT	91	23	5	0	0	0	1	120

C - A FROM B430 OXFORD ROAD TO ARDLEY ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
60	28	5	4	0	0	0	97
68	15	4	3	0	0	0	90
68	30	1	0	0	0	0	99
74	14	0	2	0	0	0	90
270	87	10	9	0	0	0	376
73	22	2	1	0	0	0	98
60	15	1	1	0	0	0	77
52	12	1	2	0	1	0	68
50	7	0	0	0	0	0	57
235	56	4	4	0	1	0	300
37	3	1	0	0	0	0	41
39	4	0	2	0	0	0	45
35	3	0	0	0	0	0	38
23	5	0	0	0	0	1	29
134	15	1	2	0	0	1	153
639	158	15	15	0	1	1	829

MANUAL CLASSIFIED COUNTS

JOB REF: 27336

JOB NAME: MIDDLETON STONEY

SITE: 1 **DATE:** 13/10/2022

LOCATION: ARDLEY ROAD / B4030 BICESTER ROAD / B430 OXFORD ROAD / B4030 HEYFORD ROAD **DAY:** THURSDAY

TIME	C - D FROM B430 OXFORD ROAD TO B4030 HEYFORD ROAD								D - C FROM B4030 HEYFORD ROAD TO B430 OXFORD ROAD								D - B FROM B4030 HEYFORD ROAD TO B4030 BICESTER ROAD								D - A FROM B4030 HEYFORD ROAD TO ARDLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	0	0	0	0	0	10	24	7	0	0	0	0	0	31	07:00	26	7	0	0	0	0	0	33	0	1	0	0	0	0	0	1
07:15	7	3	0	0	0	0	0	10	11	7	1	0	0	1	0	20	07:15	29	10	2	0	1	0	0	42	1	1	0	0	0	0	0	2
07:30	6	7	1	0	0	0	0	14	21	3	0	1	0	0	0	25	07:30	33	6	1	0	1	0	0	41	1	0	0	0	0	0	0	1
07:45	9	3	1	0	0	0	0	13	38	6	2	0	1	1	0	48	07:45	43	7	1	0	0	0	0	51	2	0	0	0	0	0	0	2
H/TOT	30	15	2	0	0	0	0	47	94	23	3	1	1	2	0	124	**H/TOT**	131	30	4	0	2	0	0	167	4	2	0	0	0	0	0	6
08:00	14	6	1	0	0	0	0	21	16	2	1	0	0	0	0	19	08:00	53	8	2	1	0	1	0	65	0	0	0	0	0	0	0	0
08:15	13	5	1	0	0	1	0	20	23	1	1	0	1	1	0	27	08:15	81	8	4	0	0	1	0	94	1	0	0	0	0	0	0	1
08:30	11	4	0	1	0	0	0	16	10	3	0	0	0	0	0	13	08:30	57	3	1	0	1	0	0	62	2	2	0	1	0	0	0	5
08:45	14	1	1	0	0	0	0	16	19	2	1	0	0	0	0	22	08:45	45	6	4	0	1	0	0	56	2	0	0	0	0	0	0	2
H/TOT	52	16	3	1	0	1	0	73	68	8	3	0	1	1	0	81	**H/TOT**	236	25	11	1	2	2	0	277	5	2	0	1	0	0	0	8
09:00	15	2	0	1	0	0	0	18	9	2	0	1	0	0	0	12	09:00	45	5	1	0	0	0	0	51	2	0	0	0	0	0	0	2
09:15	14	2	1	0	0	0	0	17	7	2	1	1	0	0	0	11	09:15	34	8	2	1	1	0	1	47	1	0	0	1	0	0	0	2
09:30	2	5	1	0	0	0	0	8	11	2	2	0	0	0	0	15	09:30	38	7	1	0	0	0	0	46	2	1	1	0	0	0	0	4
09:45	6	2	0	0	0	0	0	8	4	1	1	0	0	0	0	6	09:45	33	6	2	0	1	0	0	42	0	1	0	0	0	0	0	1
H/TOT	37	11	2	1	0	0	0	51	31	7	4	2	0	0	0	44	**H/TOT**	150	26	6	1	2	0	1	186	5	2	1	1	0	0	0	9
P/TOT	119	42	7	2	0	1	0	171	193	38	10	3	2	3	0	249	**P/TOT**	517	81	21	2	6	2	1	630	14	6	1	2	0	0	0	23

MANUAL CLASSIFIED COUNTS

JOB REF: 27336

JOB NAME: MIDDLETON STONEY

SITE: 1 **DATE:** 13/10/2022

LOCATION: ARDLEY ROAD / B4030 BICESTER ROAD / B430 OXFORD ROAD / B4030 HEYFORD ROAD **DAY:** THURSDAY

TIME	C - D FROM B430 OXFORD ROAD TO B4030 HEYFORD ROAD								D - C FROM B4030 HEYFORD ROAD TO B430 OXFORD ROAD								D - B FROM B4030 HEYFORD ROAD TO B4030 BICESTER ROAD								D - A FROM B4030 HEYFORD ROAD TO ARDLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	4	0	0	0	0	0	11	14	6	0	0	0	0	0	20	16:00	44	11	1	0	4	0	0	60	0	0	1	0	0	0	0	1
16:15	6	2	0	1	0	0	0	9	11	3	0	0	0	0	0	14	16:15	50	11	2	0	1	0	0	64	1	0	0	0	0	0	0	1
16:30	19	1	1	0	0	0	0	21	18	5	0	0	0	0	0	23	16:30	52	9	1	0	0	0	1	63	1	2	0	0	0	0	0	3
16:45	15	0	0	0	0	0	0	15	7	2	0	0	0	0	0	9	16:45	43	11	0	0	0	0	1	55	2	0	0	0	0	0	0	2
H/TOT	47	7	1	1	0	0	0	56	50	16	0	0	0	0	0	66	**H/TOT**	189	42	4	0	5	0	2	242	4	2	1	0	0	0	0	7
17:00	21	2	0	0	0	0	0	23	10	1	0	0	0	0	0	11	17:00	48	9	0	0	0	0	0	57	3	0	0	0	0	0	0	3
17:15	22	2	1	0	0	1	0	26	19	6	0	0	0	0	0	25	17:15	68	4	2	0	1	0	1	76	1	0	0	0	0	0	0	1
17:30	13	3	0	0	0	0	0	16	13	1	1	0	0	0	0	15	17:30	49	5	0	0	1	0	0	55	2	0	0	0	0	0	0	2
17:45	23	1	0	0	0	0	0	24	10	2	0	0	0	1	0	13	17:45	63	3	0	0	0	0	0	66	1	0	0	0	0	0	0	1
H/TOT	79	8	1	0	0	1	0	89	52	10	1	0	0	1	0	64	**H/TOT**	228	21	2	0	2	0	1	254	7	0	0	0	0	0	0	7
18:00	19	1	0	0	0	0	0	20	5	0	0	0	0	0	0	5	18:00	41	5	0	0	0	0	0	46	0	0	0	0	0	0	0	0
18:15	12	3	0	0	0	0	0	15	10	1	0	0	0	0	0	11	18:15	47	4	0	0	1	0	0	52	1	0	0	0	0	0	0	1
18:30	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	6	18:30	28	5	0	0	0	0	0	33	1	0	0	0	0	0	0	1
18:45	13	2	2	0	0	0	0	17	6	1	0	0	0	0	0	7	18:45	31	1	0	1	1	0	0	34	0	0	0	0	0	0	0	0
H/TOT	53	7	2	0	0	0	0	62	27	2	0	0	0	0	0	29	**H/TOT**	147	15	0	1	2	0	0	165	2	0	0	0	0	0	0	2
P/TOT	179	22	4	1	0	1	0	207	129	28	1	0	0	1	0	159	**P/TOT**	564	78	6	1	9	0	3	661	13	2	1	0	0	0	0	16

MANUAL CLASSIFIED COUNTS

JOB REF: 27336

JOB NAME: MIDDLETON STONEY

SITE: 1 **DATE:** 13/10/2022

LOCATION: ARDLEY ROAD / B4030 BICESTER ROAD / B430 OXFORD ROAD / B4030 HEYFORD ROAD **DAY:** THURSDAY

TIME	TO ARM A ARDLEY ROAD								FROM ARM A ARDLEY ROAD								TIME	TO ARM B B4030 BICESTER ROAD								FROM ARM B B4030 BICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	23	8	0	3	0	1	0	35	115	27	4	3	0	1	0	150	07:00	31	7	0	1	0	0	0	39	42	21	1	1	3	2	0	70
07:15	35	4	1	0	0	1	1	42	128	46	8	9	0	0	0	191	07:15	37	12	3	3	1	0	0	56	48	11	2	1	1	1	0	64
07:30	24	9	1	0	0	0	0	34	128	52	7	1	0	1	0	189	07:30	38	11	1	1	1	0	0	52	64	15	4	0	2	0	0	85
07:45	57	6	0	1	0	1	0	65	119	33	5	4	0	0	0	161	07:45	55	19	2	1	0	0	0	77	65	13	0	0	1	0	0	79
H/TOT	139	27	2	4	0	3	1	176	490	158	24	17	0	2	0	691	H/TOT	161	49	6	6	2	0	0	224	219	60	7	2	7	3	0	298
08:00	41	7	1	2	1	0	0	52	113	32	2	1	0	0	0	148	08:00	63	11	2	1	0	1	0	78	83	11	3	1	1	0	0	99
08:15	47	11	0	6	0	0	0	64	86	16	6	5	0	1	0	114	08:15	89	11	4	0	0	1	0	105	84	12	3	1	0	0	0	100
08:30	43	7	1	4	0	0	0	55	85	26	10	2	0	2	0	125	08:30	73	5	1	0	1	0	0	80	81	9	6	1	1	0	0	98
08:45	30	2	1	3	0	0	0	36	97	18	6	1	0	0	0	122	08:45	63	9	8	0	1	0	0	81	61	11	3	2	0	0	1	78
H/TOT	161	27	3	15	1	0	0	207	381	92	24	9	0	3	0	509	H/TOT	288	36	15	1	2	2	0	344	309	43	15	5	2	0	1	375
09:00	27	9	2	3	0	0	0	41	60	16	2	1	0	0	0	79	09:00	64	8	4	1	0	0	0	77	53	13	2	1	1	0	0	70
09:15	11	5	3	4	0	1	0	24	40	8	7	2	0	0	0	57	09:15	49	14	3	3	1	0	1	71	24	7	0	1	0	0	0	32
09:30	16	10	4	2	0	1	0	33	32	5	1	2	0	0	0	40	09:30	51	9	1	1	0	0	0	62	24	5	1	2	1	0	0	33
09:45	17	8	2	2	0	0	0	29	33	12	2	1	0	0	0	48	09:45	38	8	3	0	1	0	0	50	33	8	3	0	0	0	0	44
H/TOT	71	32	11	11	0	2	0	127	165	41	12	6	0	0	0	224	H/TOT	202	39	11	5	2	0	1	260	134	33	6	4	2	0	0	179
P/TOT	371	86	16	30	1	5	1	510	1036	291	60	32	0	5	0	1424	P/TOT	651	124	32	12	6	2	1	828	662	136	28	11	11	3	1	852

TIME	TO ARM A ARDLEY ROAD								FROM ARM A ARDLEY ROAD								TIME	TO ARM B B4030 BICESTER ROAD								FROM ARM B B4030 BICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	69	30	7	4	0	0	0	110	37	11	3	1	0	1	0	53	16:00	59	14	4	0	4	1	0	82	43	11	3	0	0	1	0	58
16:15	77	20	4	4	0	0	0	105	32	7	2	1	0	1	1	44	16:15	65	16	3	0	1	0	1	86	64	7	0	2	0	2	0	75
16:30	78	34	1	0	0	0	0	113	33	11	1	1	0	0	0	46	16:30	70	14	5	0	0	0	1	90	71	12	0	0	1	0	0	84
16:45	82	15	0	2	0	0	0	99	52	9	0	1	0	2	1	65	16:45	62	16	0	0	0	1	1	80	67	5	0	0	0	0	1	73
H/TOT	306	99	12	10	0	0	0	427	154	38	6	4	0	4	2	208	H/TOT	256	60	12	0	5	2	3	338	245	35	3	2	1	3	1	290
17:00	84	26	2	1	0	0	0	113	40	9	0	2	1	4	0	56	17:00	73	14	0	0	0	3	0	90	59	11	1	0	1	1	0	73
17:15	76	18	1	1	0	0	0	96	42	7	0	1	0	1	0	51	17:15	85	7	2	0	1	0	1	96	91	9	0	0	0	0	0	100
17:30	66	14	1	2	0	1	0	84	42	6	0	1	0	0	0	49	17:30	74	9	0	0	1	0	0	84	69	11	0	1	0	1	0	82
17:45	65	9	0	0	0	0	0	74	33	6	0	1	0	0	0	40	17:45	74	8	0	0	0	0	0	82	63	10	0	0	1	0	0	74
H/TOT	291	67	4	4	0	1	0	367	157	28	0	5	1	5	0	196	H/TOT	306	38	2	0	2	3	1	352	282	41	1	1	2	2	0	329
18:00	52	4	1	0	0	0	0	57	36	5	0	0	0	0	0	41	18:00	53	7	0	0	0	0	0	60	56	3	0	0	0	0	0	59
18:15	50	5	0	2	0	0	0	57	31	2	0	0	0	0	0	33	18:15	59	5	0	0	1	0	1	66	65	4	0	0	0	0	0	69
18:30	43	6	0	0	0	0	0	49	39	4	0	0	0	0	0	43	18:30	40	7	0	0	0	0	0	47	54	8	0	0	1	1	0	64
18:45	30	6	0	0	0	0	1	37	25	0	2	1	0	1	0	29	18:45	39	1	1	1	1	0	0	43	56	3	0	0	0	0	0	59
H/TOT	175	21	1	2	0	0	1	200	131	11	2	1	0	1	0	146	H/TOT	191	20	1	1	2	0	1	216	231	18	0	0	1	1	0	251
P/TOT	772	187	17	16	0	1	1	994	442	77	8	10	1	10	2	550	P/TOT	753	118	15	1	9	5	5	906	758	94	4	3	4	6	1	870

MANUAL CLASSIFIED COUNTS

JOB REF: 27336

JOB NAME: MIDDLETON STONEY

SITE: 1

DATE: 13/10/2022

LOCATION: ARDLEY ROAD / B4030 BICESTER ROAD / B430 OXFORD ROAD / B4030 HEYFORD ROAD

DAY: THURSDAY

TIME	TO ARM C B430 OXFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	138	37	4	2	0	1	0	182
07:15	139	51	10	6	0	1	0	207
07:30	153	53	8	2	0	1	0	217
07:45	161	37	7	3	1	1	0	210
H/TOT	591	178	29	13	1	4	0	816
08:00	127	33	2	2	0	0	0	164
08:15	114	16	6	5	1	2	0	144
08:30	90	28	12	2	0	2	0	134
08:45	115	21	6	1	0	0	0	143
H/TOT	446	98	26	10	1	4	0	585
09:00	62	18	2	2	0	0	0	84
09:15	42	10	6	2	0	0	0	60
09:30	39	5	3	1	0	0	0	48
09:45	38	11	4	1	0	0	0	54
H/TOT	181	44	15	6	0	0	0	246
P/TOT	1218	320	70	29	2	8	0	1647

TIME	FROM ARM C B430 OXFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	23	6	0	2	0	0	0	31
07:15	28	6	1	0	0	0	1	36
07:30	22	15	1	1	0	0	0	39
07:45	62	14	2	1	0	1	0	80
H/TOT	135	41	4	4	0	1	1	186
08:00	50	11	1	2	1	0	0	65
08:15	50	15	1	5	0	1	0	72
08:30	39	8	1	3	0	0	0	51
08:45	42	2	4	1	0	0	0	49
H/TOT	181	36	7	11	1	1	0	237
09:00	40	11	3	5	0	0	0	59
09:15	29	11	4	3	0	1	0	48
09:30	20	14	4	0	0	1	0	39
09:45	23	6	3	2	0	0	0	34
H/TOT	112	42	14	10	0	2	0	180
P/TOT	428	119	25	25	1	4	1	603

TIME	TO ARM D B4030 HEYFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	17	1	0	3	1	0	60
07:15	34	14	0	1	1	0	0	50
07:30	54	18	3	0	2	0	0	77
07:45	56	11	1	0	1	0	0	69
H/TOT	182	60	5	1	7	1	0	256
08:00	84	13	4	0	1	0	0	102
08:15	75	14	5	0	0	1	0	95
08:30	68	11	4	1	1	0	0	85
08:45	58	7	3	0	0	0	1	69
H/TOT	285	45	16	1	2	1	1	351
09:00	56	12	0	2	1	0	0	71
09:15	33	7	2	0	0	0	0	42
09:30	21	10	2	0	1	0	0	34
09:45	33	7	2	0	0	0	0	42
H/TOT	143	36	6	2	2	0	0	189
P/TOT	610	141	27	4	11	2	1	796

TIME	FROM ARM D B4030 HEYFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	50	15	0	0	0	0	0	65
07:15	41	18	3	0	1	1	0	64
07:30	55	9	1	1	1	0	0	67
07:45	83	13	3	0	1	1	0	101
H/TOT	229	55	7	1	3	2	0	297
08:00	69	10	3	1	0	1	0	84
08:15	105	9	5	0	1	2	0	122
08:30	69	8	1	1	1	0	0	80
08:45	66	8	5	0	1	0	0	80
H/TOT	309	35	14	2	3	3	0	366
09:00	56	7	1	1	0	0	0	65
09:15	42	10	3	3	1	0	1	60
09:30	51	10	4	0	0	0	0	65
09:45	37	8	3	0	1	0	0	49
H/TOT	186	35	11	4	2	0	1	239
P/TOT	724	125	32	7	8	5	1	902

TIME	TO ARM C B430 OXFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	43	18	1	1	0	0	0	63
16:15	45	9	1	1	0	2	0	58
16:30	44	13	1	1	0	0	0	59
16:45	50	9	0	1	0	1	2	63
H/TOT	182	49	3	4	0	3	2	243
17:00	42	8	0	2	1	1	0	54
17:15	54	10	0	1	0	0	0	65
17:30	46	7	1	1	0	0	0	55
17:45	41	5	0	1	0	1	0	48
H/TOT	183	30	1	5	1	2	0	222
18:00	34	3	0	0	0	0	0	37
18:15	36	2	0	0	0	0	0	38
18:30	32	3	0	0	0	0	0	35
18:45	27	2	1	1	0	1	0	32
H/TOT	129	10	1	1	0	1	0	142
P/TOT	494	89	5	10	1	6	2	607

TIME	FROM ARM C B430 OXFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	75	34	6	4	0	0	0	119
16:15	82	21	4	4	0	0	0	111
16:30	97	34	6	0	0	0	0	137
16:45	98	18	0	2	0	0	0	118
H/TOT	352	107	16	10	0	0	0	485
17:00	109	26	2	1	0	0	0	138
17:15	91	19	2	1	0	1	0	114
17:30	78	18	1	2	0	1	0	100
17:45	80	10	0	0	0	0	0	90
H/TOT	358	73	5	4	0	2	0	442
18:00	61	4	1	0	0	0	0	66
18:15	55	7	0	2	0	0	1	65
18:30	46	5	0	0	0	0	0	51
18:45	37	7	2	0	0	0	1	47
H/TOT	199	23	3	2	0	0	2	229
P/TOT	909	203	24	16	0	2	2	1156

TIME	TO ARM D B4030 HEYFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	42	11	2	0	0	1	0	56
16:15	53	4	0	2	0	1	0	60
16:30	80	12	1	0	1	0	0	94
16:45	75	5	0	0	0	0	0	80
H/TOT	250	32	3	2	1	2	0	290
17:00	70	8	1	0	1	1	0	81
17:15	97	10	1	0	0	2	0	110
17:30	67	11	0	1	0	1	0	80
17:45	70	9	0	0	1	0	0	80
H/TOT	304	38	2	1	2	4	0	351
18:00	60	3	0	0	0	0	0	63
18:15	64	6	0	0	0	0	0	70
18:30	59	6	0	0	1	1	0	67
18:45	59	3	2	0	0	0	0	64
H/TOT	242	18	2	0	1	1	0	264
P/TOT	796	88	7	3	4	7	0	905

TIME	FROM ARM D B4030 HEYFORD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	58	17	2	0	4	0	0	81
16:15	62	14	2	0	1	0	0	79
16:30	71	16	1	0	0	0	1	89
16:45	52	13	0	0	0	0	1	66
H/TOT	243	60	5	0	5	0	2	315
17:00	61	10	0	0	0	0	0	71
17:15	88	10	2	0	1	0	1	102
17:30	64	6	1	0	1	0	0	72
17:45	74	5	0	0	0	1	0	80
H/TOT	287	31	3	0	2	1	1	325
18:00	46	5	0	0	0	0	0	51
18:15	58	5	0	0	1	0	0	64
18:30	35	5	0	0	0	0	0	40
18:45	37	2	0	1	1	0	0	41
H/TOT	176	17	0	1	2	0	0	196
P/TOT	706	108	8	1	9	1	3	836

QUEUE LENGTHS

JOB REF: 27336

JOB NAME: MIDDLETON STONEY

SITE: 1 **DATE:** 13/10/2022

LOCATION: ARDLEY ROAD / B4030 BICESTER ROAD / B430 OXFORD ROAD / B4030 E **DAY:** THURSDAY

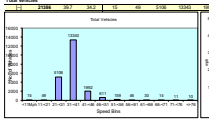
NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

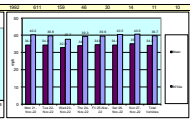
TIME	ARM A ARDLEY RD	ARM B B4030 (E)	ARM C B430	ARM D B4030 (W)	TIME	ARM A ARDLEY RD	ARM B B4030 (E)	ARM C B430	ARM D B4030 (W)
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
07:00	13	14	1	13	16:00	3	9	11	5
07:05	10	9	0	6	16:05	3	7	3	7
07:10	15	8	2	9	16:10	4	2	23	3
07:15	12	9	2	14	16:15	1	9	7	2
07:20	33	13	5	7	16:20	6	9	8	6
07:25	35	29	8	15	16:25	2	7	24	12
07:30	30	30	6	25	16:30	1	10	10	10
07:35	29	15	3	1	16:35	3	5	25	7
07:40	38	22	3	25	16:40	7	5	5	18
07:45	30	29	10	25	16:45	8	6	4	4
07:50	35	14	11	25	16:50	4	10	9	3
07:55	18	11	13	7	16:55	1	7	14	4
08:00	26	18	14	14	17:00	2	4	4	1
08:05	34	18	9	17	17:05	7	11	16	7
08:10	8	25	9	16	17:10	4	15	17	5
08:15	13	29	10	12	17:15	7	15	13	25
08:20	17	15	7	25	17:20	5	10	29	17
08:25	8	8	3	19	17:25	8	13	17	6
08:30	11	13	1	14	17:30	7	9	13	9
08:35	9	24	1	13	17:35	7	5	14	8
08:40	11	26	9	10	17:40	2	6	1	1
08:45	6	6	5	6	17:45	3	7	11	1
08:50	8	7	4	14	17:50	1	11	4	2
08:55	2	7	2	7	17:55	6	5	2	8
09:00	3	1	7	2	18:00	3	8	4	4
09:05	9	7	6	7	18:05	1	3	6	2
09:10	3	7	2	3	18:10	1	6	3	1
09:15	2	3	0	4	18:15	2	5	8	1
09:20	5	3	4	5	18:20	2	3	8	2
09:25	2	1	0	4	18:25	1	3	4	6
09:30	2	1	1	4	18:30	0	7	3	2
09:35	1	1	0	1	18:35	0	7	5	1
09:40	5	2	0	0	18:40	2	3	7	2
09:45	7	4	3	2	18:45	0	6	3	2
09:50	6	1	3	5	18:50	1	3	0	3
09:55	2	3	1	2	18:55	2	2	0	2
10:00	1	0	3	1	19:00	0	4	3	1

27372		MIDDLETON STONEY								
		NOVEMBER 2022								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 27372001	Site 1 - B430 Ardley Road (att to LC) OSGR - SP 53353 23744	Channel: Northbound	Mon 21-Nov-22	Sun 27-Nov-22	30	21386	3337	3055	39.7	34.2
		Channel: Southbound	Mon 21-Nov-22	Sun 27-Nov-22		21803	3121	3115	37.8	31.1

27372			MIDDLETON STONEY			Site No: 27372001 Channel: Northbound			Location: Site 1 - B430 Ardley Road (att to LC)						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Nov-22															
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00	22	0	16	2	1	1	0	0	0	0	0	0	0	0	0
06:00	66	1	60	3	0	1	0	0	0	0	0	0	0	0	0
07:00	161	0	139	21	0	0	1	0	0	0	1	0	0	0	0
08:00	177	1	149	16	1	0	1	0	7	1	0	1	0	0	1
09:00	127	0	99	22	0	2	1	0	0	0	1	1	0	0	1
10:00	128	0	99	19	2	0	3	0	0	0	1	3	0	0	1
11:00	166	0	109	22	1	5	2	0	4	1	1	1	0	0	0
12:00	179	1	126	26	2	2	4	0	5	1	2	2	0	0	0
13:00	156	1	105	35	0	2	3	0	12	3	0	0	0	0	0
14:00	144	3	113	22	0	0	1	0	1	0	1	0	0	0	1
15:00	209	0	152	36	1	4	2	0	1	0	0	2	0	0	1
16:00	272	0	231	34	0	2	1	0	0	0	2	1	0	0	1
17:00	262	1	220	16	1	1	0	0	0	0	1	2	0	0	0
18:00	185	0	152	13	0	5	0	0	0	1	0	1	0	0	0
19:00	68	0	46	3	0	0	0	0	0	0	1	0	0	0	0
20:00	43	0	36	2	0	0	0	0	0	0	0	1	0	0	0
21:00	29	0	20	3	0	0	0	0	0	0	0	0	0	0	0
22:00	17	0	14	1	1	0	0	0	0	0	0	1	0	0	0
23:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
24H 21-22	2048	7	1662	305	9	25	19	0	47	8	10	15	0	2	0
16H 6-22	2243	8	1838	285	8	17	14	0	47	6	12	13	0	2	0
12H 6-18	2215	8	1818	289	8	17	14	0	47	6	12	13	0	2	0
24H 6-6	2213	8	1862	269	15	17	15	8	47	6	13	10	8	4	0
Tue 22-Nov-22															
00:00	5	0	2	1	0	0	0	0	0	0	0	1	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0
04:00	3	0	1	1	0	0	0	0	0	0	0	1	0	0	0
05:00	22	0	14	4	0	0	0	0	1	0	0	1	0	0	0
06:00	76	1	66	6	0	0	0	0	0	0	2	1	0	0	0
07:00	149	0	126	19	1	0	0	0	3	0	0	0	0	0	0
08:00	163	0	136	17	2	2	2	0	1	0	2	1	0	0	0
09:00	137	3	99	26	0	3	3	0	7	3	0	3	0	0	0
10:00	175	0	128	32	1	3	2	0	7	1	0	1	0	0	0
11:00	116	1	83	19	2	2	2	0	4	0	1	1	0	0	0
12:00	129	0	95	23	0	2	2	0	3	0	1	2	0	0	1
13:00	163	0	124	27	2	2	1	0	4	0	1	1	0	0	0
14:00	174	3	130	27	1	2	4	0	5	0	1	1	0	0	0
15:00	207	0	152	44	0	4	0	0	3	0	2	0	0	1	1
16:00	268	0	200	62	0	1	1	0	0	1	2	0	0	0	0
17:00	256	2	208	34	0	1	0	0	1	0	0	1	0	0	0
18:00	180	0	153	15	0	0	0	0	0	0	1	0	0	0	0
19:00	68	0	53	6	0	0	0	0	0	0	0	0	0	0	0
20:00	38	0	26	3	0	0	0	0	0	0	0	0	0	0	0
21:00	28	0	26	1	0	0	0	0	0	0	0	1	0	0	0
22:00	22	0	20	0	0	0	0	0	0	0	0	2	0	0	0
23:00	12	0	7	2	0	0	1	0	0	0	0	2	0	0	0
24H 21-22	2382	9	1804	368	10	29	19	1	44	5	10	15	0	1	0
16H 6-22	2607	10	1999	374	10	23	17	1	47	5	12	13	0	1	0
12H 6-18	2573	10	1973	378	10	23	17	1	47	5	12	13	0	1	0
24H 6-6	2577	10	2009	363	11	23	17	1	48	5	13	10	8	1	0
Wed 23-Nov-22															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	2	1	0	0	0	0	0	0	1	1	0	0	0
04:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
05:00	25	0	20	2	0	0	0	0	0	0	2	0	0	0	0
06:00	79	0	64	8	0	2	0	0	0	0	3	1	0	0	0
07:00	161	1	135	22	1	0	0	0	0	1	0	0	0	0	0
08:00	184	0	151	22	2	2	1	0	0	0	3	2	0	0	1
09:00	161	0	122	34	1	0	0	0	0	0	2	1	0	0	1
10:00	159	0	109	32	0	4	2	0	7	0	2	3	0	0	0
11:00	156	0	109	21	1	3	2	0	2	0	1	2	0	1	0
12:00	224	1	170	19	0	2	5	0	11	0	14	2	0	0	0
13:00	226	1	172	102	0	14	3	1	18	0	11	7	0	1	1
14:00	409	5	335	65	7	7	5	0	13	0	19	10	0	0	1
15:00	264	1	200	53	2	4	3	0	2	0	6	3	0	0	0
16:00	457	0	375	59	1	2	2	0	2	0	9	5	0	0	0
17:00	402	2	413	69	0	3	1	0	1	0	1	2	0	0	0
18:00	361	0	309	31	0	3	0	0	0	0	0	1	0	0	0
19:00	164	0	86	10	0	0	0	0	0	0	0	0	0	0	0
20:00	87	0	67	9	0	0	0	0	0	0	0	1	0	0	0
21:00	43	0	35	2	1	0	0	0	0	0	0	1	0	0	0
22:00	22	0	20	1	0	0	0	0	0	0	0	1	0	0	0
23:00	8	0	6	0	1	0	0	0	0	0	0	1	0	0	0
24H 21-22	4073	9	2974	705	27	43	33	3	76	1	53	49	0	0	0
16H 6-22	4349	9	3267	745	28	44	33	3	73	1	59	53	0	0	0
12H 6-18	4302	9	3255	748	28	44	33	3	74	1	57	53	0	0	0
24H 6-6	4424	9	3364	733	28	44	33	3	73	1	61	49	0	0	0
Thu 24-Nov-22															
00:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	5	0	0	0	0	0	0	0	0	2	0	0	0
05:00	28	0	19	4	0	0	0	0	0	0	2	3	0	0	0
06:00	73	1	60	8	0	0	1	0	0	0	0	2	0	0	1
07:00	171	0	150	16	1	1	1	0	0	0	2	0	0	0	0
08:00	190	0	156	19	2	1	1	0	0	0	1	2	0	0	0
09:00	126	1	87	23	2	2	2	0	0	0	1	1	0	0	1
10:00	148	0	108	17	1	2	2	0	5	0	3	2	0	0	0
11:00	167	0	139	20	0	2	2	0	0	0	2	2	0	0	0
12:00	167	0	113	43	0	2	2	0	3	0	1	2	0	0	1
13:00	161	0	114	34	0	4	2	0	4	0	1	1	0	0	0
14:00	267	1	227	34	0	1	0	0	1	0	1	1	0	0	1
15:00	262	0	209	40	2	2	1	0	1	0	2	4	0	0	0
16:00	348	0	287	56	0	1	1	0	0	1	0	1	0	0	1
17:00	302	1	303	36	1	0	0	0	0	0	0	1	0	0	0
18:00	211	0	181	18	0	5	0	0	0	0	0	1	0	0	0
19:00	83	0	70	9	0	0	0	0	0	0	0	0	0	0	0
20:00	53	0	50	3	0	0	0	0	0	0	0	0	0	0	0
21:00	36	0	34	2	1	0	0	0	0	0	0	1	0	0	0
22:00	40	0	36	1	0	0	0	0	0	0	0	0	0	0	0
23:00	19	0	9	1	0	0	1	0	0	0	0	0	0	0	0
24H 21-22	2194	3	2171	454	13	28	27	0	47	3	30	38	0	2	0
16H 6-22	3018	4	2381	454	14	28	28	0	47	3	32	34	0	2	0
12H 6-18	3045	4	2452	464	14	28	28	0	47	3	32	34	0	2	0
24H 6-6	3131	5	2460	470	14	28	29	0	47	3	37	39	0	3	0
Fri 25-Nov-22															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	1	1	0	0	0	0	0	0	0	1	0	0	0
04:00	7	0	6	0	0	0	0	0	0	0	0	1	0	0	0
05:00	22	1	16	1	0	0	0	0	1	0	0	1	0	0	0
06:00	73	1	60	8	0	1	0	0	0	0	2	0	0	0	0
07:00	159	1	89	54	1	1	1	0	0	2	0	0	0	0	0
08:00	163	1	121	28	1	0	0	0	0	0	2	3	0	0	1
09:00	167	0	124	31	0	2	0	0	0	5	0	2	0	0	0
10:00	246	2	186	49	2	3	2	0	0	0	0	2	0	0	0
11:00	227	1	204	46	2	4	1	0	0	4	0	4	0	0	1
12:00	252	1	203	37	2	3	4	0	5	4	0	2	0	0	1
13:00	260	1	244	48	0	2	1	0	0	0	1	2	0	0	0
14:00	268	1	228	33	2	2	1	0	2	0	0	1	0	0	0
15:00	407	2	302	87	1	1	2	0	13	0	1	2	0	0	0
16:00	434	2	371	55	0	0	0	0	0	3	0	3	0	0	0
17:00	369	0	330	28	1	1	0	0	1	0	0	1	0	0	0
18:00	222	1	200	19	0	1	0	0	0	0	0	0	0	0	0
19:00	75	1	68	7	0	0	0	0	0	0	0	0	0	0	0
20:00	49	1	46	2	0	0	0	0	0	0	0	0	0	0	0
21:00	37	0	33	3	0	1	0	0	0	0	0	0	0	0	0
22:00	64	0	56	4	0	0	0	0	0	0	0	4	0	0	0
23:00	23	0	21	1	0	0	0	0	0	0	0	1	0	0	0
24H 21-22	2641	15	2267	383	14	29	23	0	51	7	21	44	1	0	0
16H 6-22	4116	15	3394	603	15	29	28	0	52	7	31	50	1	0	0
12H 6-18	4162	15	3375	609	15	29	28	0	52	7	31	51	1	0	0
24H 6-6	4339	16	3484	611	15	29	30	0	54	7	33	49	1	0	0
Sat 26-Nov-22															
00:00	17	0	14	1	0	1	0	0	0	0	1	0	0	0	0
01:00	4	0	2	1	0	0	0	0	0	1	0	0	0	0	0
02:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
05:00	15	0	12	2	0	0	0	0	0	0	0	0	0	0	0
06:00	19	0	17	1	0	0	1	0	0	0	0	0	0	0	0
07:00	51	0	49	1	0	0	0	0	0	0	0	1	0	0	0
08:00	93	0	83	7	0	0	0	0	0	0	0	3	0	0	0
09:00	139	0	113	19	0	0	0	0	0	0	0	7	0	0	0
10:00	197	0	153	32	0	0	0	0	0	0	0	12	0	0	0
11:00	207	1	171	17	1	0	0	0	0	0	0	17	0	0	0
12:00	249	2	203	31	1	0	2	0	0	0	1	1	0	0	0
13:00	244	0	202	18	0	1	0	0	0	0	1	0	0	0	0
14:00	185	1	149	12	0	2	1	0	1	0	0	0	0	0	0
15:00	196	0	146	8	0	0	0	0	0	0	0	0	0	0	0
16:00	178	0	151	17	0	0	0	0	0	0	0	0	0	0	0
17:00	147	0	119	11	0	0	0	0	0	0	0	0	0	0	0
18:00	85	0	82	3	0	0	0	0	0	0	0	0	0	0	0
19:00	74	0	71	3	0	0	0	0	0	0	0	0	0	0	0
20:00	82	0	80	2	0	0	0	0	0	0	0	0	0	0	0
21:00	67	0	64	2	0	0	0	0	0	0	0	0	0	0	0
22:00	33	0	32	1	0	0	0	0	0	0	0	0	0	0	0
23:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0
24H 21-22	2167	6	1997	169	3	2	2	0	0	4	0	0	4	0	0
16H 6-22	2905	6	2715	169	3	2	4	0	0	4	0	0	4	0	0
12H 6-18	2905	6	2691	167	3	2	5	0	0	4	0	0	4	0	0
24H 6-6	2952	6	2784	168	3	2	4	0	0	4	0	0	4	0	0
Sun 27-Nov-22															
00:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
05:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
06:00	11	0	8	2	0	0	0	0	0	0	0	1	0	0	0
07:00	31	0	16	4	0	0	0	0	0	0	0	0	0	0	0
08:00	46	0	40	4	0	0	0	0	0	0	0	0	0	0	0
09:00	107	1	87	9	0	0	0	0	0	0	0	0	0	0	0
10:00	146	0	106	11	0	0	0	0	0	0	0	0	0	0	0
11:00	207	0	156	12	0	0	0	0	0	0	0	0	0	0	0
12:00	269	0	222	16	0	1	0	0	0	0	0	1	0	0	0
13:00	174	0	150	11	0	0	0	0	0	0	0	0	0	0	0
14:00	208	2	166	15	1	1	0	0	1	0	0	0	0	0	0
15:00	260	1	236	22	0	0	0	0	0	0	0	1	0	0	0
16:00	248	1	234	11	1	0	0	0	0	0	0	1	0	0	0
17:00	186	0	171	13	0	0	0	0	0	0	0	0	0	0	0
18:00	72	0	66	3	0	1	0	0	0	0	0	0	0	0	0
19:00	65	0	59	6	0	0	0	0	0	0	0	0	0	0	0
20:00	94	0	87	6	0	0	0	0	0	0	0	1	0	0	0
21:00	48	0	40	3	0	0	0	0	0	0	0	0	0	0	0
22:00	19	0	17	1	0	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
24H 21-22	1678	6	1763	151	2	2	0	0	0	4	0	0	4	0	0
16H 6-22	2149	6	1973	157	2	2	0	0	0	4	0	0	4	0	0
12H 6-18	2173	6	2001	161	2	2	0	0	0	4	0	0	4	0	0
24H 6-6	2201	6	2026	161	2	2	0	0	0	4	0	0	4	0	0
Daily Totals															
Mon 21-Nov-22	2213	8	1862	269	15	17	15	8	47	6	13	10	8	4	0
Tue 22-Nov-22	2573	10	2009	363	11	23	17	1	48	5	13	10	8	1	0
Wed 23-Nov-22	4424	9	3364	733	28	44	33	3	73	1	61	49	0	0	0
Thu 24-Nov-22	3131	5	2460	470	14	28	29	0	47	3	37	39	0	3	0
Fri 25-Nov-22	4339	16	3484	611	15	29	30	0	54	7	33	49	1	0	0
Sat 26-Nov-22	2952	6	2784	168	3	2	4	0	0	4	0	0	4	0	0
Sun 27-Nov-22	2201	6	2026	161	2	2	0	0	0	4	0	0	3	0	0
Total Vehicles															
(all)	21586	60	17460	2857	84	146	127	3	276	9	161	174	1	23	

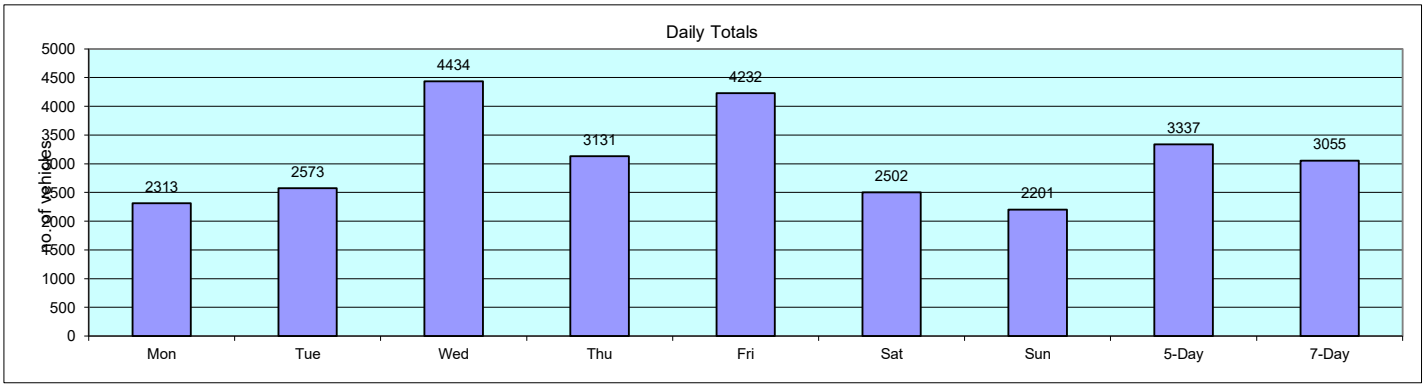
27372		MIDDLETON STONEY		Site No: 27372001 Channel: Northbound											Location: Site 1 - B430 Ardley Road (ast to LC)		
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11kph	11-->21	21-->31	31-->41	41-->46	46-->51	51-->56	56-->61	61-->66	66-->71	71-->76	>=76
Mon 21-Nov-22																	
00:00	2	-	35.8	0	0	1	1	0	0	0	0	0	0	0	0
01:00	2	-	35.3	0	0	0	2	1	0	0	0	0	0	0	0
02:00	1	-	41.9	0	0	0	0	1	0	0	0	0	0	0	0
03:00	5	-	39.1	0	0	0	3	2	1	0	0	0	0	0	0
04:00	5	-	42.8	0	0	0	2	1	0	1	0	1	0	0	0
05:00	22	48	39.1	0	0	4	6	4	4	0	2	0	0	0	0
06:00	65	49	37	0	0	6	15	15	13	3	1	1	0	0	0
07:00	167	49.2	39.9	0	1	14	44	39	31	8	5	1	0	0	0
08:00	197	50.7	43.5	0	1	8	18	36	54	21	4	5	4	0	0
09:00	123	50.1	42.7	0	1	10	24	19	19	9	2	0	0	0	0
10:00	139	49.4	42.6	0	1	7	20	34	12	6	3	1	0	0	0
11:00	166	51.2	44.9	0	1	11	29	44	23	8	1	0	0	0	0
12:00	170	50.6	45	0	0	13	111	22	3	0	0	0	0	0	0
13:00	109	36.3	33.1	0	0	49	50	10	0	0	0	0	0	0	0
14:00	164	36.9	33.5	0	0	64	82	13	4	0	1	0	0	0	0
15:00	205	37.9	35	0	1	58	107	13	2	1	0	0	0	0	0
16:00	272	38.9	34.6	0	0	69	150	22	7	0	2	0	0	0	0
17:00	240	38.7	33.9	0	0	69	130	18	6	1	0	0	0	0	0
18:00	133	42.4	36.2	0	0	18	61	19	12	1	0	0	0	0	0
19:00	86	41.6	35.8	0	0	13	33	10	7	4	0	0	0	0	0
20:00	41	40.2	35.8	0	0	3	22	10	4	2	0	0	0	0	0
21:00	28	46.6	38.2	0	0	6	12	5	0	0	0	1	0	0	0
22:00	17	44.8	39.2	0	0	1	8	4	1	2	0	1	0	0	0
23:00	5	-	45.1	0	0	1	3	0	1	0	0	0	0	0	0
12hr 7-19	2068	39.3	34	2	4	491	1297	189	69	6	3	3	0	0	0
16hr 6-22	2353	39.8	34.2	2	4	577	1397	227	74	15	4	4	0	0	0
16hr 6-24	2373	39.8	34.5	2	4	579	1409	243	75	13	4	4	0	0	0
24hr 0-24	2373	40.2	34.3	2	4	584	1408	243	80	15	7	4	0	0	0
Tue 22-Nov-22																	
00:00	5	-	39.2	0	1	0	2	0	0	0	0	0	0	0	0
01:00	2	-	45.2	0	0	1	1	1	0	0	0	0	0	0	0
02:00	4	-	43.3	0	0	0	0	2	0	1	0	1	0	0	0
03:00	4	-	42.5	0	0	0	1	2	0	1	0	0	0	0	0
04:00	5	-	39.8	0	0	0	1	3	0	1	0	0	0	0	0
05:00	20	44.9	38	0	0	3	6	5	3	1	0	1	0	0	0
06:00	53	49.2	40.4	0	0	2	13	16	4	8	2	0	0	0	0
07:00	168	50.4	42.9	0	1	5	28	42	58	12	6	4	0	0	0
08:00	188	50.6	43.6	0	1	6	22	38	72	34	6	7	0	0	0
09:00	164	49.3	39.2	0	2	14	44	41	39	16	4	4	0	0	0
10:00	127	38	34.5	1	0	30	61	7	5	0	0	0	0	0	0
11:00	172	39.2	33.7	0	1	44	110	16	1	0	0	0	0	0	0
12:00	114	41	36	0	1	18	77	15	3	0	0	0	0	0	0
13:00	139	40.3	34.2	0	1	27	91	15	4	1	0	0	0	0	0
14:00	163	40.3	35.2	0	0	27	110	19	5	0	1	0	0	0	0
15:00	174	38.8	33.7	0	0	41	113	18	2	0	0	0	0	0	0
16:00	237	38.5	33.9	0	0	48	160	17	9	3	0	0	0	0	0
17:00	249	38.7	33.8	0	0	49	212	22	11	3	0	2	0	0	0
18:00	200	39.4	34.2	0	0	49	131	12	4	1	0	0	0	0	0
19:00	160	40.1	34.7	0	0	44	106	17	3	0	0	0	0	0	0
20:00	68	40.5	35.7	0	0	12	43	7	4	0	0	0	0	0	0
21:00	39	40.3	37.9	0	0	3	16	7	3	0	1	0	0	0	0
22:00	26	48.5	39.8	0	0	2	14	6	2	2	0	0	0	0	0
23:00	23	44.7	37.4	0	0	2	13	4	2	1	0	0	0	0	0
00:00	10	-	35.1	0	0	1	1	3	0	0	0	0	0	0	0
12hr 7-19	2260	39.9	35.2	0	4	505	1481	211	68	19	4	3	0	0	0
16hr 6-22	2490	39.9	35.2	0	7	533	1636	229	72	21	7	3	0	0	0
16hr 6-24	2521	39.7	35.4	0	7	538	1639	243	72	22	7	3	0	0	0
24hr 0-24	2573	39.8	35.2	0	8	548	1647	249	80	23	7	3	0	0	0
Wed 23-Nov-22																	
00:00	6	-	39.9	0	0	1	2	0	1	0	0	0	0	0	0
01:00	3	-	43.9	0	0	0	0	3	0	0	0	0	0	0	0
02:00	2	-	37.1	0	0	0	1	1	0	0	0	0	0	0	0
03:00	5	-	37.8	0	0	0	1	2	1	0	0	1	0	0	0
04:00	6	-	41	0	0	0	1	2	1	1	1	0	0	0	0
05:00	20	42.6	35.1	0	0	2	11	3	3	0	1	0	0	0	0
06:00	70	43.9	38.6	0	0	1	12	18	6	5	0	0	0	0	0
07:00	161	46	38.8	0	0	2	32	55	18	4	1	0	0	0	0
08:00	194	48.8	39.9	1	1	18	113	20	1	0	0	0	0	0	0
09:00	161	39.9	34.2	1	0	31	107	17	3	0	0	0	0	0	0
10:00	169	40.4	34.8	1	0	30	107	23	5	2	1	0	0	0	0
11:00	134	41.7	33.9	2	2	32	71	20	4	3	0	0	0	0	0
12:00	834	36.7	31.8	0	2	269	356	23	2	1	0	0	0	0	0
13:00	534	36.5	32.2	1	1	169	336	22	3	1	0	0	0	0	0
14:00	469	35.3	31.9	0	4	182	260	11	1	0	0	0	0	0	0
15:00	554	38	33.2	0	0	94	427	26	1	0	2	0	0	0	0
16:00	467	37.2	32.5	0	0	169	259	28	6	3	0	2	0	0	0
17:00	402	37.8	32.8	0	1	177	206	11	3	3	0	1	0	0	0
18:00	301	36.4	33.6	0	0	98	233	25	5	2	0	0	0	0	0
19:00	194	42.3	35.1	0	0	7	74	19	2	1	0	0	0	0	0
20:00	91	41.6	36.7	0	0	9	34	5	2	1	0	0	0	0	0
21:00	45	40.8	35.1	0	0	1	30	7	2	0	0	0	0	0	0
22:00	36	45	36.9	0	0	2	15	6	5	0	0	0	0	0	0
23:00	8	-	35.5	0	0	0	7	1	0	0	0	0	0	0	0
12hr 7-19	4247	37.4	32.8	1	10	1286	2439	244	51	16	4	4	4	4	4
16hr 6-22	4388	37.8	32.9	1	10	1299	2531	249	52	16	4	4	4	4	4
16hr 6-24	4388	37.8	32.9	1	10	1299	2531	249	52	16	4	4	4	4	4
24hr 0-24	4388	37.7	32.9	1	10	1299	2531	249	52	16	4	4	4	4	4
Thu 24-Nov-22																	
00:00	3	-	37.9	0	0	0	2	1	0	0	0	0	0	0	0
01:00	2	-	33.6	0	0	0	2	0	0	0	0	0	0	0	0
02:00	3	-	32.8	0	0	1	1	1	0	0	0	0	0	0	0
03:00	3	-	39.1	0	0	0	1	2	0	0	1	0	0	0	0
04:00	7	-	41	0	0	0	2	2	0	1	1	0	1	0	0
05:00	25	45.4	37.7	0	0	1	4	11	6	2	1	0	0	0	0
06:00	73	48	39.8	0	0	1	19	40	8	4	1	0	0	0	0
07:00	171	50.5	42.3	0	0	3	33	106	18	9	2	0	0	0	0
08:00	163	39.4	36	0	1	48	110	14	5	2	1	0	0	0	0
09:00	124	39.6	34.8	0	0	27	81	13	4	0	0	0	0	0	0
10:00	122	39.1	33.1	0	0	34	69	12	5	2	0	0	0	0	0
11:00	152	39.2	33.7	0	0	42	84	19	4	3	0	0	0	0	0
12:00	167	39.6	33.6	0	0	31	116	9	6	0	0	0	0	0	0
13:00	161	37.7	32.9	1	0	37	92	9	2	0	0	0	0	0	0
14:00	207	36	33.3	0	0	69	107	18	4	1	1	0	0	0	0
15:00	265	34.6	32.5	0	0	101	139	19	2	3	0	0	0	0	0
16:00	369	37.6	33.6	0	0	99	217	22	5	1	0	0	0	0	0
17:00	342	38.6	34.5	0	0	57	243	35	5	1	0	1	0	0	0
18:00	199	41.1	34.8	0	0	42	118	26	11	1	0	0	0	0	0
19:00	81	42.7	35.4	0	0	10	38	20	2	1	0	0	0	0	0
20:00	53	44.6	36.9	0	0	4	24	9	2	3	0	0	0	0	0
21:00	34	45.8	38.6	0	0	2	15	12	3	1	0	1	0	0	0
22:00	40	45.6	38.6	0	0	3	19	12	4	1	0	1	0	0	0
23:00	20	-	37.1	0	0	2	8	7	1	0	0	0	0	0	0
12hr 7-19	1795	38.5	33.7	1	0	557	1231	213	59	19	2	1	0	0	0
16hr 6-22	2035	39.4	33.9	1	0	733	1234	265	73	19	2	1	0	0	0
16hr 6-24	2055	39.3	33.8	1	0	736	1240	272	82	20	2	1	0	0	0
24hr 0-24	2101	39.3	34	1	0	746	1272	284	87	23	3	1	0	0	0
Fri 25-Nov-22																	
00:00	4	-	39.7	0	0	0	3	1	0	0	0	0	0	0	0
01:00	2	-	33.9	0	0	0	2	0	0	0	0	0	0	0	0
02:00	2	-	33.6	0	0	1	1	0	0	0	0	0	0	0	0
03:00	3	-	36.3	0	0	0	2	0	1	0	0	0	0	0	0
04:00	7	-	40	0	0	0	0	5	1	0	1	0	0	0	0
05:00	22	47.4	37	0	0	1	3	10	4	3	1	0	0	0	0
06:00	72	44.2	38.9	0	0	1	13	35	13	6	1	0	0	0	0
07:00	170	51.1	42.9	0	0	2	30	58	18	4	1	0	0	0	0
08:00	163	39.4	34.9	0	2	41	87	17	3	0	0	0	0	0	0
09:00	167	47	36.8	0	0	15	119	20	8	3	1	0	0	0	0
10:00	205	39.6	34.7	0	0	53	101	23	2	3	1	0	0	0	2
11:00	324	39.3	34.3	1	0	59	221	29	12	1	0	0	0	0	1
12:00	447	38.8	34.5	0	0	78	329	29	11	2	0	1	0	0	2
13:00	394	38.8	34.2	0	0	68	279	39	5	2	0	0	0	0	1
14:00	559	38.1	33.6	0	1	137	394	37	14	5	0	0	0	0	1
15:00	467	39.5	33.9	0	0	106	270	41	10	1	0	0	0	0	2
16:00	434	39.4	34.6	0	0	78	296	36	5	3	0	0	0	0	2
17:00	353	40.6	35.1	0	0	71	240	34	4	1	2	0	0	0	1
18:00	222	40.2	35.1	0	0	55	142	26	11	1	0	0	0	0	1
19:00	135	40.9	35.5	0	0	23	86	16	7	1	0	0	0	0	2
20:00	49	43.7	36.9	0	0	5	27	8	4	3	0	0	0	0	2
21:00	77	41.5	36.4	0	0	13	52	10	1	0	0	0	0	0	1
22:00	36	41.3	35.4	0	0	11	20	2	2	1	0	0	0	0	0
23:00	22	40.3	33.5	0	0	4	13	4	0	0	0	0	0	0	1
12hr 7-19	3441	39.4	34.6	2	3	536	2021	333	99	23	7	3	0	0	5
16hr 6-22	4119	39.3	34.6	2	3	693	2646	372	116	28	7	3	0	2	5
16hr 6-24	4162	39.5	34.6	2	3	699	2737	393	118	28	7	3	0	2	5
24hr 0-24	4222	39.6	34.6	2	4	702	2754	397	123	31	8	3	0	2	5
Sat 26-Nov-22																	
00:00	17	41.1	35.8	0	0	2	13	1	1	0	0	0	0	0	0
01:00	4	-	39.9	0	0	0	3	0	0	1	0	0	0	0	0
02:00	6	-	36	0	0	1	2	2	1	0	0	0	0	0	0
03:00	3	-	38.4	0	0	0	1	1	0	1	0	0	0	0	0
04:00	5	-	59.2	0	0	0	0	1	0	1	2	1	0	0	0
05:00	15	48.4	37.9	0	0	1	4	6	2	0	1	0	0	0	0
06:00	15	40.8	34.9	0	0	3	10	1	0	1	0	0	0	0	0
07:00	61	42.3	35.4	0	0	5	26	8	2	0	0	0	0	0	0
08:00	73	41.7	35.6	0	0	13	40	13	5	1	0	0	0	0	0
09:00	128	42.2	36.1	0	0	12	63	20	9	2	2	0	0	0	0
10:00	204	41.3	34.8	0	1	55	105	32	10	1	0	0	0	0	0
11:00	267	41.8	35.9	0	0	45	160	46	12	1	0	0	0	0	2
12:00	404	37.7	32.8	0	2	102	264	16	9	5	4	0	0	0	2
13:00	337	41.2	34.9	0	0	58	201	42	12	1	1	0	0	0	2
14:00	166	41.6	34.6	0	2	36	88	19	5	0	0	0	0	0	0
15:00	151	40.3	34.2	0	0	33	84	22	5	2	0	0	0	0	0
16:00	119	40.4	34.8	0	0	23	59	23	9	1	0	0	0	0	0
17:00	127	43.4	35.6	0	0	21	70	13	6	1	1	0	0	0	2
18:00	85	43.1	35.8	0	0	14	50	10	5	0	0	0	0	0	0
19:00	76	40.7	35.6	0	0	11	51	10	3	0	0	0	0	0	1
20:00	50	39.7	34.8	0	0	10	36	4	0	1	0	0	0	0	0
21:00	67	40.6	34.7	0	0	17	36	10	1	1	0	0	0	0	0
22:00	35	40.4	34	0	0	11	17	4	0	0	0	0	0	0	0
23:00	12	40.8	35.6	0	0	2	8	2	0	0	0	0	0	0	0
12hr 7-19	1767	40.5	34.2	0	7	372	1026	239	69	20	9	4	4	2	4
16hr 6-22	2405	40.4	34.3	3	7	519	1393	264	74	23	9	4	4	2	4
16hr 6-24	2480	40.4	34.2	3	7	521	1418	272	75	24	9	4	4	2	4
24hr 0-24	2522	40.5	34.4	3	7	542	1442	277	78	31	10	4	4	2	4
Sun 27-Nov-22																	
00:00	10	-	39.9	0	0	2	6	1	0	1	0	0	0	0	0
01:00	4	-	40.9	0	0	0	3	0	0	1	0	0	0	0	0
02:00	2	-	37.7	0	0	1	1	0	0	0	0	0	0	0	0
03:00	1	-	42.7	0	0	0	0	1	0	0	0	0	0	0	0
04:00	2	-	50.2	0	0	0	0	2	0	0	0	0	0	0	0
05:00	8	-	43.9	0	0	0	2	3	1	0	1	0	1	0	0
06:00	11	44.5	36.4	0	0	0	2	6	2	1	0	0	0	0	0
07:00	21	40.8	36.5	0	0	0	6	10	2	2	1	0	0	0	0
08:00	49	41.8	36.8	0	0	1	8	21	12	4	3	1	0	0	0
09:00	82	41.9	35.5	0	0	5	24	30	14	5	1	1	0	0	2
10:00	108	40.7	35.3	0	0	7	29	50	16	4	1	0	0	0	1
11:00	164	40.9	34.5	0	0	9	40	84	23	6	1	0	0	0	1
12:00	240	41.4	35.2	0	0	8	60	124	29	12	3	2	0	0	1
13:00	174	42.5	35.9	0	0	3	32	109	18	10	1	0	0	0	1
14:00	209	39.6	34.3	0	0	6	69	120	10	4	0	0	0	0	0
15:00	260	40.6	34.5	0	0	11	71	149	27	1	0	0	0	0	1
16:00	244	38.6	33.9	0	0	9	59	157	17	1	1	0	0	0	0
17:00	166	40.6	33.7	0	1	9	28	107	22	6	2	0	0	0	0
18:00	76	42.4	35.2	0	0	2	8	45	11	3	1	0	0	0	0
19:00	65	43.1	35.3	0	0	0	18	31	7	4	1	0	0	0	0
20:00	54	39.2	34.8	0	0	1	9	31	8	3	1	0	0	0	0
21:00	44	42.5	35.9	0	0	0	9	25	7	2	0	0	1	0	0
22:00	19	40.1	35.1	0	0	0	2	13	2	1	0	0	1	0	0
23:00	6	-	41.3	0	0	0	1	1	2	0	0	0	0	0	0
12hr 7-19	1910	40.6	34.8	0	1	74	437	1107	234	79	34	9	5	0	0
16hr 6-22	2149	40.6	34.9	0	1	81	519	1272	234	87	34	9	5	0	0
16hr 6-24	2173	40.6	35	0	1	82	525	1286	239	88	34	9	5	0	0
24hr 0-24	2201	40.6	35	0	1	82	525	1286	240	92	35	7	5	0	0
Daily Totals																	
Mon 21-Nov-22	2373	40.2	34.3	2	4	584	1408	243	80	15	7	4	0	0	0
Tue 22-Nov-22	2573	39.8	35.2	0	8	548	1647	249	80	23	7	3	0	0	0
Wed 23-Nov-22	4404	37.7	32.9	1	10	1316	2539	253	52	17	5	4	4	4	4
Thu 24-Nov-22	2101	39.3	34	1	0	746	1272	284	87	23	3	1	0	0	0
Fri 25-Nov-22	4222	39.6	34.6	2	4	702	2754	397	123	31	8	3	0	2	5
Sat 26-Nov-22	2522	40.5	34.4	3	7	542	1442	277	78	31	10	4	4	2	4
Sun 27-Nov-22	2201	40.6	35	0	1	82	525	1286	240	92	35	7	5	0	0
Total Vehicles																	
7-5	31086	39.7	34.8	12	49	5158	13345	1992	611	158	46	30	16	11	10





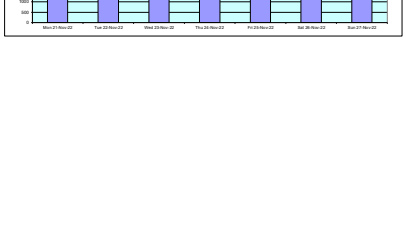
27372	MIDDLETON STONEY	Site No: 27372001	Location	Site 1 - B430 Ardley Road (att to LC)
		Channel: Northbound		

TIME PERIOD	Mon 21/11/22	Tue 22/11/22	Wed 23/11/22	Thu 24/11/22	Fri 25/11/22	Sat 26/11/22	Sun 27/11/22	5-Day Av	7-Day Av
Week Begin: 21-Nov-22									
00:00	**2**	5	4	3	4	17	10	4	6
01:00	**3**	3	3	3	2	4	4	3	3
02:00	**1**	4	2	3	2	6	3	2	3
03:00	**5**	4	5	5	3	5	1	4	4
04:00	**5**	3	6	7	7	5	2	6	5
05:00	**22**	23	25	25	22	15	8	23	20
06:00	**65**	79	78	73	72	15	11	73	56
07:00	**161**	149	181	171	110	51	21	154	121
08:00	**177**	185	194	190	163	73	46	182	147
09:00	**137**	137	161	126	167	129	107	146	138
10:00	**129**	175	159	148	245	204	146	171	172
11:00	**146**	116	135	192	324	267	207	183	198
12:00	**179**	129	534	167	447	488	240	291	312
13:00	**156**	163	536	161	306	244	174	264	249
14:00	**144**	174	499	307	588	165	208	342	298
15:00	**200**	237	354	393	467	156	260	330	295
16:00	**272**	349	467	395	434	178	248	383	335
17:00	**242**	298	492	342	368	127	186	348	294
18:00	**125**	180	361	198	222	85	72	217	178
19:00	**50**	69	104	81	76	74	85	76	77
20:00	**41**	30	51	53	49	82	94	45	57
21:00	**29**	28	43	38	77	67	44	43	47
22:00	**17**	23	34	40	54	33	18	34	31
23:00	**5**	10	6	10	23	12	6	11	10
12H,7-19	**2068**	**2292**	**4073**	**2790**	**3841**	**2167**	**1915**	**3013**	**2735**
16H,6-22	**2253**	**2498**	**4349**	**3035**	**4115**	**2405**	**2149**	**3250**	**2972**
18H,6-24	**2275**	**2531**	**4389**	**3085**	**4192**	**2450**	**2173**	**3294**	**3014**
24H,0-24	**2313**	**2573**	**4434**	**3131**	**4232**	**2502**	**2201**	**3337**	**3055**
Am	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**11:00**	**11:00**		
Peak	**177**	**185**	**194**	**192**	**324**	**267**	**207**		
Pm	**16:00**	**16:00**	**13:00**	**16:00**	**14:00**	**12:00**	**15:00**		
Peak	**272**	**349**	**536**	**395**	**588**	**488**	**260**		

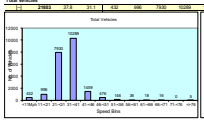


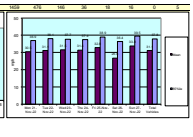
Data produced by
Transport Surveys Ltd

27372		MIDDLETON STONEY				Site No: 27372001 Channel: Southbound				Location: Site 1 - B430 Ardley Road (att to LC)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Nov-22															
00:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0
06:00	253	6	226	19	0	1	0	0	0	0	0	0	0	0	0
07:00	484	2	447	137	3	5	2	1	3	0	2	2	0	0	0
08:00	377	1	289	71	2	2	2	0	5	0	4	1	0	0	0
09:00	183	0	148	26	0	1	0	0	2	1	1	1	0	0	0
10:00	218	0	155	44	0	1	1	0	4	1	2	2	0	0	2
11:00	204	2	127	55	2	3	2	0	9	1	2	0	0	0	0
12:00	139	0	95	27	1	2	0	0	4	1	2	2	0	0	0
13:00	118	1	83	28	1	2	1	0	1	0	1	0	0	0	0
14:00	107	1	100	23	1	3	1	0	0	0	2	0	0	0	0
15:00	125	0	94	23	0	3	1	0	0	0	0	0	0	0	1
16:00	160	1	132	24	0	0	1	0	0	0	0	0	0	0	0
17:00	151	1	125	24	0	0	0	0	0	0	1	0	0	0	0
18:00	116	0	100	13	0	0	0	0	2	0	1	0	0	0	0
19:00	33	0	29	4	0	0	0	0	0	0	0	0	0	0	0
20:00	27	0	22	5	0	0	0	0	0	0	0	0	0	0	0
21:00	14	0	12	1	0	0	0	0	1	0	0	0	0	0	0
22:00	12	0	9	2	0	0	0	0	0	0	0	0	0	0	0
23:00	7	0	6	0	0	0	0	0	0	0	1	0	0	0	0
24H 7-19	2078	5	1803	317	10	23	13	1	25	3	19	8	0	0	2
16H 6-22	2023	5	2235	303	10	23	13	1	22	3	19	8	0	0	4
12H 6-18	2042	5	2269	289	10	23	13	1	23	3	22	8	0	0	4
24H 6-06	2054	5	2269	303	10	23	13	1	23	3	20	8	0	0	4
Tue 22-Nov-22															
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	3	1	0	0	0	0	0	0	0	0	0	0	1
05:00	20	0	17	3	0	0	0	0	0	0	0	0	0	0	0
06:00	218	2	198	12	1	1	0	0	1	0	1	0	0	0	0
07:00	625	2	510	99	2	1	6	0	4	0	0	1	0	0	0
08:00	509	1	395	95	0	4	3	0	6	0	2	3	0	0	0
09:00	216	1	156	44	1	2	3	0	7	0	0	0	0	0	0
10:00	225	0	171	42	0	3	2	0	3	2	0	0	0	0	0
11:00	159	0	103	41	0	1	2	0	6	0	1	2	0	0	0
12:00	124	0	88	25	0	2	1	0	4	0	1	2	0	0	1
13:00	103	3	64	20	1	1	1	0	2	0	0	1	0	0	0
14:00	116	0	83	23	0	2	1	0	1	0	1	1	0	0	0
15:00	150	1	106	30	2	1	7	0	3	0	0	0	0	0	0
16:00	170	0	136	30	0	2	1	0	0	0	1	0	0	0	0
17:00	175	2	150	22	0	0	0	0	0	0	0	0	0	0	0
18:00	104	2	91	10	0	0	0	0	0	0	0	0	0	0	0
19:00	67	0	51	4	0	0	0	0	0	0	0	0	0	0	0
20:00	35	0	26	8	0	0	0	0	0	0	0	0	0	0	0
21:00	24	0	17	6	0	0	0	0	1	0	0	0	0	0	0
22:00	20	0	9	6	0	1	1	0	1	0	1	0	0	0	0
23:00	8	0	7	0	0	0	0	0	0	0	1	0	0	0	0
24H 7-19	2829	11	1974	429	9	17	29	1	36	0	9	9	0	0	1
16H 6-22	2823	13	2236	407	9	19	29	1	36	2	7	13	0	0	1
12H 6-18	2827	13	2234	387	9	19	29	1	36	2	7	13	0	0	1
24H 6-06	2837	13	2269	412	9	20	31	1	36	2	7	13	0	0	1
Wed 23-Nov-22															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	0	0	0	0	1	0	0	0	0	0	0	0
04:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
05:00	21	0	16	3	0	0	0	0	0	0	0	0	0	0	0
06:00	249	1	195	39	0	1	0	0	2	0	1	0	0	0	0
07:00	474	1	377	87	1	1	1	1	1	0	1	1	0	0	0
08:00	381	1	317	57	1	2	1	0	2	0	0	0	0	0	1
09:00	226	0	170	49	1	2	1	0	2	0	0	0	0	0	0
10:00	171	2	126	27	0	1	1	0	3	0	0	0	0	0	0
11:00	149	0	112	27	0	1	4	0	3	0	1	1	0	0	0
12:00	167	0	137	22	0	0	1	0	5	0	0	2	0	0	0
13:00	171	1	125	29	0	3	4	0	3	0	3	3	0	0	0
14:00	160	0	121	27	3	0	2	0	4	0	0	0	1	0	1
15:00	162	0	140	20	0	2	4	0	1	1	0	3	0	0	0
16:00	152	0	118	28	0	1	1	0	1	0	1	1	0	0	0
17:00	167	1	154	10	0	2	0	0	0	0	0	1	0	0	0
18:00	142	0	123	15	0	1	0	0	2	0	0	1	0	0	0
19:00	67	0	59	7	1	0	0	0	0	0	0	0	0	0	0
20:00	42	0	34	6	0	1	0	0	1	0	0	0	0	0	0
21:00	29	0	22	5	0	1	0	0	0	0	1	0	0	0	0
22:00	17	0	11	5	0	0	1	0	0	0	0	0	0	0	0
23:00	13	0	9	3	0	0	0	0	0	0	1	0	0	0	0
24H 7-19	3043	9	2561	425	7	20	24	1	29	2	9	12	0	0	3
16H 6-22	3009	7	2338	405	8	22	25	1	27	2	10	14	0	0	3
12H 6-18	2978	7	2305	385	8	22	24	1	26	2	11	14	0	0	3
24H 6-06	3027	7	2361	405	8	24	25	1	28	2	11	14	0	0	3
Thu 24-Nov-22															
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	5	1	0	0	0	0	0	0	0	0	0	0	1
05:00	20	0	16	3	0	0	0	0	0	0	0	0	0	0	0
06:00	199	1	159	33	0	1	0	0	2	0	1	0	0	0	0
07:00	467	0	442	99	1	3	2	0	8	0	1	1	0	0	0
08:00	365	0	295	41	0	3	1	0	6	0	2	0	0	0	0
09:00	179	0	142	23	1	4	2	0	3	0	1	1	0	0	0
10:00	165	0	135	20	1	1	2	0	4	0	2	0	0	0	0
11:00	149	0	111	26	2	2	4	0	4	0	0	0	0	0	0
12:00	154	0	98	37	1	2	2	0	4	0	2	8	0	0	0
13:00	160	0	139	21	0	2	0	1	1	0	0	1	0	0	0
14:00	150	1	115	29	0	2	1	0	1	0	0	1	0	0	0
15:00	137	1	122	9	0	2	1	0	0	0	0	1	0	0	0
16:00	158	0	133	20	0	2	1	0	2	0	0	0	0	0	0
17:00	152	1	141	10	0	0	0	0	0	0	0	0	0	0	0
18:00	93	0	81	11	0	0	0	0	0	0	1	0	0	0	0
19:00	62	0	52	10	0	0	0	0	0	0	0	0	0	0	0
20:00	39	0	35	4	0	0	0	0	0	0	0	0	0	0	0
21:00	31	0	27	4	0	0	0	0	0	0	0	0	0	0	0
22:00	38	1	30	3	0	0	0	0	0	0	4	0	0	0	0
23:00	28	0	24	3	0	0	0	0	0	0	1	0	0	0	0
24H 7-19	3007	6	1869	367	9	28	24	1	37	2	9	7	0	0	0
16H 6-22	3038	9	2307	408	9	28	24	1	37	2	9	7	0	0	0
12H 6-18	3041	7	2315	401	9	28	24	1	36	2	10	7	0	0	0
24H 6-06	3042	7	2340	419	9	28	25	1	36	2	10	9	0	0	0
Fri 25-Nov-22															
00:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
05:00	19	0	16	2	0	0	0	0	0	0	1	0	0	0	0
06:00	153	0	119	30	0	0	1	0	2	0	1	0	0	0	0
07:00	369	4	294	64	0	2	1	0	2	0	2	0	0	0	0
08:00	245	3	195	38	2	1	1	0	2	0	1	2	0	0	0
09:00	193	0	152	23	1	3	2	0	3	0	1	1	0	0	0
10:00	247	0	208	30	1	2	1	0	3	0	1	1	0	0	0
11:00	249	0	207	40	0	4	4	0	4	0	1	4	0	0	0
12:00	208	1	155	46	2	1	1	0	4	0	1	3	0	0	0
13:00	222	4	244	34	0	4	1	1	2	0	2	2	0	0	0
14:00	207	2	173	27	1	2	1	0	1	0	0	0	0	0	0
15:00	207	2	170	28	1	2	1	0	2	0	1	0	0	0	0
16:00	200	3	219	42	3	0	1	0	2	0	1	0	0	0	0
17:00	190	1	172	14	0	0	0	0	0	0	1	2	0	0	0
18:00	122	0	101	21	0	0	0	0	0	0	0	0	0	0	0
19:00	62	1	58	3	0	0	0	0	0	0	0	0	0	0	0
20:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0
21:00	22	0	15	5	0	0	0	0	0	0	2	0	0	0	0
22:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0
23:00	26	1	21	2	0	0	0	0	0	1	1	0	0	0	0
24H 7-19	3349	21	2891	537	13	24	20	2	31	2	14	10	0	0	0
16H 6-22	3439	24	2994	553	13	25	20	2	33	2	15	11	0	0	0
12H 6-18	3412	23	2949	508	13	25	20	2	32	2	15	11	0	0	0
24H 6-06	3726	24	2989	668	13	25	20	2	33	2	15	13	0	0	0
Sat 26-Nov-22															
00:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	3	1	1	0	0	0	0	0	0	0	0	0	0
03:00	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
06:00	32	1	26	5	0	0	0	0	0	0	0	0	0	0	0
07:00	91	1	80	10	0	0	0	0	0	0	0	0	0	0	0
08:00	132	1	107	19	0	0	0	0	0	0	5	0	0	0	0
09:00	111	1	93	14	0	0	0	0	0	0	3	0	0	0	0
10:00	439	1	382	51	3	1	0	0	0	0	1	0	0	0	0
11:00	459	1	382	57	3	1	0	0	0	0	0	0	0	0	0
12:00	539	3	440	45	10	1	1	0	6	0	4	0	0	0	0
13:00	526	4	452	47	4	4	0	1	3	0	2	2	0	0	0
14:00	382	0	247	37	0	4	0	0	1	0	0	0	0	0	0
15:00	198	3	146	18	0	0	0	0	0	0	0	0	0	0	0
16:00	151	1	133	17	0	0	0	0	0	0	0	0	0	0	0
17:00	143	0	119	13	0	0	0	0	0	0	0	0	0	0	0
18:00	88	0	77	11	0	0	0	0	0	0	0	0	0	0	0
19:00	47	0	45	2	0	0	0	0	0	0	0	0	0	0	0
20:00	29	0	27	2	0	0	0	0	0	0	0	0	0	0	0
21:00	15	0	9	5	0	0	0	0	0	0	0	0	0	0	0
22:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0	0
23:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
24H 7-19	2696	14	2469	366	17	4	16	1	12	0	7	2	0	0	0
16H 6-22	2936	16	2713	377	17	7	16	1	13	0	7	3	0	0	0
12H 6-18	3132	15	2727	318	17	7	15	1	12	0	7	3	0	0	0
24H 6-06	3170	16	2764	353	18	8	16	1	13	0	7	3	0	0	0
Sun 27-Nov-22															
00:00	8	0	4	3	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
06:00	21	0	17	4	0	0	0	0	0	0	0	0	0	0	0
07:00	29	0	22	7	0	0	0	0	0	0	0	0	0	0	0
08:00	43	0	35	7	0	0	0	0	0	0	1	0	0	0	0
09:00	109	0	90	13	0	0	0	0	0	1	5	0	0	0	0
10:00	174	3	148	22	0	0	0	0	0	0	0	0	0	0	0
11:00	169	0	131	19	0	0	0	0	0	0	2	0	0	0	0
12:00	267	0	206	29	0	0	0	0	0	0	0	1	0	0	0
13:00	182	0	147	14	0	0	0	0	0	0	0	0	0	0	0
14:00	187	4	164	18	0	0	0	0	0	0	0	0	0	0	0
15:00	311	1	277	32	0	0	0	0	0	0	0	0	0	0	0
16:00	402	1	353	33	0	1	0	0	0	0	0	0	0	0	0
17:00	307	2	270	32	0	0	0	0	0	0	0	0	0	0	0
18:00	280	0	247	31	0	0	0	0	0	0	1	0	0	0	0
19:00	157	0	151	5	0	0	1	0	0	0	0	0	0	0	0
20:00	33	0	30	3	0	0	0	0	0	0	0	0	0	0	0
21:00	43	1	36	6	0	0	0	0	0	0	0	0	0	0	0
22:00	157	0	133	18	2	1	0	0	0	0	1	2	0	0	0
23:00	53	0	40	9	0	0	0	0	0	0	0	0	0	0	0
24H 7-19	2488	13	2263	363	8	2	2	0	8	0	6	2	0	0	0
16H 6-22	2749	16	2473	368	8	2	2	0	8	0	6	2	0	0	0
12H 6-18	2647	13	2443	317	7	2	2	0	8	0	6	2	0	0	0
24H 6-06	3045	16	2801	393	8	2	4	0	8	0	6	2	0	0	0
Daily Totals															
Mon 21-Nov-22	2054	5	2269	303	10	23	13	1	23	3	20	8	0	0	4
Tue 22-Nov-22	2837	13	2269	412	9	20	31	1	36	2	7	13	0	0	1
Wed 23-Nov-22	3027	7	2361	405	8	24	25	1	28	2	11	14	0	0	3
Thu 24-Nov-22	3042	7	2340	419	9	28	25	1	36	2	10	9	0	0	0
Fri 25-Nov-22	3726	24	2989	668	13	25	20	2	33	2	15	13	0	0	0
Sat 26-Nov-22	3170	16	2764	353	18	8	16	1	13	0	7	3	0	0	0
Sun 27-Nov-22	3028	12	2801	393	8	2	4	0	8	0	6	2	0	0	0
Total Vehicles															
(c)	21853	86	17663	3350	88	132	104	7	197	10	79	66	0	0	8



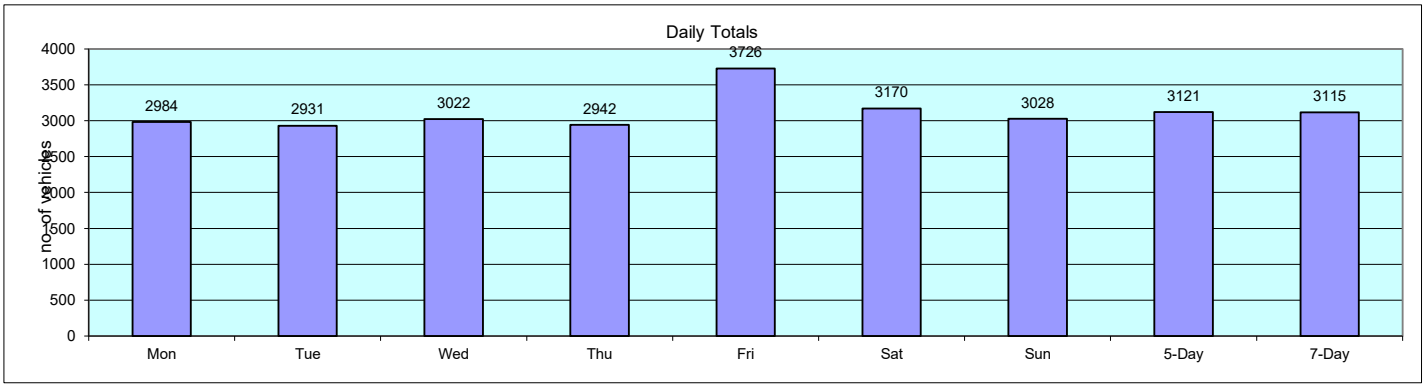
27372		MIDDLETON STONEY		Site No: 27372001												Location: Site 1 - B430 Ardley Road (ant to LC)						
				Channel: Southbound																		
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11kph	11-->21	21-->31	31-->41	41-->46	46-->51	51-->56	56-->61	61-->66	66-->71	71-->76	>=76						
Mon 31-Nov-22																						
00:00	4	-	41.8	0	0	1	1	0	1	0	1	0	0	0	0							
01:00	2	-	40	0	0	0	1	1	0	0	0	0	0	0	0							
02:00	3	-	39.1	0	0	1	1	1	0	0	0	0	0	0	0							
03:00	2	-	40.4	0	0	0	1	0	1	0	0	0	0	0	0							
04:00	5	-	37.2	0	0	0	2	2	0	1	0	0	0	0	0							
05:00	16	40.4	36.4	0	0	0	1	10	2	3	0	0	0	0	0							
06:00	263	39.4	32.3	0	15	47	109	24	6	4	0	0	0	0	0							
07:00	604	32.9	29.1	24	116	169	134	14	4	3	0	0	0	0	0							
08:00	417	30.8	26.7	21	77	168	126	14	6	4	0	0	0	0	0							
09:00	312	30.4	27.2	1	12	91	93	10	3	2	0	0	0	0	0							
10:00	316	32.4	28.9	0	20	69	85	16	5	1	0	0	0	0	0							
11:00	284	36.4	31.8	0	3	52	107	9	5	6	0	0	0	0	0							
12:00	128	37.9	32.6	0	0	17	47	7	3	1	0	0	0	0	0							
13:00	110	37.7	33	1	0	12	63	5	4	2	0	0	0	0	0							
14:00	137	38.4	32.6	1	1	15	76	9	4	1	0	0	0	0	0							
15:00	126	37.2	32.5	0	0	12	64	3	2	2	0	0	0	0	0							
16:00	168	38	31.6	1	2	28	74	11	3	1	0	0	0	0	0							
17:00	161	37.4	32.4	1	0	12	88	9	3	3	0	0	0	0	0							
18:00	114	40.5	33.1	0	1	9	61	18	4	0	0	0	0	0	0							
19:00	58	39.8	34.9	0	0	4	32	7	4	0	0	0	0	0	0							
20:00	27	43.7	35.9	0	0	0	8	12	4	1	2	0	0	0	0							
21:00	14	41	34.6	0	0	0	4	8	1	0	1	0	0	0	0							
22:00	12	40.1	37.5	0	0	1	2	2	2	1	0	1	1	0	0							
23:00	7	-	30.8	0	0	1	0	3	1	0	0	1	0	0	0							
00h-7-19	2078	36.2	30	26	150	1140	1092	116	38	14	0	0	0	0	2							
06h-22	2553	34.9	29.3	25	127	1207	1169	149	45	23	3	0	0	0	2							
16h-0-24	2952	36.8	30.6	28	147	1339	1278	181	68	23	3	0	0	0	2							
24h-0-24	2964	36.8	30.6	28	147	1341	1282	183	68	24	4	0	0	0	2							
Tue 22-Nov-22																						
00:00	3	-	33.3	1	0	0	2	1	0	1	0	0	0	0	0							
01:00	2	-	43.2	0	0	1	1	1	0	0	0	0	0	0	0							
02:00	5	-	40.6	0	0	0	0	3	0	1	0	1	0	0	0							
03:00	3	-	42.7	0	0	0	1	1	0	1	0	0	0	0	0							
04:00	8	-	42.8	0	0	0	1	3	2	1	0	1	0	0	0							
05:00	21	45.5	39.6	0	0	0	3	10	3	3	1	1	0	0	0							
06:00	268	39.3	33.1	2	3	35	76	21	4	5	0	0	0	0	0							
07:00	474	33.8	29.3	3	52	277	132	7	3	0	0	0	0	0	0							
08:00	361	34.1	29.6	3	25	209	113	9	0	0	0	0	0	0	0							
09:00	238	36.4	32.3	1	2	52	150	21	3	7	0	0	0	0	0							
10:00	171	39.1	35.6	0	2	17	81	13	3	2	0	0	0	0	0							
11:00	126	38	32.4	0	2	18	81	10	5	2	0	0	0	0	0							
12:00	167	37.1	31.5	3	12	48	85	9	2	0	0	0	0	0	0							
13:00	171	39.7	32.9	0	8	37	88	14	5	1	0	0	0	0	0							
14:00	160	38.8	33.6	0	4	31	77	14	5	1	0	0	0	0	0							
15:00	152	38.6	32.9	2	0	32	82	12	4	1	0	0	0	0	0							
16:00	162	38.8	32.7	2	0	31	100	15	2	2	0	0	0	0	0							
17:00	167	38.5	32.9	0	0	35	118	13	2	0	0	0	0	0	0							
18:00	143	37.6	32.6	1	0	38	91	10	0	2	0	0	0	0	0							
19:00	67	41.6	35.8	0	0	10	41	14	1	1	0	0	0	0	0							
20:00	43	43.2	35.4	0	0	6	25	6	3	1	0	0	0	0	0							
21:00	28	42.2	34.1	0	0	3	16	7	1	1	0	0	0	0	0							
22:00	17	48.1	36.4	0	0	2	9	2	3	1	0	0	0	0	0							
23:00	11	46.8	36.9	0	0	1	7	1	2	0	0	0	0	0	0							
00h-7-19	2061	37.4	31.3	14	89	1132	737	68	20	5	1	0	0	0	0							
06h-22	2553	37.4	31.3	14	89	1132	1436	149	45	23	3	0	0	0	0							
16h-0-24	2952	37.8	31.6	16	94	1199	1453	183	68	24	4	0	0	0	0							
24h-0-24	2964	37.7	31.5	16	94	1199	1453	183	68	24	4	0	0	0	0							
Thu 24-Nov-22																						
00:00	4	-	47.8	0	0	1	0	0	1	0	2	0	0	0	0							
01:00	2	-	43.5	0	0	0	1	0	0	1	0	0	0	0	0							
02:00	5	-	39.9	0	0	0	2	1	1	0	0	1	0	0	0							
03:00	1	-	39.1	0	0	0	0	1	0	0	0	0	0	0	0							
04:00	7	-	38.8	0	0	0	3	2	0	0	1	1	0	0	0							
05:00	25	39.1	33.4	0	0	0	13	7	3	1	0	1	0	0	0							
06:00	169	40	33.8	1	2	20	69	18	5	4	0	0	0	0	0							
07:00	501	33.6	27.8	2	62	209	171	9	4	4	0	0	0	0	0							
08:00	365	34.1	28.9	0	7	174	113	10	1	0	0	0	0	0	0							
09:00	179	36.7	32.9	0	0	57	94	13	5	0	0	0	0	0	0							
10:00	163	36.4	31.5	0	4	52	91	11	1	0	0	0	0	0	0							
11:00	135	38	32.7	1	1	32	81	13	4	2	0	0	0	0	0							
12:00	144	39.6	33.9	0	2	45	78	12	6	1	0	0	0	0	0							
13:00	164	38.1	32	0	1	55	85	10	3	2	0	0	0	0	0							
14:00	165	36.3	31.9	0	0	38	89	7	1	0	0	0	0	0	0							
15:00	174	37.2	31.9	0	2	53	97	9	4	0	0	0	0	0	0							
16:00	167	37	31.4	0	7	73	65	9	2	1	0	0	0	0	0							
17:00	159	36.8	32.2	1	0	41	93	9	4	1	0	0	0	0	0							
18:00	143	39	33.4	1	0	42	86	10	0	0	0	0	0	0	0							
19:00	82	42.1	35.7	0	0	13	38	7	2	1	0	0	0	0	0							
20:00	34	40.4	34.8	0	0	4	21	7	1	1	0	0	0	0	0							
21:00	29	43.8	35.5	0	0	3	14	7	4	0	1	0	0	0	0							
22:00	26	43.9	37	0	0	2	21	1	1	0	0	0	0	1	0							
23:00	8	46.1	36.5	0	0	0	4	2	0	0	1	0	0	1	0							
00h-7-19	2067	36.6	30.8	5	86	1108	1167	128	37	8	1	0	0	0	0							
06h-22	2558	37	31.2	6	96	1213	1436	157	48	19	2	1	0	0	0							
16h-0-24	2952	37.2	31.2	6	96	1239	1370	167	52	15	3	2	0	0	0							
24h-0-24	2962	37.4	31.4	6	96	1239	1387	179	55	15	3	2	0	0	0							
Fri 25-Nov-22																						
00:00	19	46.5	39.4	0	0	2	10	2	3	0	1	0	1	0	0							
01:00	6	-	35.6	0	0	0	4	1	0	0	1	0	0	0	0							
02:00	3	-	40	0	0	0	2	0	1	0	0	0	0	0	0							
03:00	1	-	29.3	0	0	0	1	0	0	0	0	0	0	0	0							
04:00	6	-	48.7	0	0	0	1	3	0	1	0	1	0	0	0							
05:00	19	44.1	38.8	0	0	0	6	9	1	1	0	1	0	1	0							
06:00	163	41.4	36	0	0	18	76	21	4	2	0	0	0	0	0							
07:00	350	37.2	32.8	0	5	111	157	21	4	2	0	0	0	0	0							
08:00	249	36.6	31.6	0	1	111	110	9	0	4	0	0	0	0	0							
09:00	163	37.7	31.8	0	1	55	85	11	2	3	0	0	0	0	0							
10:00	207	39.2	33.9	0	3	103	88	10	1	1	0	0	0	0	0							
11:00	245	38.6	33	0	3	109	111	16	5	1	0	0	0	0	0							
12:00	249	41	34	1	1	74	139	27	6	0	0	0	0	0	0							
13:00	224	39.8	33.6	0	0	100	104	12	4	4	0	0	0	0	0							
14:00	221	37.1	31.4	0	3	101	109	13	5	0	0	0	0	0	0							
15:00	267	38.1	32.7	0	1	122	131	18	7	2	0	0	0	0	0							
16:00	238	37	32.3	0	4	141	84	14	4	1	0	0	0	0	0							
17:00	222	38.2	33.2	0	2	91	109	14	4	2	0	0	0	0	0							
18:00	171	40.2	33.5	1	1	37	94	23	13	2	0	0	0	0	0							
19:00	97	44.4	36.9	0	0	7	47	19	7	5	0	0	0	0	0							
20:00	56	42.7	35.8	0	0	3	15	4	2	1	0	0	0	0	0							
21:00	37	40.6	33.1	0	0	2	17	4	2	1	0	0	0	0	0							
22:00	16	46.5	39.3	0	0	0	2	12	2	1	1	0	0	0	0							
23:00	26	49	38.7	1	0	0	4	14	3	0	1	1	0	0	2							
00h-7-19	2365	39.5	33.6	11	36	1228	1154	243	77	38	1	4	0	0	2							
06h-22	3030	38.8	33.2	13	37	1398	1679	284	93	36	1	4	4	0	0							
16h-0-24	3412	39.8	33.8	13	37	1576	1946	329	93	38	4	4	4	0	0							
24h-0-24	3426	39.9	33.8	13	37	1581	1952	334	105	38	4	4	4	0	0							
Sat 26-Nov-22																						
00:00	14	44.1	37.8	0	0	1	11	0	1	0	0	1	0	0	0							
01:00	4	-	36.8	0	0	0	2	2	0	0	0	0	0	0	0							
02:00	6	-	37.1	0	0	1	2	0	2	0	1	0	0	0	0							
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0							
04:00	4	-	39.9	0	0	0	0	2	1	1	0	0	0	0	0							
05:00	10	-	43.7	0	0	0	2	1	4	2	1	0	0	0	0							
06:00	35	43.6	39.7	0	0	0	6	16	7	4	0	0	0	0	0							
07:00	76	41.1	35.6	0	0	0	30	31	10	3	1	1	0	0	0							
08:00	85	38.3	33.9	0	1	18	39	6	5	1	0	0	0	0	0							
09:00	171	37.4	32	1	0	23	92	8	3	3	0	0	0	0	0							
10:00	235	37.7	31.1	0	3	105	113	10	2	0	0	0	0	0	0							
11:00	439	35.8	30.6	3	12	189	216	15	4	0	0	0	0	0	0							
12:00	628	33.2	28.9	21	66	282	244	9	2	4	0	0	0	0	0							
13:00	575	34.5	29.5	13	71	227	254	7	1	2	0	0	0	0	0							
14:00	355	36	30.9	4	6	109	196	12	3	0	0	0	0	0	0							
15:00	268	36.1	32.3	1	4	53	181	19	7	2	0	0	0	0	0							
16:00	191	40.5	34.1	0	0	41	85	22	3	0	0	0	0	0	0							
17:00	123	41.6	35.5	0	0	24	71	20	4	2	0	0	0	0	0							
18:00	95	42.7	35.1	0	0	12	58	14	5	1	0	0	0	0	0							
19:00	47	45.5	38.6	0	0	7	20	8	8	3	0	0	0	0	0							
20:00	26	45.6	37.8	0	0	2	15	4	1	0	0	0	0	0	0							
21:00	10	-	33.7	0	0	0	5	1	0	1	0	0	0	0	0							
22:00	17	41.9	36	0	0	1	13	0	1	2	0	0	0	0	0							
23:00	9	-	34.5	0	0	0	6	1	0	0	0	0	0	0	0							
00h-7-19	2060	39.7	35.2	24	60	409	1060	117	29	9	1	0	0	0	0							
06h-22	2109	39.1	34.8	25	62	417	1120	127	44	12	2	1	1	0	0							
16h-0-24	2702	36.2	30.7	29	162	978	1181	159	46	13	3	1	1	0	0							
24h-0-24	2719	36.4	30.8	29	162	1164	1184	161	46	13	3	1	1	0	0							
Sun 27-Nov-22																						
00:00	6	-	37.6	0	0	0	4	1	1	0	0	0	0	0	0							
01:00	5	-	37.7	0	0	0	2	2	1	0	0	0	0	0	0							
02:00	2	-	37.9	0	0	0	1	1	0	0	0	0	0	0	0							
03:00	2	-	39.4	0	0	0	0	1	1	0	0	0	0	0	0							
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0							
05:00	5	-	31.8	0	0	1	2	1	0	1	0	0	0	0	0							
06:00	9	33.7	30.7	0	0	0	6	0	1	0	0	0	0	0	0							
07:00	28	40.6	35.5	0	0	0	6	16	2	4	0	0	0	0	0							
08:00	43	40	33.4	0	0	4	18	14	2	4	1	0	0	0	0							
09:00	108	38.2	32.5	0	1	16	58	21	4	5	1	1	0	0	0							
10:00	170	39.8	33.1	0	0	23	89	32	12	3	0	0	0	0	0							
11:00	174	38.8	33.9	0	0	18	96	12	3	2	0	0	0	0	0							
12:00	267	37.9	33.2	0	0	20	139	17	6	2	0	0	0	0	0							
13:00	162	39.2	32.6	0	1	59	84	12	4	2	0	0	0	0	0							
14:00	167	39	33.3	0	2	53	106	15	1	0	0	0	0	0	0							
15:00	211	38.6	33.5	0	1	65	129	12	3	1	0	0	0	0	0							
16:00	252	38.5	33	0	6	122	112	10	1	1	0	0	0	0	0							
17:00	247	38.9	33.8	0	3	84	140	16	3	1	0	0	0	0	0							
18:00	208	38.4	33.2	1	1	69	117	16	3	1	0	0	0	0	0							
19:00	117	42.4	35.3	0	0	17	69	23	4	2	2	0	0	0	0							
20:00	58	42.7	36	0	0	4	32	9	4	3	2	0	0	0	0							
21:00	49	44.8	38	0	0	0	6	24	12	7	0	0	0	0	0							
22:00	197	43.2	37.2	0	0	10	78	104	70	2	0	0	0	0	0							
23:00	62	42.6	37.5	0	0	3	23	9	7	3	0	0	0	0	0							
00h-7-19	2060	34.4	29.2	1	15	784	1060	194	63	13	5	4	4	0	1							
06h-22	2709	39.1	33.8	1	15	918	1519	233	89	19	7	4	4	0	1							
16h-0-24	2957	37.5	32.1	1	15	959	1778	257	97	21	7	5	4	0	1							
24h-0-24	3029	36.9	31.9	1	15	937	1772	267	98	21	7	5	4	0	1							
Daily Totals																						
Mon 31-Nov-22	2964	36.9	30.6	28	147	1341	1282	183	68	24	4	0	0	0	2							
Tue 22-Nov-22	2553	37.4	31.3	14	89	1132	1436	149	45	23	3	0	0	0	2							
Wed 23-Nov-22	2622	37.7	31.6	16	94	1199	1432	183	68	24	4	0	0	0	2							
Thu 24-Nov-22	2962	37.4	31.4	6	96	1239	1387	179	55	15	3	2	0	0	0							
Fri 25-Nov-22	3426	39.9	33.8	13	37	1581	1952	334	105	38	4	4	4	0	0							
Sat 26-Nov-22	2719	36.4	30.8	29	162	1164	1184	161	46	13	3	1	1	0	0							
Sun 27-Nov-22	3029	36.9	31.9	1	15	937	1772	267	98	21	7	5	4	0	1							
Total Vehicles																						
1-3	21603	37.8	31.1	132	686	7550	10285	1435	478	168	36	18	10	0	5							





27372	MIDDLETON STONEY	Site No: 27372001	Location	Site 1 - B430 Ardley Road (att to LC)
		Channel: Southbound		

TIME PERIOD	Mon 21/11/22	Tue 22/11/22	Wed 23/11/22	Thu 24/11/22	Fri 25/11/22	Sat 26/11/22	Sun 27/11/22	5-Day Av	7-Day Av
Week Begin: 21-Nov-22									
00:00	**4**	7	5	4	19	14	6	8	8
01:00	**2**	3	5	2	6	4	5	4	4
02:00	**3**	5	2	5	3	6	3	4	4
03:00	**2**	2	3	1	1	0	2	2	2
04:00	**5**	5	8	7	6	4	0	6	5
05:00	**16**	25	21	20	19	10	5	20	17
06:00	**283**	214	209	199	153	33	9	212	157
07:00	**654**	625	474	557	300	76	29	522	388
08:00	**377**	330	381	305	245	85	43	328	252
09:00	**193**	216	226	179	193	171	109	201	184
10:00	**218**	225	171	185	337	235	174	227	221
11:00	**204**	159	149	149	345	439	189	201	233
12:00	**125**	134	167	144	249	639	247	164	244
13:00	**118**	123	171	168	320	526	162	180	227
14:00	**137**	118	160	155	331	285	187	180	196
15:00	**125**	150	192	174	357	168	311	200	211
16:00	**158**	170	182	187	330	151	402	205	226
17:00	**151**	175	187	159	190	123	347	172	190
18:00	**116**	104	142	145	172	88	380	136	164
19:00	**33**	57	67	62	69	47	117	58	65
20:00	**27**	35	43	39	19	30	33	33	32
21:00	**14**	24	29	31	20	10	49	24	25
22:00	**12**	20	17	39	16	17	157	21	40
23:00	**7**	5	11	26	26	9	62	15	21
12H,7-19	**2576**	**2529**	**2602**	**2507**	**3369**	**2986**	**2580**	**2717**	**2736**
16H,6-22	**2933**	**2859**	**2950**	**2838**	**3630**	**3106**	**2788**	**3042**	**3015**
18H,6-24	**2952**	**2884**	**2978**	**2903**	**3672**	**3132**	**3007**	**3078**	**3075**
24H,0-24	**2984**	**2931**	**3022**	**2942**	**3726**	**3170**	**3028**	**3121**	**3115**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**11:00**	**11:00**	**11:00**		
Peak	**654**	**625**	**474**	**557**	**345**	**439**	**189**		
Pm	**16:00**	**17:00**	**15:00**	**16;00**	**15:00**	**12;00**	**16:00**		
Peak	**158**	**175**	**192**	**187**	**357**	**639**	**402**		



Data produced by
Transport Surveys Ltd

Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

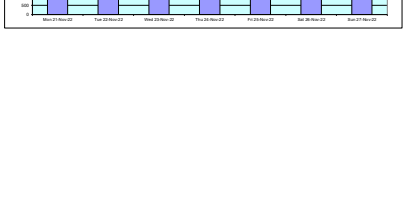
Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					



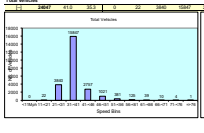
27372		MIDDLETON STONEY								
		NOVEMBER 2022								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 27372002	Site 2 - B4030 Bicester Road (att to sign post) OSGR - SP 53686 23486	Channel: Eastbound	Mon 21-Nov-22	Sun 27-Nov-22	30	24047	3675	3435	41.0	35.3
		Channel: Westbound	Mon 21-Nov-22	Sun 27-Nov-22		23902	3685	3415	38.4	32.0

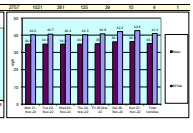
27372	MIDDLETON STONEY	Site No: 27372002 Channel: Eastbound	Location Site 2 - B4030 Bicester Road (att to sign post)

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Nov-22														
00:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
05:00	43	0	36	7	0	0	0	0	0	0	0	0	0	0
06:00	111	2	82	17	1	4	0	0	5	0	0	0	0	0
07:00	221	1	171	38	1	4	0	0	6	0	0	0	0	0
08:00	342	1	275	45	0	4	1	0	8	0	2	0	1	0
09:00	287	1	205	29	0	6	3	0	9	0	2	0	0	0
10:00	224	0	157	39	0	4	2	1	2	0	0	1	0	0
11:00	229	0	169	43	2	4	1	0	8	0	0	1	0	0
12:00	209	1	173	25	2	2	1	0	5	1	1	0	0	0
13:00	181	3	145	26	1	1	1	0	7	0	1	0	0	0
14:00	213	1	162	40	0	1	1	0	7	0	0	1	0	0
15:00	252	0	200	41	0	3	0	0	2	0	1	0	0	0
16:00	267	2	230	28	0	2	1	0	2	0	0	0	0	0
17:00	284	1	254	26	0	1	0	0	2	0	0	0	0	0
18:00	186	0	174	11	0	1	0	0	0	0	0	0	0	0
19:00	100	0	87	13	0	0	0	0	0	0	0	0	0	0
20:00	58	1	52	5	0	0	0	0	0	0	0	0	0	0
21:00	48	0	40	2	0	0	0	0	1	0	0	0	0	0
22:00	35	0	31	2	0	0	0	0	0	0	0	0	0	0
23:00	13	0	12	0	0	0	0	0	0	0	0	0	0	0
12H 7-19	3022	11	2357	465	15	35	13	1	35	0	3	1	0	0
16H 6-22	3219	14	2623	483	19	39	15	1	62	0	0	3	1	0
18H 6-24	3260	15	2666	483	19	39	15	1	62	0	0	3	1	0
24H 6-6	3312	14	2736	468	19	39	15	1	62	0	0	3	1	0
Tue 22-Nov-22														
00:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
01:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
02:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0
03:00	10	0	8	1	1	0	0	0	0	0	0	0	0	0
04:00	15	0	10	2	0	0	0	0	0	0	0	0	0	0
05:00	42	0	37	4	0	0	0	0	0	0	0	0	0	0
06:00	117	3	100	8	0	1	0	0	5	0	0	0	0	0
07:00	237	0	188	39	1	2	2	0	5	0	0	0	0	0
08:00	342	1	283	44	2	5	1	0	6	1	0	0	0	0
09:00	280	0	233	40	0	5	5	0	12	0	0	0	0	0
10:00	221	1	171	32	0	3	1	0	8	0	1	2	0	0
11:00	222	1	163	46	1	2	1	0	8	0	1	2	0	0
12:00	203	1	158	32	1	2	1	0	10	0	0	0	0	0
13:00	220	3	184	31	0	0	0	0	0	0	1	1	0	0
14:00	202	1	159	29	1	1	1	0	8	0	0	1	0	0
15:00	264	0	199	49	2	7	3	1	0	0	0	1	0	0
16:00	306	1	245	51	2	1	1	0	5	0	0	0	0	0
17:00	299	2	263	33	0	0	0	0	1	0	0	0	0	0
18:00	193	3	173	15	0	0	0	0	1	0	0	1	0	0
19:00	127	0	114	11	0	1	0	0	0	0	0	0	0	0
20:00	66	0	57	8	0	0	0	0	0	0	0	0	0	0
21:00	47	0	40	2	0	0	0	0	0	0	0	0	0	0
22:00	32	0	29	2	0	0	0	0	1	0	0	0	0	0
23:00	17	0	15	1	0	0	1	0	0	0	0	0	0	0
12H 7-19	3169	21	2643	461	19	34	16	1	48	1	1	4	0	0
16H 6-22	3427	24	2918	478	19	34	17	1	66	1	2	5	0	0
18H 6-24	3470	27	2963	481	19	34	17	1	66	1	2	5	0	0
24H 6-6	3539	29	3031	482	19	35	18	1	66	1	2	5	0	0
Wed 23-Nov-22														
00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
01:00	6	1	4	1	0	0	0	0	0	0	0	0	0	0
02:00	5	0	3	2	1	0	0	0	0	0	0	0	0	0
03:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
04:00	17	0	13	3	0	0	0	0	0	0	0	0	0	0
05:00	44	0	40	4	0	0	0	0	0	0	0	0	0	0
06:00	131	1	110	10	0	2	0	0	2	0	0	0	0	0
07:00	219	2	177	34	1	1	1	0	3	0	0	0	0	0
08:00	309	1	238	43	2	4	0	0	6	0	0	0	0	0
09:00	263	0	196	35	2	4	0	0	6	0	0	0	0	0
10:00	207	1	154	33	2	3	1	0	9	0	0	0	0	0
11:00	207	0	164	32	1	2	3	0	4	0	1	0	0	0
12:00	203	1	155	42	1	2	1	0	9	0	0	0	0	0
13:00	235	2	175	35	2	5	1	0	9	0	4	1	0	0
14:00	261	1	221	40	2	5	1	0	9	0	0	0	0	0
15:00	289	2	238	33	2	5	2	1	2	0	2	1	0	0
16:00	302	2	245	37	2	2	2	0	7	0	0	5	0	1
17:00	263	4	203	33	0	3	0	0	0	0	0	0	0	0
18:00	218	1	189	17	0	2	0	0	5	0	0	4	0	0
19:00	145	1	128	12	0	1	1	0	2	0	0	0	0	0
20:00	92	0	77	9	0	2	1	0	3	0	0	0	0	0
21:00	53	0	46	4	0	0	0	0	2	0	1	0	0	0
22:00	42	0	37	2	0	0	0	0	3	0	0	0	0	0
23:00	22	0	18	3	0	0	0	0	0	0	0	1	0	0
12H 7-19	3169	17	2676	447	17	36	13	1	64	1	5	4	0	1
16H 6-22	3504	19	2932	464	19	39	15	1	66	1	5	5	0	1
18H 6-24	3622	19	2983	481	19	39	15	1	66	1	10	5	0	1
24H 6-6	3729	19	3097	502	19	39	15	1	66	1	10	5	0	1
Thu 24-Nov-22														
00:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
01:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	7	0	5	1	1	0	0	0	0	0	0	0	0	0
04:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0
05:00	51	0	43	6	1	0	0	0	0	0	0	0	0	0
06:00	109	2	83	13	0	1	0	0	0	0	0	1	0	0
07:00	201	2	156	43	0	3	0	0	6	0	0	1	0	0
08:00	304	0	245	50	3	4	1	0	10	0	0	0	0	0
09:00	280	0	227	39	5	7	1	0	11	0	0	0	0	0
10:00	217	1	159	33	1	4	1	0	5	0	0	0	0	0
11:00	222	2	178	36	0	2	1	0	2	0	0	0	0	0
12:00	222	1	185	28	1	2	1	0	13	0	0	1	0	0
13:00	251	1	204	32	1	5	0	0	6	0	1	1	0	0
14:00	232	1	186	29	2	1	1	0	8	0	0	4	0	0
15:00	282	1	224	47	4	2	1	0	4	0	0	0	0	0
16:00	302	3	245	36	2	4	1	0	5	0	1	4	0	0
17:00	242	0	208	30	0	1	0	0	0	0	0	3	0	0
18:00	178	0	152	13	0	1	0	0	0	0	0	0	0	0
19:00	96	1	87	0	0	1	0	0	1	0	0	0	0	0
20:00	77	0	62	7	0	0	0	0	0	0	0	0	0	0
21:00	47	0	39	7	0	0	0	0	0	0	0	0	0	0
22:00	42	1	36	3	0	0	0	0	2	0	0	0	0	0
23:00	22	0	16	6	0	0	0	0	0	0	0	0	0	0
12H 7-19	3213	15	2624	457	21	37	7	0	64	1	6	1	0	0
16H 6-22	3528	19	2928	475	21	38	8	0	66	1	7	4	0	0
18H 6-24	3645	19	3015	484	21	38	8	0	66	1	7	4	0	0
24H 6-24	3744	20	3084	494	23	39	8	0	66	1	7	4	0	0
Fri 25-Nov-22														
00:00	10	0	10	2	0	0	0	0	0	1	0	0	0	0
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
02:00	6	1	4	0	1	0	0	0	0	0	0	0	0	0
03:00	7	1	5	0	1	0	0	0	0	0	0	0	0	0
04:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0
05:00	49	0	41	6	0	1	0	0	0	0	1	0	0	0
06:00	96	2	80	12	0	0	0	0	1	0	1	0	0	0
07:00	231	1	192	30	2	3	1	0	3	0	1	0	0	0
08:00	305	1	245	43	3	4	1	0	6	0	1	0	0	0
09:00	254	0	194	44	2	4	2	0	7	0	0	0	0	0
10:00	212	1	149	39	2	4	2	0	7	0	0	0	0	0
11:00	264	1	214	40	2	4	1	0	4	0	0	0	0	0
12:00	224	1	177	37	2	4	1	0	4	0	0	0	0	0
13:00	252	2	205	41	1	2	1	0	6	0	0	1	0	0
14:00	239	2	194	37	1	2	1	0	8	0	0	0	0	0
15:00	229	2	170	48	4	2	1	0	2	0	0	0	0	0
16:00	263	2	202	42	2	3	0	0	2	0	0	1	0	0
17:00	221	2	180	32	1	3	1	0	1	0	0	1	0	0
18:00	204	2	160	29	0	2	0	0	9	0	0	0	0	0
19:00	98	1	89	7	0	0	0	0	0	0	0	1	0	0
20:00	67	0	56	9	0	1	0	0	1	0	0	0	0	0
21:00	51	0	43	5	0	0	0	0	3	0	0	0	0	0
22:00	40	0	36	2	0	0	0	0	0	0	0	2	0	0
23:00	35	0	28	2	0	0	0	0	0	0	0	5	0	0
12H 7-19	3077	25	2605	403	23	43	17	0	62	2	7	1	0	1
16H 6-22	3429	30	2919	419	23	47	17	0	64	2	7	5	0	1
18H 6-24	3545	30	2994	423	23	47	17	0	64	2	7	5	0	1
24H 6-24	3694	30	3151	423	23	49	17	0	64	2	7	5	0	1
Sat 26-Nov-22														
00:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0
01:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
02:00	13	0	11	0	1	0	0	0	0	0	0	0	0	0
03:00	6	0	5	0	0	0	0	0	0	0	0	0	0	0
04:00	11	0	8	2	0	0	0	0	0	0	0	0	0	0
05:00	17	0	14	2	1	0	0	0	0	0	0	0	0	0
06:00	38	0	30	7	0	0	0	0	0	0	0	0	0	0
07:00	91	2	82	5	0	1	0	0	1	0	0	0	0	0
08:00	178	0	145	27	0	4	0	0	2	0	0	0	0	0
09:00	230	1	205	22	0	1	0	0	1	0	0	0	0	0
10:00	249	0	220	23	0	2	1	0	1	0	0	1	0	0
11:00	218	1	178	32	0	1	1	0	3	0	0	1	0	0
12:00	206	1	162	29	1	2	0	0	0	0	0	1	0	0
13:00	253	1	203	35	1	2	1	0	0	0	0	0	0	0
14:00	262	0	205	37	0	1	1	0	5	0	0	0	0	0
15:00	191	1	135	15	0	0	0	0	0	0	0	0	0	0
16:00	215	1	167	17	0	5	0	0	5	0	0	0	0	0
17:00	163	2	136	12	0	4	0	0	3	0	0	0	0	0
18:00	148	0	126	14	0	5	0	0	0	0	0	0	0	0
19:00	95	0	85	8	0	1	0	0	0	0	0	0	0	0
20:00	62	1	57	2	0	2	0	0	0	0	0	0	0	0
21:00	47	1	38	3	0	0	0	0	5	0	0	0	0	0
22:00	39	1	32	3	0	0	0	0	3	0	0	0	0	0
23:00	42	0	40	2	0	0	0	0	0	0	0	0	0	0
12H 7-19	2626	14	2264	288	1	14	2	1	2	0	1	1	0	0
16H 6-22	2982	16	2552	305	1	17	3	1	2	0	1	1	0	0
18H 6-24	3043	17	2607	314	1	17	3	1	2	0	1	1	0	0
24H 6-24	3021	16	2589	301	2	17	3	1	2	0	1	1	0	0
Sun 27-Nov-22														
00:00	24	0	21	3	0	0	0	0	0	0	0	0	0	0
01:00	8	0	6	0	0	0	0	0	0	0	0	0	0	0
02:00	10	0	9	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	21	0	17	3	0	0	0	0	0	0	0	0	0	0
06:00	57	0	50	5	0	0	0	0	0	0	0	0	0	0
07:00	65	0	56	6	0	1	0	0	0	0	0	0	0	0
08:00	90	0	77	12	0	1	0	0	0	0	0	0	0	0
09:00	156	1	128	19	0	2	0	0	0	0	0	0	0	0
10:00	215	1	200	10	0	1	0	0	0	0	0	0	0	0
11:00	219	1	200	27	0	0	0	0	1	0	0	0	0	0
12:00	201	3	164	25	0	1	0	0	0	0	0	1	0	0
13:00	256	2	206	35	0	2	0	0	0	0	0	0	0	0
14:00	250	2	210	19	0	2	0	0	1	0	0	0	0	0
15:00	203	2	164	22	0	1	0	0	0	0	0	0	0	0
16:00	174	1	150	18	0	1	0	0	0	0	0	0	0	0
17:00	165	0	136	7	0	1	0	0	0	0	0	0	0	0
18:00	121	0	113	6	1	0	0	0	0	0	0	0	0	0
19:00	83	1	74	3	0	0	0	0	0	0	0	0	0	0
20:00	37	0	32	4	0	0	0	0	1	0	0	0	0	0
21:00	52	0	46	3	0	0	0	0	0	0	1	0	0	1
22:00	46	0	34	8	1	1	0	0	0	0	0	1	0	0
23:00	18	0	12	2	0	0	0	0	0	0	0	3	0	0
12H 7-19	2328	15	2106	167	1	12	3	0	0	0	0	0	0	1
16H 6-22	2825	16	2573	208	1	13	3	0	1	0	0	0	0	1
18H 6-24	2949	16	2703	225	2	13	3	0	2	0	0	0	0	1
24H 6-24	3049	16	2806	233	2	13	3	0	2	0	0	0	0	1
Daily Totals														
Mon 21-Nov-22	3342	14	2736	468	19	39	15	1	62	0	0	3	1	0
Tue 22-Nov-22	3539	29	3031	482	19	35	18	1	66	1	10	5	0	1
Wed 23-Nov-22	3744	20	3084	494	23	39	8	0	66	1	7	4	0	0
Thu 24-Nov-22	3694	30	3073	503	23	49	17	0	64	2	7	5	0	1
Fri 25-Nov-22	3021	16	2589	301	2	17	3	1	2	0	1	1	0	0
Sat 26-Nov-22	3049	16	2806	233	2	13	3	0	2	0	0	0	0	1
Sun 27-Nov-22														
Total Vehicles														
(U)	24837	142	20140	2963	106	221	68	4	350	3	46	23	2	3



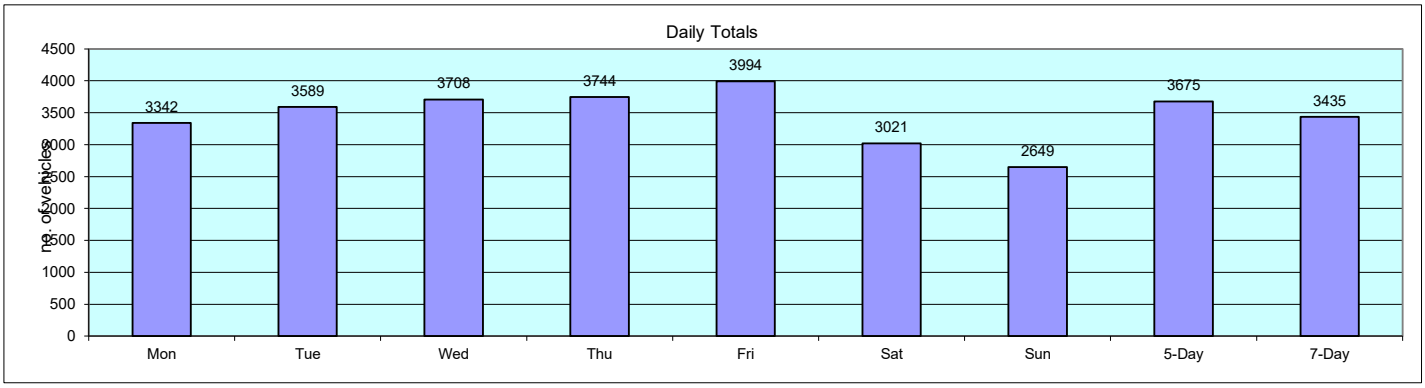
27372		MIDDLETON STONEY		Site No: 27372002 Channel: Eastbound										Location: Site 2 - B4030 Bicester Road (att to sign post)			
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11mph	11-->21	21-->31	31-->41	41-->46	46-->51	51-->56	56-->61	61-->66	66-->71	71-->76	>=76
Mon 31-Nov-22																	
00:00	10	-	46	0	0	0	3	1	2	2	2	0	0	0	0
01:00	4	-	54.6	0	0	0	0	1	0	1	1	0	1	0	0
02:00	3	-	42.7	0	0	0	0	1	0	1	0	0	0	0	0
03:00	4	-	49.3	0	0	0	0	1	1	1	1	0	0	0	0
04:00	16	53.8	47	0	0	0	2	6	3	1	3	1	0	0	0
05:00	40	47.1	38.0	0	0	0	5	18	7	4	3	1	0	0	0
06:00	111	40	33.9	0	0	0	17	73	14	2	1	0	0	0	0
07:00	227	38.4	33.6	0	0	0	8	97	79	23	13	6	1	0	0
08:00	353	43.4	38.1	0	0	0	19	151	107	52	14	3	4	0	0
09:00	254	39.8	35	0	0	1	44	101	70	19	11	1	0	0	0
10:00	234	44.6	37.5	0	0	0	24	100	69	20	10	1	0	0	0
11:00	228	42.8	35.4	0	0	0	29	107	71	13	6	1	0	0	0
12:00	228	43.2	35	0	0	0	27	106	69	17	7	1	0	0	0
13:00	161	40.5	35	0	0	0	21	72	58	10	0	0	0	0	0
14:00	213	39.7	34.6	0	0	1	22	101	59	17	12	1	0	0	0
15:00	202	39.7	33.5	0	0	1	39	104	31	13	0	0	0	0	0
16:00	267	38.7	34.6	0	0	1	34	223	19	7	3	0	0	0	0
17:00	284	39.7	34.2	1	0	0	24	196	19	11	3	1	0	0	0
18:00	166	38.9	34.9	0	0	0	20	124	17	3	2	0	0	0	0
19:00	104	42.7	37.1	0	0	0	10	65	21	5	2	1	0	0	0
20:00	60	45.2	39.2	0	0	0	6	29	15	4	3	1	0	0	0
21:00	46	43.1	37.8	0	0	0	5	24	10	2	2	1	0	0	0
22:00	30	46.9	39.9	0	0	0	1	16	8	2	3	0	0	0	0
23:00	12	54.4	43.1	0	0	0	0	5	3	0	2	0	1	0	0
12hr 7-19	2902	39.3	34.5	0	0	5	328	1560	598	168	69	20	5	0	0
16hr 6-22	3219	39.9	34.8	1	0	5	381	2157	573	180	78	24	6	0	0
16hr 0-24	3356	40	34.7	0	0	5	385	2239	591	186	84	24	11	0	0
24hr 0-24	3363	40.3	34.8	0	0	5	375	2236	592	193	85	26	11	0	0
Tue 22-Nov-22																	
00:00	8	-	41.6	0	0	0	0	3	1	0	1	0	1	0	0
01:00	8	-	43.0	0	0	0	2	3	0	0	1	0	2	0	0
02:00	5	-	43.6	0	0	0	0	2	1	0	1	0	1	0	0
03:00	10	-	47.3	0	0	0	0	3	1	1	3	1	1	0	0
04:00	14	46	38.4	0	0	0	1	8	1	1	2	0	0	0	0
05:00	45	50.6	41.7	0	0	0	4	14	9	3	4	1	0	0	0
06:00	112	46.6	41.6	0	0	0	2	44	18	6	2	1	0	0	0
07:00	227	39.5	34.8	0	0	0	9	93	77	23	13	6	4	0	0
08:00	342	39.6	33.9	0	0	1	55	219	25	6	4	0	2	0	0
09:00	259	38.9	33.7	0	0	0	44	196	23	10	2	1	0	0	0
10:00	182	40.4	35.2	0	0	0	12	120	23	7	4	0	0	0	0
11:00	127	42.6	36.9	0	0	0	7	81	21	11	5	1	0	0	0
12:00	68	46.6	39.7	0	0	0	3	39	12	12	0	2	0	0	0
13:00	47	48.5	38.8	0	0	0	5	21	9	6	3	1	2	0	0
14:00	33	48	39.6	0	0	0	0	12	10	2	2	1	1	0	0
15:00	11	54.7	45.8	0	0	0	0	4	2	1	1	2	0	0	0
16hr 7-19	3089	39.7	35.2	0	0	4	618	2039	297	106	33	6	3	0	0
16hr 6-22	3367	40.3	35.5	0	0	4	652	2247	337	122	50	10	5	0	0
16hr 0-24	3501	40.5	35.7	0	0	4	657	2342	353	133	51	13	5	0	0
24hr 0-24	3509	40.7	35.9	0	0	4	663	2346	353	134	55	17	11	0	0
Wed 23-Nov-22																	
00:00	8	-	44.6	0	0	0	1	3	0	2	2	0	0	0	0
01:00	6	-	49.2	0	0	0	0	2	1	0	1	0	1	0	0
02:00	4	-	44.9	0	0	0	0	2	1	0	0	0	1	0	0
03:00	7	-	51.8	0	0	0	0	0	1	2	3	0	1	0	0
04:00	17	58.2	43.9	0	0	0	3	5	2	1	3	1	1	1	0
05:00	46	50.5	43.3	0	0	0	6	15	14	2	4	1	0	0	0
06:00	101	43.1	38.9	0	0	0	8	48	17	5	2	1	0	0	0
07:00	216	40.6	34.6	0	0	0	20	140	28	6	1	0	0	0	0
08:00	359	37.6	33.3	0	0	0	59	234	25	6	1	0	0	0	0
09:00	242	40.2	34.3	0	0	0	32	132	29	9	0	0	1	0	0
10:00	207	41.2	36	0	0	0	20	107	31	6	3	0	0	0	0
11:00	201	40.1	35.1	0	0	0	20	131	23	6	1	0	0	0	0
12:00	253	40.8	35	0	0	0	37	169	31	11	5	0	0	0	0
13:00	228	41.5	36	0	0	0	19	140	38	11	2	0	0	0	0
14:00	201	39.7	34.8	0	0	0	22	122	29	6	1	1	0	0	0
15:00	256	39.7	34.6	0	0	0	32	180	25	8	6	1	0	0	0
16:00	262	39.1	34.9	0	0	2	33	206	30	9	1	0	1	0	0
17:00	303	38.3	33.9	0	0	0	37	232	19	4	1	0	0	0	0
18:00	214	37.2	33.1	0	0	0	32	149	14	1	1	0	0	0	0
19:00	149	41.3	36	0	0	0	8	107	20	5	3	0	0	0	0
20:00	72	42	35.6	0	0	0	6	54	7	2	3	0	0	0	0
21:00	54	50.2	37	0	0	0	3	31	8	5	1	2	0	0	0
22:00	35	45	39.3	0	0	0	4	13	13	2	1	2	0	0	0
23:00	22	53.4	42.1	0	0	0	2	8	3	4	2	1	1	0	0
12hr 7-19	2784	39.8	34.8	0	0	2	327	2144	322	82	28	4	5	0	0
16hr 6-22	3206	40.2	34.9	0	0	2	421	2496	368	112	34	7	6	0	0
16hr 0-24	3352	40.5	35.2	0	0	2	427	2640	388	120	36	8	6	0	0
24hr 0-24	3360	40.4	34.9	0	0	2	427	2672	400	119	42	19	9	0	0
Thu 24-Nov-22																	
00:00	9	-	44.7	0	0	0	2	2	3	1	1	0	0	0	0
01:00	2	-	42	0	0	0	1	0	0	0	1	0	0	0	0
02:00	4	-	53.6	0	0	0	0	1	0	1	1	1	0	0	0
03:00	5	-	49.1	0	0	0	0	2	0	1	2	0	0	0	0
04:00	16	53.1	42.6	0	0	0	1	7	3	3	2	0	0	0	0
05:00	51	50.8	43.5	0	0	0	4	22	9	7	8	1	0	0	0
06:00	109	48.6	39.6	0	0	0	6	57	28	10	4	2	1	0	0
07:00	201	39.7	34.2	0	0	0	16	130	19	9	4	2	1	0	0
08:00	364	37.7	33.5	0	0	0	68	267	21	6	2	0	0	0	0
09:00	286	37.9	33.2	0	0	0	50	207	20	6	3	0	0	0	0
10:00	217	40.7	34.9	0	0	0	31	130	23	11	2	0	0	0	0
11:00	232	40.6	35.7	0	0	0	28	150	23	7	4	0	0	0	0
12:00	222	38.8	34.2	0	0	0	42	133	16	7	1	0	1	0	0
13:00	201	40.7	35	0	0	0	42	108	29	11	3	0	0	0	0
14:00	233	40.4	35.9	0	0	0	32	163	26	10	1	1	0	0	0
15:00	262	39	33.9	0	0	0	50	200	22	8	1	0	1	0	0
16:00	324	39.7	35.2	0	1	1	51	217	36	9	1	1	0	1	0
17:00	342	39	34	0	0	0	53	242	30	4	1	0	0	0	0
18:00	216	38.7	34.0	0	0	0	34	138	21	2	0	1	0	0	0
19:00	118	42.5	36.5	0	0	0	7	79	20	6	3	1	2	0	0
20:00	69	43.8	38.1	0	0	0	4	34	17	4	3	1	0	0	0
21:00	47	48.3	39.4	0	0	0	4	24	9	5	4	1	0	0	0
22:00	42	53.1	41.3	0	0	0	1	15	10	7	4	1	3	0	0
23:00	23	49.6	40.6	0	0	0	0	7	7	1	4	2	1	0	0
12hr 7-19	3215	39.1	34.7	0	1	1	551	2295	293	89	35	8	5	0	0
16hr 6-22	3566	39.5	34.8	0	1	1	656	2477	355	119	51	15	5	1	0
16hr 0-24	3600	39.6	34.7	0	1	1	662	2532	367	119	51	15	6	1	0
24hr 0-24	3744	40.3	34.9	0	1	1	668	2648	391	132	62	17	6	2	0
Fri 25-Nov-22																	
00:00	19	52.9	43.2	0	0	0	0	7	6	3	2	0	0	1	0
01:00	6	-	49.5	0	0	0	1	0	1	1	2	0	0	1	0
02:00	5	-	43.6	0	0	0	1	2	1	0	1	0	0	0	0
03:00	7	-	49.7	0	0	0	0	1	1	2	2	0	1	0	0
04:00	17	52	41	0	0	0	3	6	2	2	2	1	1	0	0
05:00	49	47.8	39.4	0	0	0	5	22	12	4	4	1	0	0	0
06:00	86	49.4	39.9	0	0	0	6	53	15	5	4	2	0	0	0
07:00	231	41.2	35.3	0	0	0	20	150	35	9	4	1	0	0	0
08:00	349	37.2	33.7	0	0	0	52	253	14	14	0	0	0	0	0
09:00	264	41.6	34.9	0	0	0	42	164	31	13	3	1	0	0	0
10:00	272	41.4	34.9	0	0	0	33	173	33	8	2	1	0	0	0
11:00	264	40.3	35.1	0	0	0	39	201	31	13	0	0	0	0	0
12:00	224	40	35.0	0	0	0	33	211	34	9	6	1	0	0	0
13:00	262	40.8	35.1	0	0	0	38	200	21	2	1	0	0	0	0
14:00	279	40.6	35.2	0	1	0	37	196	26	10	5	1	0	1	0
15:00	288	40	34.7	0	0	0	46	220	34	12	5	1	0	0	0
16:00	307	39	34.8	0	0	0	34	228	29	12	3	1	0	0	0
17:00	294	38.7	33.7	0	0	0	38	209	34	11	2	0	0	0	0
18:00	204	40	35	0	0	0	21	137	39	5	1	0	0	1	0
19:00	134	42.7	36.4	0	0	0	11	93	19	8	2	1	0	0	0
20:00	87	41.3	35.2	0	0	0	7	45	11	9	5	0	0	0	0
21:00	71	39	33.3	0	0	0	4	39	15	7	2	3	0	0	0
22:00	45	43.8	35.6	0	0	0	5	25	9	2	2	1	0	1	0
23:00	30	48.5	38.3	0	0	0	2	17	5	2	0	1	0	0	0
12hr 7-19	3407	40	34.8	0	0	0	502	2385	338	108	46	13	0	1	0
16hr 6-22	3699	40.4	34.8	0	0	0	645	2599	383	144	66	18	6	2	0
16hr 0-24	3840	40.5	34.8	0	0	0	649	2648	402	151	67	21	6	2	0
24hr 0-24	3864	40.8	35	0	0	0	656	2638	429	167	68	22	6	4	0
Sat 26-Nov-22																	
00:00	21	46.1	39.9	0	0	0	2	9	6	2	0	1	1	0	0
01:00	10	-	44.2	0	0	0	0	4	3	1	1	0	1	0	0
02:00	13	55.6	43.9	0	0	0	1	5	1	1	3	1	1	0	0
03:00	5	-	47.6	0	0	0	1	2	0	1	1	0	0	0	0
04:00	11	47.8	39.9	0	0	0	0	5	4	2	0	0	0	0	0
05:00	17	53.5	39.8	0	0	0	3	6	4	1	1	1	0	0	0
06:00	38	39.2	33.9	0	0	0	2	21	3	1	1	0	0	0	0
07:00	98	43.7	36.7	0	0	0	12	56	19	10	1	0	0	0	0
08:00	175	40.3	35.5	0	0	0	22	120	17	7	3	1	0	0	0
09:00	224	42.7	36.1	0	0	0	23	151	31	10	7	1	0	0	0
10:00	269	40.6	35.1	0	0	0	37	184	36	7	2	1	0	0	0
11:00	316	42.7	36.3	0	0	0	33	211	45	19	8	0	0	0	0
12:00	294	42.9	36.3	0	0	0	37	191	46	14	5	1	0	0	0
13:00	284	40.8	35.5	0	0	0	37	194	40	11	2	0	0	0	0
14:00	243	40.6	35.1	0	0	0	30	170	31	9	3	0	0	0	0
15:00	265	40.2	35.3	0	0	0	37	178	34	12	2	1	0	0	0
16:00	315	40.2	35.4	0	0	0	37	195	24	5	3	1	0	0	0
17:00	163	40.6	37	0	0	0	14	106	24	13	0	1	0	0	0
18:00	108	42.7	36.6	0	0	0	10	82	14	1	1	0	0	0	0
19:00	66	42.9	37.1	0	0	0	4	45	10	5	2	0	0	0	0
20:00	50	45	36	0	0	1	2	40	3	3	1	0	0	0	0
21:00	41	43	37.4	0	0	0	4	23	11	3	0	0	0	0	0
22:00	36	47.4	39.2	0	0	0	1	21	7	3	0	0	0	0	0
23:00	42	45	38	0	0	0	2	29	8	0	1	0	0	0	0
12hr 7-19	2426	41.5	35.8	0	1	1	252	1730	322	137	36	15	0	1	0
16hr 6-22	2963	41.7	35.9	0	2	2	364	1999	394	163	45	19	6	1	0
16hr 0-24	3063	41.9	36	0	2	2	366	1999	397	169	50	20	6	1	0
24hr 0-24	3071	42.2	36.1	0	2	2	372	1979	405	177	51	20	6	2	0
Sun 27-Nov-22																	
00:00	24	48.2	40.0	0	0	0	2	9	5	0	3	0	0	0	0
01:00	8	-	40.9	0	0	0	0	4	1	0	1	0	1	0	0
02:00	10	-	49.6	0	0	0	0	3	2	2	1	0	0	0	0
03:00	4	-	41.6	0	0	0	0	2	1	0	1	0	0	0	0
04:00	8	-	41.2	0	0	0	0	4	0	0	0	1	0	0	0
05:00	8	-	42.8	0	0	0	0	2	1	1	2	0	0	0	0
06:00	22	54.2	40.1	0	0	0	1	12	3	1	0	2	1	0	0
07:00	46	49.2	39.6	0	0	0	4	23	9	5	4	1	0	0	0
08:00	84	41.8	35.8	0	0	0	8	54	9	11	2	0	0	0	0
09:00	158	43.2	36.3	0	0	0	14	97	26	13	3	4	1	0	0
10:00	215	41.7	35.5	0	0	0	28	141	30	12	3	1	0	0	0
11:00	276	40.2	35.1	0	0	0	39	184	36	13	2	1	0	0	0
12:00	331	41.3	35.7	0	0	0	40	227	37	18	6	3	0	0	0
13:00	224	42.2	35.8	0	0	0	34	153	30	11	6	0	0	0	0
14:00	239	40.6	35.6	0	0	0	29	160	27	13	4	0	0	0	0
15:00	253	41.7	35.9	0	0	0	27	169	29	14	4	0	0	0	0
16:00	174	40.6	35.8	0	0	0	17	120	17	9	2	0	0	0	0
17:00	148	42.7	37	0	0	0	17	84	34	7	2	1	0	0	0
18:00	101	43.6	37.1	0	0	0	11	74	8	3	4	1	0	0	0
19:00	60	42.5	38.6	0	0	0	3	41	11	3	1	1	0	0	0
20:00	37	50.1	38.8	0	0	0	2	18	9	3	3	1	1	0	0
21:00	54	46.6	39.8	0	0	0	7	23	14	5	5	0	0	0	0
22:00	46	48.6	40.9	0	0	0	3	20	9	11	2	0	1	0	0
23:00	19	47.1	40.1	0	0	0	0	8	5	3	1	0	1	0	0
12hr 7-19	2105	41.6	35.8	0	0	0	259	1343	316	125	44	9	1	0	0
16hr 6-22	2529	42.2	36	0	0	0	318	1639	383	133	56	14	3	0	0
16hr 0-24	2585	42.5	36.1	0	0	0	322	1686	377	137	58	17	3	0	1
24hr 0-24	2649	42.6	36.3	0	0	0	329	1690	389	157	65	17	3	0	1
Daily Totals																	
Mon 31-Nov-22	3363	40.3	34.8	0	0	5	375	2236	592	193	85	26	11	0	0
Tue 22-Nov-22	3509	40.7	35.9	0	0	4	663	2346	353	134	55	17	11	0	0
Wed 23-Nov-22	3360	40.4	34.9	0	0	2	427	2672	400	119	42	19	9	0	0
Thu 24-Nov-22	3744	40.3	34.9	0	1	1	668	2648	391	132	62	17	6	2	0
Fri 25-Nov-22	3864	40.8	35	0	0	0	656	2638	429	167	68	22	6	4	0
Sat 26-Nov-22	3071	42.2	36.1	0	0	2	372	1979	405	177	51	20	6	2	0
Sun 27-Nov-22	2649	42.6	36.3	0	0	0	329	1690	389	157	65	17	3	0	1
Total Vehicles																	
1-7	24047	41.0	35.5	1	1	22	3540	15847	2757	1001	387	125	39	10	4





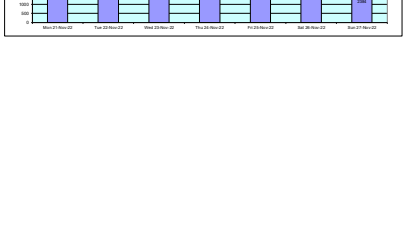
27372	MIDDLETON STONEY	Site No: 27372002	Location	Site 2 - B4030 Bicester Road (att to sign post)
		Channel: Eastbound		

TIME PERIOD	Mon 21/11/22	Tue 22/11/22	Wed 23/11/22	Thu 24/11/22	Fri 25/11/22	Sat 26/11/22	Sun 27/11/22	5-Day Av	7-Day Av
Week Begin: 21-Nov-22									
00:00	**10**	8	5	9	19	21	24	10	14
01:00	**4**	8	6	2	6	10	8	5	6
02:00	**2**	5	6	4	6	13	10	5	7
03:00	**4**	10	7	5	7	6	4	7	6
04:00	**16**	15	17	18	17	11	5	17	14
05:00	**40**	42	44	51	49	17	8	45	36
06:00	**111**	117	131	109	96	38	20	113	89
07:00	**221**	237	219	251	231	99	45	232	186
08:00	**342**	342	359	364	345	175	90	350	288
09:00	**257**	280	243	290	254	256	186	265	252
10:00	**234**	221	207	217	272	269	275	230	242
11:00	**225**	222	207	222	284	318	279	232	251
12:00	**220**	243	253	222	324	296	331	252	270
13:00	**181**	230	235	251	282	253	226	236	237
14:00	**213**	232	281	232	279	243	230	247	244
15:00	**252**	264	296	282	338	191	233	286	265
16:00	**287**	336	352	324	353	215	174	330	292
17:00	**284**	299	303	342	321	163	145	310	265
18:00	**186**	192	214	216	204	148	121	202	183
19:00	**100**	127	140	115	99	95	80	116	108
20:00	**58**	68	72	95	67	62	37	72	66
21:00	**48**	47	54	57	71	41	54	55	53
22:00	**35**	33	35	43	40	39	46	37	39
23:00	**12**	11	22	23	30	42	18	20	23
12H,7-19	**2902**	**3098**	**3169**	**3213**	**3487**	**2626**	**2335**	**3174**	**2976**
16H,6-22	**3219**	**3457**	**3566**	**3589**	**3820**	**2862**	**2526**	**3530**	**3291**
18H,6-24	**3266**	**3501**	**3623**	**3655**	**3890**	**2943**	**2590**	**3587**	**3353**
24H,0-24	**3342**	**3589**	**3708**	**3744**	**3994**	**3021**	**2649**	**3675**	**3435**
Am	**08:00**	**08:00**	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**		
Peak	**342**	**342**	**359**	**364**	**345**	**318**	**279**		
Pm	**16:00**	**16:00**	**16:00**	**17:00**	**16:00**	**12:00**	**12:00**		
Peak	**287**	**336**	**352**	**342**	**353**	**296**	**331**		



Data produced by
Transport Surveys Ltd

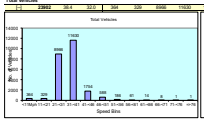
27372		MIDDLETON STONEY			Site No: 27372002 Channel: Westbound		Location: Site 2 - B4030 Bicester Road (att to sign post)								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Nov-22															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	2	0	0	0	0	0	0	0	0	0	0	0
02:00	6	0	6	4	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
04:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	0
05:00	37	2	26	7	0	1	0	1	0	0	0	0	0	0	0
06:00	101	2	76	19	1	1	2	0	0	0	0	0	0	0	0
07:00	299	1	240	45	4	2	0	0	7	0	0	0	0	0	0
08:00	313	0	249	50	4	2	0	0	9	0	0	0	0	0	0
09:00	186	0	155	24	1	2	2	1	0	0	0	0	0	0	0
10:00	166	0	130	27	0	4	2	0	0	0	1	1	0	0	0
11:00	191	0	145	35	0	2	2	0	0	7	0	0	0	0	0
12:00	222	0	175	34	4	2	0	0	5	0	1	0	0	0	0
13:00	190	2	146	35	0	4	2	0	0	0	0	0	0	0	0
14:00	189	1	136	32	3	1	2	0	0	4	0	1	0	0	0
15:00	202	1	156	35	1	1	1	0	0	4	0	1	0	0	0
16:00	266	3	206	52	0	0	0	0	0	2	0	0	0	0	0
17:00	266	1	208	46	0	0	0	0	0	2	0	0	0	0	0
18:00	200	0	160	33	0	0	0	0	0	3	0	1	0	0	0
19:00	131	0	113	16	0	2	0	0	0	0	0	0	0	0	0
20:00	101	1	86	13	0	1	0	0	0	0	0	0	0	0	0
21:00	73	1	60	4	0	0	0	0	0	0	0	0	0	0	0
22:00	47	0	41	4	1	0	0	0	0	0	0	1	0	0	0
23:00	17	0	10	2	0	0	0	0	0	5	0	0	0	0	0
07H-19H	2127	5	2053	367	17	25	11	1	12	55	2	2	0	0	0
16H-22H	2153	14	2074	423	15	25	11	1	12	68	6	2	2	0	0
19H-07H	2277	15	2152	481	15	29	13	1	12	68	6	3	3	0	0
24H 07H-07H	4412	19	3979	808	19	38	11	1	12	68	6	3	3	0	0
Tue 22-Nov-22															
00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0
04:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
05:00	30	0	24	5	0	0	0	0	0	0	0	0	0	0	0
06:00	113	4	82	23	1	1	1	0	0	0	0	0	0	0	0
07:00	343	2	257	69	3	6	1	0	6	0	1	1	0	0	0
08:00	299	1	243	36	2	6	1	1	6	2	0	1	0	0	0
09:00	208	4	157	34	1	3	0	0	8	0	0	0	0	0	0
10:00	204	1	152	39	2	1	2	0	4	2	0	1	0	0	0
11:00	200	1	149	35	3	2	2	0	6	2	0	0	0	0	0
12:00	205	1	166	23	0	1	0	0	7	0	0	0	0	0	0
13:00	213	0	173	30	0	2	1	0	7	0	0	0	0	0	0
14:00	193	1	154	29	2	2	1	0	2	1	0	1	0	0	0
15:00	267	1	227	34	1	2	0	0	2	0	0	0	0	0	0
16:00	261	1	208	45	1	2	1	0	3	0	0	0	0	0	0
17:00	262	1	208	41	0	2	2	0	2	0	0	0	0	0	0
18:00	228	1	208	16	0	0	0	0	0	3	0	0	0	0	0
19:00	132	0	117	14	0	1	0	0	0	0	0	0	0	0	0
20:00	107	0	101	3	0	1	0	0	0	2	0	0	0	0	0
21:00	91	1	82	7	0	0	0	0	0	0	0	1	0	0	0
22:00	49	0	43	5	0	0	0	0	0	0	0	1	0	0	0
23:00	18	0	11	0	0	0	0	0	0	7	0	0	0	0	0
07H-19H	2583	19	2214	428	19	37	15	1	57	10	2	6	0	0	0
16H-22H	2302	20	2196	462	17	36	5	1	60	7	2	4	0	0	0
19H-07H	2329	21	2263	468	17	36	5	1	60	7	2	4	0	0	0
24H 07H-07H	4912	21	2863	468	19	38	5	1	60	7	2	4	0	0	0
Wed 23-Nov-22															
00:00	10	0	8	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
05:00	34	0	28	5	0	1	0	0	0	0	0	0	0	0	0
06:00	111	3	87	19	0	1	0	0	1	0	0	0	0	0	0
07:00	329	2	253	68	0	3	1	0	3	0	0	1	0	0	0
08:00	301	1	237	51	2	4	2	0	12	0	0	2	0	0	0
09:00	227	1	187	39	1	2	2	0	12	0	0	1	0	0	0
10:00	176	1	138	33	1	2	0	0	13	0	0	0	0	0	0
11:00	179	3	128	36	1	3	0	0	6	0	0	1	0	0	0
12:00	210	1	163	36	0	2	2	0	6	0	0	0	0	0	0
13:00	212	4	160	29	1	3	1	1	11	0	0	0	0	0	0
14:00	208	1	159	35	2	2	1	0	5	0	0	1	0	0	0
15:00	269	1	220	41	2	3	1	0	4	0	1	1	0	0	0
16:00	265	3	205	50	0	2	1	0	5	0	0	0	0	0	0
17:00	269	3	200	49	0	1	2	0	1	0	0	0	0	0	0
18:00	219	0	201	16	0	0	0	0	0	2	0	0	0	0	0
19:00	163	1	139	19	0	4	0	0	0	0	0	0	0	0	0
20:00	110	0	93	14	0	1	0	0	0	2	0	0	0	0	0
21:00	83	2	61	8	0	0	0	0	0	0	0	1	0	0	0
22:00	52	0	44	5	0	0	0	0	0	0	0	3	0	0	0
23:00	23	0	21	2	0	0	0	0	0	0	0	0	0	0	0
07H-19H	3141	19	2478	494	19	36	14	3	85	3	3	6	0	0	0
16H-22H	3041	20	2604	327	17	28	10	3	31	2	4	5	0	0	0
19H-07H	3114	21	2683	387	17	28	10	3	31	2	4	5	0	0	0
24H 07H-07H	6155	21	3282	555	17	29	12	3	31	2	4	5	0	0	0
Thu 24-Nov-22															
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	1	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	42	0	32	8	0	0	2	0	0	0	0	0	0	0	0
06:00	113	3	88	20	0	1	0	0	0	0	0	1	0	0	0
07:00	323	3	258	47	5	3	2	1	2	0	0	0	0	0	0
08:00	308	4	237	38	3	3	1	0	11	0	0	0	0	0	0
09:00	197	2	148	35	4	2	2	0	7	0	1	0	0	0	0
10:00	208	5	155	27	1	1	2	0	13	0	0	1	0	0	0
11:00	179	3	132	30	3	2	1	0	5	0	0	3	0	0	0
12:00	195	2	135	28	1	1	2	0	7	0	0	1	0	0	0
13:00	214	0	173	24	0	2	1	0	10	0	0	2	0	0	0
14:00	269	1	215	43	4	2	1	0	3	0	0	0	0	0	0
15:00	251	1	216	40	1	1	1	0	5	0	0	0	0	0	0
16:00	274	3	230	40	4	2	2	0	3	0	0	0	0	0	0
17:00	252	2	208	39	1	0	1	0	1	0	0	0	0	0	0
18:00	199	0	180	17	0	0	0	0	0	2	0	0	0	0	0
19:00	150	0	135	13	0	1	0	0	0	1	0	0	0	0	0
20:00	120	1	114	5	0	0	0	0	0	0	0	0	0	0	0
21:00	107	1	91	12	1	0	0	1	0	0	0	1	0	0	0
22:00	70	0	55	9	0	0	0	0	0	0	0	6	0	0	0
23:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0	0
07H-19H	3094	19	2467	474	24	24	15	2	84	3	3	6	0	0	0
16H-22H	3019	21	2562	405	23	27	12	2	68	3	4	5	0	0	0
19H-07H	3077	21	2663	407	23	27	12	2	68	3	4	5	0	0	0
24H 07H-07H	6077	21	3300	567	24	29	12	2	68	3	4	5	0	0	0
Fri 25-Nov-22															
00:00	17	0	10	2	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0
04:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
05:00	44	1	37	4	0	2	0	0	0	0	0	0	0	0	0
06:00	121	1	91	21	1	1	2	0	4	0	0	0	0	0	0
07:00	279	3	211	53	4	2	1	0	4	0	0	0	0	0	0
08:00	267	2	211	37	2	3	1	0	9	0	0	2	0	0	0
09:00	223	0	162	46	4	3	0	0	6	0	1	1	0	0	0
10:00	192	2	139	38	2	2	2	0	5	0	0	1	0	0	0
11:00	217	1	164	41	4	2	1	0	4	0	0	0	0	0	0
12:00	208	1	159	37	1	2	2	1	5	0	0	0	0	0	0
13:00	205	3	145	41	1	2	1	1	8	0	0	2	0	0	0
14:00	232	3	200	20	3	1	1	0	3	0	0	1	0	0	0
15:00	263	4	212	39	1	1	2	0	3	0	0	1	0	0	0
16:00	269	2	205	48	1	0	4	0	1	0	1	0	0	0	0
17:00	274	0	237	28	0	2	2	0	1	0	0	0	0	0	0
18:00	207	0	192	14	0	0	0	0	0	1	0	0	0	0	0
19:00	158	0	142	14	0	1	0	0	0	1	0	0	0	0	0
20:00	110	0	98	12	0	0	0	0	0	0	0	0	0	0	0
21:00	92	1	82	7	0	0	0	0	0	2	0	0	0	0	0
22:00	75	0	67	8	0	0	0	0	0	0	0	0	0	0	0
23:00	45	0	39	4	0	0	0	0	0	2	0	0	0	0	0
07H-19H	3077	23	2613	469	21	22	23	2	62	3	3	6	0	1	0
16H-22H	3019	21	2762	405	23	27	12	2	68	3	4	5	0	0	0
19H-07H	3161	26	2855	469	23	24	25	3	68	3	4	6	0	1	0
24H 07H-07H	4178	31	3484	575	23	31	33	3	68	3	4	11	0	1	0
Sat 26-Nov-22															
00:00	28	0	26	1	0	0	0	0	0	0	0	0	0	0	0
01:00	10	0	8	1	0	0	0	0	0	1	0	0	0	0	0
02:00	8	0	6	0	0	0	0	0	0	1	0	0	0	0	0
03:00	6	0	5	0	0	0	0	0	0	1	0	0	0	0	0
04:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
05:00	23	0	21	2	0	0	0	0	0	0	0	0	0	0	0
06:00	29	0	20	5	0	0	0	0	0	0	0	0	0	0	0
07:00	58	1	46	10	0	1	0	0	0	0	0	0	0	0	0
08:00	104	3	82	14	1	1	0	0	2	0	0	1	0	0	0
09:00	112	1	85	24	0	0	0	0	1	0	0	1	0	0	0
10:00	132	1	105	21	0	2	1	0	1	0	0	1	0	0	0
11:00	201	1	153	39	0	1	0	0	5	0	0	2	0	0	0
12:00	240	1	200	24	0	0	4	1	1	0	1	0	0	0	0
13:00	254	1	207	34	1	2	1	0	5	0	0	1	0	0	0
14:00	262	1	247	12	0	1	0	0	0	0	0	0	0	0	0
15:00	249	1	219	27	0	0	1	0	0	0	0	0	0	0	0
16:00	223	0	199	24	0	0	0	0	0	0	0	0	0	0	0
17:00	216	1	199	17	0	0	0	0	0	0	0	0	0	0	0
18:00	178	0	170	8	0	0	0	0	0	0	0	0	0	0	0
19:00	123	0	112	11	0	0	0	0	0	0	0	0	0	0	0
20:00	74	1	64	8	0	0	0	0	0	1	0	0	0	0	0
21:00	72	0	68	3	0	0	0	0	0	0	0	1	0	0	0
22:00	53	1	46	5	0	0	0	0	0	0	0	1	0	0	0
23:00	40	0	33	7	0	0	0	0	0	0	0	0	0	0	0
07H-19H	2595	9	2263	273	7	11	7	2	4	0	2	1	0	0	0
16H-22H	2027	10	1858	202	8	13	5	2	2	0	2	1	0	0	0
19H-07H	2059	11	2005	212	8	12	7	2	4	0	2	1	0	0	0
24H 07H-07H	3981	11	3726	317	8	13	8	2	4	0	2	1	0	0	0
Sun 27-Nov-22															
00:00	38	0	36	1	0	0	0	0	0	0	0	0	0	0	0
01:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
03:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0
06:00	37	0	31	5	0	0	0	0	0	0	0	0	0	0	0
07:00	57	0	37	13	0	0	0	0	0	0	0	0	0	0	0
08:00	69	0	51	18	0	0	0	0	0	0	0	0	0	0	0
09:00	112	1	96	15	0	0	0	0	0	0	0	0	0	0	0
10:00	160	3	132	13	0	0	0	0	0	0	0	0	0	0	0
11:00	215	1	180	19	0	0	2	0	0	0	0	0	0	0	0
12:00	263	0	242	20	0	0	0	0	0	0	0	1	0	0	0
13:00	248	0	225	21	0	0	1	0	0	0	0	1	0	0	0
14:00	217	0	190	24	0	0	1	0	0	0	0	0	0	0	0
15:00	229	2	210	15	0	1	0	0	0	0	0	1	0	0	0
16:00	191	2	156	12	1	1	1	0	0	0	0	0	0	0	0
17:00	162	0	141	12	0	0	0	0	0	0	0	0	0	0	0
18:00	118	0	111	7	0	0	0	0	0	0	0	0	0	0	0
19:00	119	1	107	7	0	0	0	0	0	4	0	0	0	0	0
20:00	67	0	61	5	0	0	0	0	0	0	0	1	0	0	0
21:00	39	0	35	2	0	0	0	0	0	2	0	0	0	0	0
22:00	26	0	22	2	0	0	0	0	0	2	0	0	0	0	0
23:00	11	0	9	1	0	0	0	0	0	1	0	0	0	0	0
07H-19H	2022	6	1817	164	4	4	2	0	4	0	0	3	0	0	0
16H-22H	1585	10	1424	104	4	4	2	0	2	0	0	2	0	0	0
19H-07H	1626	10	1464	107	4	4	2	0	4	0	0	2	0	0	0
24H 07H-07H	3345	10	3129	219	4	4	2	0	4	0	0	3	0	0	0
Daily Totals															
Mon 21-Nov-22	4412	19	3979	808	19	38	11	1	68	6	3	3	0	0	0
Tue 22-Nov-22	3512	21	2863	468	19	38	5	1	60	7	2	4	0	0	0
Wed 23-Nov-22	3769	21	3282	555	17	29	12	3	31	2	4	5	0	0	0
Thu 24-Nov-22	3677	21	3300	567	24	29	12	2	68	3	4	5	0	0	0
Fri 25-Nov-22	4178	31	3484	575	23	31	33	3	68	3	4	11	0	1	0
Sat 26-Nov-22	3981	11	3726	317	8	13	8	2	4	0	2	1	0	0	0
Sun 27-Nov-22	3345	10	3129	219	4	4	2	0	4	0	0	3	0	0	0
Total Vehicles															
(1)	**23852**	143	19852	3116	111	188	77	12	356	21	24	44	0	1	

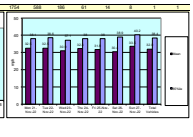


Data produced by Transport Surveys Ltd

27372	MIDDLETON STONEY	Site No: 27372002	Location: Site 2 - B4030 Bicester Road (att to sign post)
		Channel: Westbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11mph	11-21	21-31	31-41	41-46	46-51	51-56	56-61	61-66	66-71	71-76	>=76
Mon 31-Nov-22															
00:00	3	-	38.6	0	0	0	3	0	0	0	0	0	0	0	0
01:00	6	-	41	0	0	0	4	1	0	0	0	1	0	0	0
02:00	2	-	43.7	0	0	0	0	1	0	0	0	1	0	0	0
03:00	4	-	42	0	0	0	1	2	1	0	0	0	0	0	0
04:00	6	-	43.2	0	0	0	1	1	2	1	1	0	0	0	0
05:00	32	49.3	39.6	0	0	0	5	8	8	3	0	0	0	0	0
06:00	101	43	34.7	0	0	0	55	46	13	2	3	2	0	0	0
07:00	204	37.4	30.8	0	0	1	108	84	10	0	0	0	0	0	0
08:00	313	37.4	31.2	0	1	1	155	144	12	0	0	0	0	0	0
09:00	156	37	30.5	0	0	1	89	61	4	0	0	1	0	0	0
10:00	168	38.8	31.6	0	0	0	93	67	6	0	1	1	0	0	0
11:00	181	37.9	32.3	0	0	3	71	94	11	2	0	0	0	0	0
12:00	228	39.1	32.5	0	0	3	85	103	16	13	7	1	0	0	0
13:00	160	40	33.2	1	0	0	60	87	10	0	1	1	0	0	0
14:00	168	37.5	32.7	0	0	0	67	85	10	5	0	0	0	0	0
15:00	242	38.6	31.5	0	0	0	113	111	13	3	0	0	0	0	0
16:00	246	36.6	31.9	0	2	0	84	143	13	3	1	0	0	0	0
17:00	280	36.1	31.2	0	0	4	118	139	10	9	0	0	0	0	0
18:00	200	38.8	33.7	0	0	0	64	117	14	3	1	1	0	0	0
19:00	131	41	33.9	0	0	0	44	65	13	4	3	1	1	0	0
20:00	101	39.2	33.2	0	0	0	32	57	10	1	1	0	0	0	0
21:00	79	42.1	34.8	0	0	0	22	39	9	2	2	0	0	0	0
22:00	47	43.2	34.9	0	0	0	13	23	8	1	0	1	0	0	0
23:00	17	50.7	38	0	0	1	1	10	4	1	0	0	0	0	0
12hr 7-19	2747	37.8	32	0	10	1972	1419	166	59	19	7	1	0	0	0
16hr 6-22	2763	37.8	32.2	0	10	1282	1021	213	74	55	7	1	0	0	0
16hr 0-24	3277	37.8	32.5	0	10	1374	1054	226	76	23	8	1	0	0	0
24hr 0-24	3373	38.1	32.5	0	10	1395	1076	239	85	28	9	3	0	0	0
Tue 22-Nov-22															
00:00	5	-	43.8	0	0	0	3	0	0	0	0	1	0	0	0
01:00	3	-	46.6	0	0	0	0	1	1	0	0	0	1	0	0
02:00	5	-	45.7	0	0	0	1	1	0	1	2	0	0	0	0
03:00	4	-	47.1	0	0	0	0	1	1	1	0	1	0	0	0
04:00	6	-	51.3	0	0	0	0	3	1	1	0	0	1	0	0
05:00	30	47.1	39	0	0	1	9	14	2	3	1	0	0	0	0
06:00	113	41	34.6	0	0	1	61	34	12	4	0	1	0	0	0
07:00	343	35.7	30.1	0	0	12	182	126	7	3	1	0	0	0	0
08:00	359	37.4	31.5	0	2	9	133	156	20	2	3	0	0	0	0
09:00	209	35.6	31.5	1	0	0	94	94	13	6	0	0	0	0	0
10:00	264	36.9	32.6	1	0	0	74	98	23	6	0	0	0	0	0
11:00	208	39	32.1	0	0	5	79	85	18	4	1	0	0	0	0
12:00	266	36.8	32	0	0	0	89	98	16	3	1	0	0	0	0
13:00	213	36.8	32.2	0	0	0	77	120	12	1	0	0	0	0	0
14:00	192	37.9	32.9	0	0	0	56	103	11	1	0	0	0	0	0
15:00	267	37.5	32.1	0	0	0	108	104	23	5	0	0	0	0	0
16:00	261	36.5	31.7	0	1	110	149	12	10	0	0	0	0	0	0
17:00	302	37.4	32	0	0	107	164	22	6	3	0	0	0	0	0
18:00	233	39.4	33.6	0	0	51	132	18	12	1	0	0	0	0	0
19:00	132	41.6	34.2	0	0	30	76	14	5	4	2	1	0	0	0
20:00	107	40	33.8	0	0	18	68	10	7	3	1	0	0	0	0
21:00	81	44.3	37	0	0	10	51	11	5	4	1	0	0	0	0
22:00	48	46.4	39.1	0	0	0	9	22	9	4	2	0	2	0	0
23:00	15	42.3	40.1	0	0	0	0	12	2	0	0	0	0	0	0
12hr 7-19	2940	37.4	31.8	1	3	1226	1437	199	68	9	3	0	0	0	0
16hr 6-22	3105	38.1	32.2	1	3	1219	1618	237	77	32	10	2	0	0	0
16hr 0-24	3469	38.4	32.2	7	28	1338	1786	261	81	33	10	2	0	0	1
24hr 0-24	3915	38.6	32.5	7	28	1349	1736	273	89	28	11	2	4	1	1
Wed 23-Nov-22															
00:00	10	-	40	0	0	0	3	3	0	0	3	1	0	0	0
01:00	1	-	42.6	0	0	0	0	0	0	0	0	0	1	0	0
02:00	3	-	49.1	0	0	0	1	0	1	0	0	0	0	1	0
03:00	3	-	42.4	0	0	0	0	1	1	1	0	0	0	0	0
04:00	6	-	48.9	0	0	0	1	1	1	1	0	1	1	0	0
05:00	36	47.1	39.6	0	0	0	6	14	7	3	2	1	0	0	0
06:00	111	40.4	33.8	0	1	0	59	37	8	6	0	1	0	0	0
07:00	308	36.1	30.7	0	0	1	193	101	10	2	0	0	0	0	0
08:00	361	34.8	29.6	0	0	11	203	134	11	2	0	0	0	0	0
09:00	207	37	31.9	0	0	0	97	110	10	5	2	1	0	0	0
10:00	178	37.8	32.3	0	0	2	68	91	9	5	2	1	0	0	0
11:00	174	37.1	32.1	0	0	10	69	85	5	4	1	0	0	0	0
12:00	210	37.4	31.8	0	0	3	92	89	11	4	1	0	0	0	0
13:00	210	38.3	32	0	0	1	69	97	19	5	0	0	0	0	0
14:00	202	37.9	32.9	0	0	0	75	112	10	2	1	0	0	0	0
15:00	250	38.7	32.8	0	0	1	106	120	19	4	0	0	0	0	0
16:00	249	33.4	27.8	6	36	172	119	5	2	0	0	0	0	0	0
17:00	248	33.7	28	6	29	160	118	6	3	0	0	0	0	0	0
18:00	270	36.3	31.6	0	0	105	149	14	1	1	0	0	0	0	0
19:00	156	38	32.7	0	0	60	119	12	3	1	0	0	0	0	0
20:00	105	40.5	33.1	0	1	40	45	17	2	0	0	0	0	0	0
21:00	58	40.8	34.8	0	0	9	22	20	5	1	1	0	0	0	0
22:00	70	42	36	0	0	1	11	40	12	3	2	0	0	0	0
23:00	23	42.3	33.1	0	0	0	12	7	2	0	0	0	2	0	0
12hr 7-19	2547	36	30.9	6	65	1408	1041	122	47	15	4	0	0	0	0
16hr 6-22	2731	36.2	31.2	6	66	1349	1230	144	54	19	4	0	0	0	0
16hr 0-24	3155	36.8	32.1	6	66	1391	1431	166	59	19	4	0	0	0	0
24hr 0-24	3611	37.1	32.2	6	66	1391	1736	206	64	19	4	0	0	0	0
Thu 24-Nov-22															
00:00	5	-	38.2	0	0	0	3	1	1	0	0	0	0	0	0
01:00	1	-	27.9	0	0	1	0	0	0	0	0	0	0	0	0
02:00	4	-	46	0	0	0	0	1	1	0	1	0	1	0	0
03:00	5	-	41.9	0	0	0	0	2	2	0	1	0	0	0	0
04:00	3	-	49.3	0	0	0	0	1	0	1	0	1	0	0	0
05:00	45	47.5	37.9	0	0	0	5	22	6	7	3	1	1	0	0
06:00	113	42.8	35.6	0	0	0	37	54	13	7	2	1	0	0	0
07:00	331	37	31.3	0	2	10	159	135	13	7	3	1	1	0	0
08:00	310	34.7	29.7	1	10	181	113	14	3	1	1	0	0	0	0
09:00	197	36.5	31.2	1	1	88	98	7	2	0	0	0	0	0	0
10:00	203	35.5	31.6	0	1	81	110	8	2	0	0	0	0	0	0
11:00	175	39.5	32.6	0	0	58	82	18	6	1	0	0	0	0	0
12:00	169	37.2	31.5	0	0	94	70	12	6	1	0	0	0	0	0
13:00	214	38.3	32.9	0	0	61	102	13	5	3	0	0	0	0	0
14:00	209	37.2	33.6	0	0	65	105	13	6	0	0	0	0	0	0
15:00	211	37.6	31.5	0	0	105	84	16	4	0	0	0	0	0	0
16:00	268	36.3	32.6	0	0	94	149	18	7	1	0	0	0	0	0
17:00	310	36.4	31.7	0	0	108	163	15	7	1	0	0	0	0	0
18:00	228	37.3	32.7	0	0	73	132	15	7	1	0	0	0	0	0
19:00	160	39.2	32.6	0	0	79	69	10	4	1	0	0	0	0	0
20:00	120	40.4	34.9	0	0	29	77	11	3	1	0	0	0	0	0
21:00	97	40.8	35.3	0	0	22	61	9	4	0	1	0	0	0	0
22:00	70	40.8	33.9	0	0	17	39	6	1	4	1	0	2	0	0
23:00	29	43.2	37.2	0	0	2	16	5	2	2	0	0	1	0	0
12hr 7-19	2666	37	31.7	3	14	1272	1205	139	57	15	3	0	0	0	0
16hr 6-22	2816	37.1	32.1	3	14	1438	1191	217	83	19	4	1	1	0	0
16hr 0-24	3167	37.5	32.2	3	15	1498	1395	225	87	22	4	2	3	0	0
24hr 0-24	3477	38	32.5	4	16	1498	1648	233	89	24	5	2	4	0	0
Fri 25-Nov-22															
00:00	17	50.3	39.9	0	0	4	6	2	2	3	0	0	0	0	0
01:00	3	-	49.6	0	0	0	1	2	0	0	0	0	0	0	0
02:00	2	-	53.9	0	0	0	0	1	0	1	0	0	0	0	0
03:00	4	-	47.1	0	0	0	0	2	0	1	0	1	0	0	0
04:00	7	-	46.8	0	0	0	0	1	2	3	1	0	0	0	0
05:00	46	44.4	37	0	0	1	6	22	9	5	2	1	0	0	0
06:00	121	42.5	34.9	0	0	0	51	63	16	6	3	2	0	0	0
07:00	274	38	32	0	1	2	111	131	18	4	2	0	0	0	0
08:00	267	36.6	31.7	0	0	0	118	120	16	6	1	0	0	0	0
09:00	223	37	32.3	0	0	0	82	127	11	2	1	0	0	0	0
10:00	193	36.1	31.7	1	1	68	83	14	2	2	1	0	0	0	0
11:00	217	39.3	32.5	0	2	63	106	21	4	0	0	0	0	0	0
12:00	249	39.2	33.2	0	1	79	131	22	7	0	0	0	0	0	0
13:00	304	38.9	31.7	0	1	105	151	18	4	1	0	0	0	0	0
14:00	301	38.6	32.5	0	1	108	151	18	4	1	1	0	0	0	0
15:00	292	38.8	32.7	0	0	91	170	18	3	2	0	0	0	0	0
16:00	264	33.9	28.6	4	16	172	58	11	3	0	0	0	0	0	0
17:00	268	34.6	29.1	3	8	127	120	7	2	1	0	0	0	0	0
18:00	207	38	32.3	0	0	69	116	16	4	1	1	0	0	0	0
19:00	153	38.3	32.5	0	0	55	86	10	1	1	0	0	0	1	0
20:00	116	41.5	34.2	0	0	34	61	17	3	1	0	0	0	0	0
21:00	90	42.6	35.1	0	0	27	51	12	0	2	0	0	0	0	0
22:00	75	40.9	35.6	0	0	12	36	11	11	3	0	0	0	0	0
23:00	40	43.1	36.2	0	1	9	18	8	2	1	0	0	0	1	0
12hr 7-19	2867	37	31.8	3	32	1498	1301	216	54	15	3	2	0	0	0
16hr 6-22	3060	37.4	31.9	10	42	1618	1513	271	89	24	6	3	0	0	0
16hr 0-24	3161	37.5	32.1	10	43	1618	1549	272	92	24	6	3	1	0	0
24hr 0-24	4179	38	31.6	22	44	1618	2092	307	91	24	6	3	1	0	0
Sat 26-Nov-22															
00:00	29	41.7	35.1	0	0	7	17	4	0	0	1	0	0	0	0
01:00	10	-	37.2	0	0	3	4	0	1	0	2	0	0	0	0
02:00	6	-	47.2	0	0	1	1	2	0	1	1	0	0	0	0
03:00	5	-	40.2	0	0	0	2	1	1	0	1	0	0	0	0
04:00	6	-	53.1	0	0	0	0	3	1	0	1	1	0	0	0
05:00	22	50.4	39.2	0	0	0	4	9	3	4	2	0	0	0	0
06:00	29	48.4	39.4	0	0	0	3	13	6	2	2	0	1	0	0
07:00	76	42.1	34.6	0	0	1	20	41	7	4	3	0	0	0	0
08:00	104	41.1	35.5	0	0	0	23	63	13	3	2	0	0	0	0
09:00	173	38.4	32.3	0	1	0	68	101	11	2	1	0	0	0	0
10:00	228	38.4	32.2	0	0	4	81	104	22	7	0	0	0	0	0
11:00	261	37.4	32	0	1	68	108	121	16	4	2	0	0	0	0
12:00	240	37.4	31.8	0	0	84	98	46	10	2	1	0	0	0	0
13:00	263	38.4	32.5	0	0	79	124	32	6	2	0	0	0	0	0
14:00	264	36.2	32.6	0	0	69	150	35	7	3	0	0	0	0	0
15:00	253	36.4	31.9	0	0	87	131	26	7	2	0	0	0	0	0
16:00	253	36.7	32.7	0	0	72	138	31	6	5	0	0	0	0	0
17:00	215	38	32.7	0	1	69	106	13	1	3	0	0	0	0	0
18:00	179	41.3	34.4	0	0	52	93	23	5	3	1	0	0	0	0
19:00	123	41.5	35	0	0	35	63	15	2	3	0	0	0	0	0
20:00	76	43.6	35.3	0	1	19	37	10	4	3	1	0	1	0	0
21:00	73	44.9	37.2	0	1	8	37	17	6	1	1	0	0	0	0
22:00	70	40.1	33.8	0	0	22	35	6	3	3	0	0	0	0	0
23:00	40	41.9	35.2	0	0	9	20	8	2	1	0	0	0	0	0
12hr 7-19	2466	37.9	32.4	0	5	722	1162	367	83	43	13	2	0	0	0
16hr 6-22	2667	38.4	33.1	0	7	742	1124	428	107	49	15	2	1	0	0
16hr 0-24	3021	38.6	32.7	0	7	742	1124	428	107	49	15	2	1	0	0
24hr 0-24	3021	38.6	32.7	0	7	742	1124	428	107	49	15	2	1	0	0
Sun 27-Nov-22															
00:00	22	43.2	36	0	0	7	12	2	1	1	0	0	0	0	0
01:00	15	52.6	40.7	0	0	2	8	1	1	2	0	1	0	0	0
02:00	8	-	44.1	0	0	0	4	1	1	0	2	0	0	0	0
03:00	6	-	54.8	0	0	0	1	4	0	0	1	0	0	0	0
04:00	8	-	56.3	0	0	0	0	5	1	2	0	0	0	0	0
05:00	12	50.6	42.9	0	0	1	2	3	2	2	0	0	0	0	0
06:00	16	41.8	32.6	0	0	0	7	6	3	0	0	0	0	0	0
07:00	27	43.1	34.9	0	0	1	10	10	4	2	0	0	0	0	0
08:00	64	42.8	36.5	0	0	0	17	34	7	4	2	0	0	0	0
09:00	108	40.6	34.8	0	0	0	27	57	11	8	3	1	1	0	0
10:00	132	39.7	32.6	0	0	1	48	70	10	2	1	0	0	0	0
11:00	214	39.2	33.6	0	1	53	96	47	12	3	2	0	0	0	0
12:00	249	37.3	32.9	0	1	65	130	32	5	5	1	0	0	0	0
13:00	248	37.8	32.3	0	1	69	127	34	12	3	2	0	0	0	0
14:00	257	40.6	33.6	0	0	53	120	22	5	3	1	0	0	0	0
15:00	258	38.3	32.1	0	1	69	122	13	4	0	0	0	0	0	0
16:00	259	38.3	32.1	0	1	69	122	13	4	0	0	0	0	0	0
17:00	191	39	32.2	0	1	50	86	15	4	3	0	0	0	0	0
18:00	168	40.9	33.6	0	0	47	82	22	5	2	0	0	0	0	0
19:00	114	41.5	34	0	0	29	54	18	3	2	1	0	0	0	0
20:00	113	42.5	35.4	0	0	26	56	20	5	2	1	0	0	0	0
21:00	87	45	37.8	0	0	13	39	24	5	4	1	0	0	0	0
22:00	39	40.5	37.7	0	0	4	24	5	5	1	0	0	0	0	0
23:00	26	46	36.8	0	0	6	11	3	4	1	0	0	1	0	0
23:00	11	49.9	37.6	0	0	1	7	1	1	0	0	0	1	0	0
12hr 7-19	2522	39.1	33	0	6	739	1106	374	85	34	9	0	0	0	0
16hr 6-22	2589	39.5	33.3	0	6	777	1157	391	75	24	9	0	0	0	0
16hr 0-24	2956	39.8	33.2	0	6	785	1170	399	79	24	9	0	0	0	0
24hr 0-24	3384	40.2	33.5	0	6	796	1210	439	86	26	11	1	0	0	0
Daily Totals															
Mon 31-Nov-22	3373	38.1	32.5	0	10	1395	1076	239	85	28	9	3	0	0	0
Tue 22-Nov-22	3915	38.6	32.5	7	28	1349	1736	273	89	28	11	2	4	1	1
Wed 23-Nov-22	3789	37.1	32.0	63	66	1391	1740	206	68	19	4	2	1	0	0
Thu 24-Nov-22	3477	38	32.5	4	16	1498	1648	233	89	24	5	2	4	0	0
Fri 25-Nov-22	4179	38	31.6	22	44	1618	2092	307	91	24	6	3	1	0	0
Sat 26-Nov-22	3021	38.6	32.7	0	7	742	1124	428	107	49	15	2	1	0	0
Sun 27-Nov-22	3384	40.2	33.5	0	6	796	1210	439	86	26	11	1	0	0	0
Total Vehicles															
1-2	23402	38.4	32.5	81	305	9566	11630	1754	598	185	61	16	6	1	0

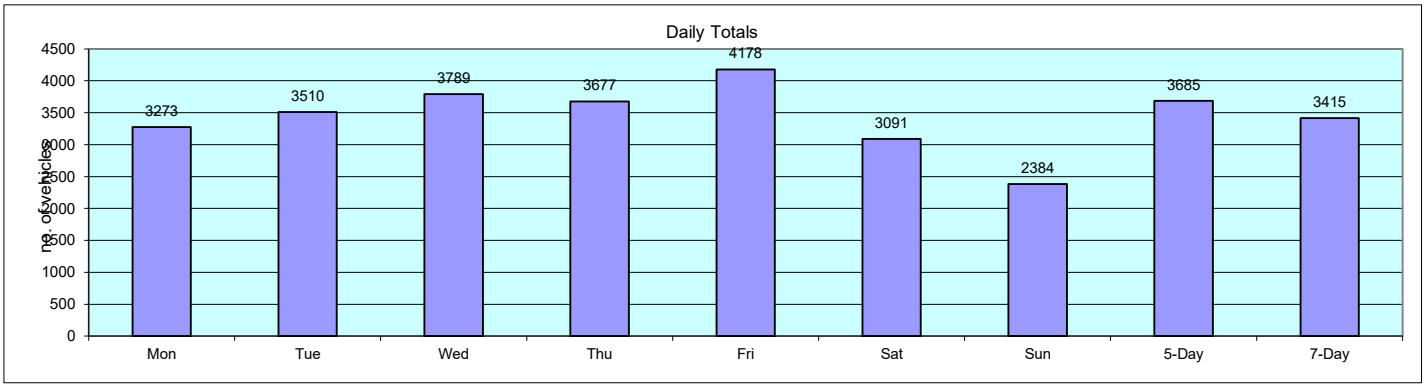




Data produced by Transport Surveys Ltd

27372	MIDDLETON STONEY	Site No: 27372002	Location	Site 2 - B4030 Bicester Road (att to sign post)
		Channel: Westbound		

TIME PERIOD	Mon 21/11/22	Tue 22/11/22	Wed 23/11/22	Thu 24/11/22	Fri 25/11/22	Sat 26/11/22	Sun 27/11/22	5-Day Av	7-Day Av
Week Begin: 21-Nov-22									
00:00	**3**	5	10	5	17	29	33	8	15
01:00	**6**	3	1	1	3	10	11	3	5
02:00	**2**	5	1	4	2	8	8	3	4
03:00	**6**	4	3	5	4	6	6	4	5
04:00	**6**	5	6	3	7	6	8	5	6
05:00	**33**	39	34	42	44	23	12	38	32
06:00	**101**	113	111	113	121	29	16	112	86
07:00	**299**	343	328	323	279	76	37	314	241
08:00	**313**	299	361	335	267	104	69	315	250
09:00	**196**	208	227	197	223	172	112	210	191
10:00	**186**	204	178	208	192	228	168	194	195
11:00	**191**	200	179	175	217	251	215	192	204
12:00	**220**	205	210	188	240	345	263	213	239
13:00	**190**	213	212	214	306	284	248	227	238
14:00	**169**	193	208	269	351	282	217	238	241
15:00	**242**	267	280	271	393	244	239	291	277
16:00	**246**	281	340	268	388	223	191	305	277
17:00	**295**	302	348	310	374	210	155	326	285
18:00	**200**	228	270	228	267	179	118	239	213
19:00	**131**	132	195	190	159	123	115	161	149
20:00	**101**	107	105	120	110	74	67	109	98
21:00	**73**	91	89	107	98	73	39	92	81
22:00	**47**	48	70	78	76	72	26	64	60
23:00	**17**	15	23	23	40	40	11	24	24
12H,7-19	**2747**	**2943**	**3141**	**2986**	**3497**	**2598**	**2032**	**3063**	**2849**
16H,6-22	**3153**	**3386**	**3641**	**3516**	**3985**	**2897**	**2269**	**3536**	**3264**
18H,6-24	**3217**	**3449**	**3734**	**3617**	**4101**	**3009**	**2306**	**3624**	**3348**
24H,0-24	**3273**	**3510**	**3789**	**3677**	**4178**	**3091**	**2384**	**3685**	**3415**
Am	**08:00**	**07:00**	**08:00**	**08:00**	**07:00**	**11:00**	**11:00**		
Peak	**313**	**343**	**361**	**335**	**279**	**251**	**215**		
Pm	**17:00**	**17:00**	**17:00**	**17:00**	**15:00**	**12:00**	**12:00**		
Peak	**295**	**302**	**348**	**310**	**393**	**345**	**263**		



Data produced by
Transport Surveys Ltd

Classification Schemes

Scheme F Classification Scheme (Non-metric)

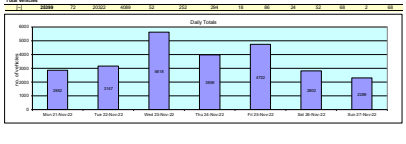
Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					



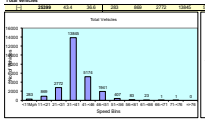
27372		MIDDLETON STONEY								
		NOVEMBER 2022								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 27372003	Site 3 - Oxford Road (att to Sign Post) OSGR - SP 53482 23230	Channel: Northbound	Mon 21-Nov-22	Sun 27-Nov-22	30	25399	4062	3628	43.4	36.6
		Channel: Southbound	Mon 21-Nov-22	Sun 27-Nov-22		24390	3523	3484	47.3	41.5

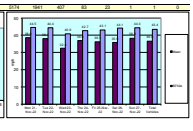
27372		MIDDLETON STONEY				Site No: 27372003 Channel: Northbound			Location: Site 3 - Oxford Road (adj to Sign Post)					
TIME PERIOD -	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Nov-22														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
06:00	77	6	58	13	0	1	1	0	0	0	0	0	0	0
07:00	204	0	149	50	0	4	0	0	0	0	0	1	0	0
08:00	259	1	197	42	0	2	2	1	0	1	0	2	0	2
09:00	171	0	118	43	0	4	1	0	0	0	0	3	0	0
10:00	136	0	94	35	1	4	0	0	0	1	0	1	0	0
11:00	163	0	109	43	1	6	0	0	1	2	0	1	0	0
12:00	211	1	143	49	0	10	0	0	0	4	0	3	0	1
13:00	181	0	113	56	0	4	3	0	2	1	1	1	0	1
14:00	170	3	114	42	1	4	1	0	1	0	1	3	0	0
15:00	219	0	165	47	2	10	1	0	0	3	0	0	0	1
16:00	306	0	232	70	0	5	1	1	0	1	0	2	0	1
17:00	269	2	209	45	1	4	0	0	0	0	0	0	0	0
18:00	167	0	129	35	0	2	0	0	0	0	0	0	0	0
19:00	68	0	57	9	0	1	0	0	0	0	0	0	0	1
20:00	56	0	48	8	0	1	0	0	0	0	0	0	0	0
21:00	42	0	30	6	0	1	0	0	0	0	0	0	0	0
22:00	27	0	22	5	0	0	0	0	0	0	0	0	0	0
23:00	19	0	7	3	0	0	0	0	0	0	0	0	0	0
0?:?-??	3078	7	1858	585	3	55	13	3	3	8	4	17	0	8
16?:?-22	2179	7	2004	413	6	64	12	1	6	8	6	17	0	6
19?:?-??	2078	7	2003	529	5	64	12	1	6	8	6	17	0	6
24?:?-??	3112	7	2079	624	7	64	12	1	6	8	6	17	0	6
Tue 22-Nov-22														
00:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	4	0	2	2	0	0	0	0	0	0	0	0	0	1
05:00	20	0	14	4	0	0	0	0	0	0	0	1	0	1
06:00	69	0	54	13	0	1	0	0	0	0	0	0	0	1
07:00	203	0	141	51	0	4	0	0	0	1	0	0	0	0
08:00	255	0	198	52	1	4	1	0	0	0	0	0	0	1
09:00	212	0	160	37	0	6	1	1	0	0	0	1	0	4
10:00	186	0	140	44	1	4	0	0	0	1	0	0	0	0
11:00	168	1	110	40	0	4	0	0	1	0	0	1	0	1
12:00	208	0	160	47	0	4	2	0	0	1	0	1	0	2
13:00	191	0	146	39	0	7	2	0	0	1	0	1	0	4
14:00	167	1	106	48	4	2	1	0	0	1	0	2	0	1
15:00	229	0	214	58	0	5	2	0	1	1	0	3	0	2
16:00	295	1	215	58	0	2	2	0	1	1	0	1	0	0
17:00	227	4	015	79	0	11	13	0	4	0	0	1	0	0
18:00	161	0	120	39	0	3	1	0	0	0	0	0	0	0
19:00	108	0	86	22	0	2	1	0	0	0	0	0	0	0
20:00	57	0	47	10	0	0	0	0	0	0	0	0	0	0
21:00	52	0	36	9	0	3	1	0	0	0	0	1	0	0
22:00	27	0	22	5	0	0	0	0	0	0	0	0	0	0
23:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0
0?:?-??	3173	7	2175	733	21	95	115	4	19	4	13	11	0	19
16?:?-22	3019	7	1458	958	21	97	117	4	19	4	13	13	0	17
19?:?-??	3066	7	2471	969	22	97	117	4	20	4	14	13	0	17
24?:?-??	3619	7	2501	1039	22	98	117	4	20	4	14	14	0	22
Wed 23-Nov-22														
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	3	0	1	0	0	0	0	0	0	0	0	1	0	1
04:00	5	0	2	2	0	0	0	0	0	0	0	0	0	1
05:00	27	0	20	5	0	0	0	1	0	0	0	0	0	1
06:00	89	0	64	22	0	1	0	0	0	1	0	0	0	1
07:00	193	0	141	51	0	4	0	0	0	1	0	0	0	0
08:00	255	0	198	52	1	4	1	0	0	0	0	0	0	1
09:00	212	0	160	37	0	6	1	1	0	0	0	1	0	4
10:00	186	0	140	44	1	4	0	0	0	1	0	0	0	0
11:00	168	1	110	40	0	4	0	0	1	0	0	1	0	1
12:00	208	0	160	47	0	4	2	0	0	1	0	1	0	2
13:00	191	0	146	39	0	7	2	0	0	1	0	1	0	4
14:00	167	1	106	48	4	2	1	0	0	1	0	2	0	1
15:00	229	0	214	58	0	5	2	0	1	1	0	3	0	2
16:00	295	1	215	58	0	2	2	0	1	1	0	1	0	0
17:00	227	4	015	79	0	11	13	0	4	0	0	1	0	0
18:00	161	0	120	39	0	3	1	0	0	0	0	0	0	0
19:00	108	0	86	22	0	2	1	0	0	0	0	0	0	0
20:00	57	0	47	10	0	0	0	0	0	0	0	0	0	0
21:00	52	0	36	9	0	3	1	0	0	0	0	1	0	0
22:00	27	0	22	5	0	0	0	0	0	0	0	0	0	0
23:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0
0?:?-??	3173	7	2175	733	21	95	115	4	19	4	13	11	0	19
16?:?-22	3019	7	1458	958	21	97	117	4	19	4	13	13	0	17
19?:?-??	3066	7	2471	969	22	97	117	4	20	4	14	13	0	17
24?:?-??	3619	7	2501	1039	22	98	117	4	20	4	14	14	0	22
Thu 24-Nov-22														
00:00	7	0	4	2	0	0	0	0	0	0	0	0	0	1
01:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
02:00	7	0	6	0	0	0	0	0	0	0	0	0	0	1
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	6	0	4	1	0	0	0	0	0	0	0	0	0	1
05:00	23	0	18	4	0	0	0	0	0	0	0	0	0	1
06:00	76	0	57	15	0	0	0	0	0	0	0	0	0	1
07:00	211	0	160	44	1	1	1	1	0	0	0	2	0	1
08:00	266	1	186	68	0	6	1	0	0	1	0	1	0	2
09:00	176	2	118	47	2	1	0	1	0	1	0	2	0	1
10:00	205	0	139	37	0	4	0	0	0	0	0	0	0	0
11:00	269	0	219	36	0	5	0	0	0	0	0	0	0	1
12:00	191	0	135	39	0	7	2	0	0	2	0	1	0	4
13:00	209	0	161	42	0	3	0	0	0	2	0	0	0	1
14:00	400	0	260	97	0	4	0	0	0	0	0	0	0	1
15:00	363	3	402	97	0	7	2	0	1	1	0	2	0	1
16:00	452	0	337	98	0	4	1	0	0	0	0	0	0	0
17:00	420	1	302	95	0	3	1	0	0	0	0	0	0	0
18:00	257	0	197	60	0	0	0	0	0	0	0	0	0	0
19:00	87	0	77	10	0	0	0	0	0	0	0	0	0	0
20:00	69	0	60	9	0	0	0	0	0	0	0	0	0	0
21:00	46	0	40	3	0	2	1	0	0	0	0	0	0	0
22:00	38	0	33	5	0	0	0	0	0	0	0	0	0	0
23:00	23	0	20	3	0	0	0	0	0	0	0	0	0	0
0?:?-??	3078	7	2004	611	6	53	69	5	3	2	7	9	1	8
16?:?-22	3019	7	1458	958	21	97	117	4	19	4	13	13	0	17
19?:?-??	3066	7	2062	968	6	54	70	5	4	2	8	11	1	9
24?:?-??	3609	8	2104	960	6	55	70	5	4	2	8	11	1	13
Fri 25-Nov-22														
00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	1	2	0	0	0	0	0	0	0	0	0	1
04:00	3	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	15	0	11	2	0	0	0	0	0	0	0	1	0	0
06:00	66	0	50	12	0	1	0	0	0	0	0	2	0	0
07:00	139	1	92	41	1	2	0	0	0	0	0	0	0	0
08:00	230	0	178	37	1	4	1	0	0	0	0	0	0	0
09:00	209	0	159	41	1	4	1	0	1	0	0	1	0	0
10:00	280	1	213	56	1	4	1	0	0	1	0	2	0	1
11:00	313	1	222	67	0	4	2	1	0	0	0	1	0	0
12:00	324	0	243	64	0	4	1	0	1	0	0	1	0	1
13:00	314	1	208	58	1	3	2	0	0	0	0	1	0	0
14:00	284	1	199	56	0	4	2	0	0	0	0	2	0	0
15:00	431	2	307	92	1	4	2	0	0	0	0	2	0	1
16:00	420	3	307	93	1	3	0	0	0	3	0	0	0	1
17:00	414	0	348	58	1	1	0	0	0	0	0	0	0	0
18:00	280	1	218	51	0	2	0	0	0	0	0	0	0	0
19:00	109	1	90	13	0	1	1	0	0	0	0	0	0	0
20:00	69	0	49	13	0	0	0	0	0	0	0	0	0	0
21:00	55	0	35	12	0	2	1	0	0	0	0	0	0	0
22:00	61	0	52	8	0	0	0	0	0	0	0	0	0	0
23:00	39	0	36	3	0	0	0	0	0	0	0	0	0	0
0?:?-??	4219	15	3465	643	8	32	61	4	15	4	6	13	0	12
16?:?-22	3569	15	2720	665	13	58	83	4	15	4	6	13	0	12
19?:?-??	4046	15	3571	669	13	59	83	4	15	4	6	13	0	13
24?:?-??	4733	15	3647	764	13	59	83	4	15	4	7	13	0	14
Sat 26-Nov-22														
00:00	12	0	10	2	0	0	0	0	0	0	0	0	0	1
01:00	5	0	3	3	0	0	0	0	0	0	0	0	0	0
02:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
03:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
04:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
05:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0
06:00	39	0	32	6	0	0	0	0	0	0	0	0	0	0
07:00	62	0	49	12	0	0	0	0	0	0	0	0	0	0
08:00	91	0	72	17	0	0	0	0	0	0	0	0	0	0
09:00	134	0	107	26	0	0	0	0	0	0	0	0	0	0
10:00	159	0	127	30	0	0	0	0	0	0	0	0	0	0
11:00	200	2	157	38	0	0	0	0	0	0	0	0	0	0
12:00	240	3	179	49	0	1	0	0	0	6	1	1	0	0
13:00	202	0	155	31	0	1	0	0	0	1	0	0	0	0
14:00	167	2	147	17	0	1	0	0	0	0	0	0	0	0
15:00	190	0	153	17	0	1	0	0	0	0	0	0	0	0
16:00	175	0	151	23	0	1	0	0	0	0	0	0	0	0
17:00	168	2	136	22	0	2	0	0	0	0	0	0	0	0
18:00	134	0	108	19	0	0	0	0	0	0	0	0	0	0
19:00	94	0	82	11	0	0	0	0	0	0	0	0	0	0
20:00	91	0	86	4	0	0	0	0	0	0	0	0	0	0
21:00	66	0	62	4	0	0	0	0	0	0	0	0	0	0
22:00	48	0	40	1	0	0	0	0	0	0	0	0	0	0
23:00	21	0	17	4	0	0	0	0	0	0	0	0	0	0
0?:?-??	2264	11	2070	366	9	7	11	0	13	1	3	1	1	1
16?:?-22	2682	11	2353	265	9	7	12	0	13	1	3	1	1	1
19?:?-??	2725	11	2405	282	9	7	12	0	13	1	3	1	1	1
24?:?-??	2952	11	2484	305	9	7	12	0	13	1	3	2	1	2
Sun 27-Nov-22														
00:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0
01:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
06:00	37	0	32	5	0	0	0	0	0	0	0	0	0	0
07:00	51	0	42	7	0	0	0	0	0	0	0	0	0	0
08:00	41	0	34	7	0	0	0	0	0	0	0	0	0	0
09:00	84	1	78	5	0	0	0	0	0	0	0	0	0	0
10:00	128	0	104	23	0	1	0	0	0	0	0	0	0	0
11:00	153	0	106	23	0	1	0	0	0	0	0	0	0	0
12:00	201	0	212	33	0	1	4	0	1	0	0	0	0	0
13:00	150	0	106	17	0	1	0	0	0	0	0	0	0	0
14:00	201	2	166	27	0	1	0	0	0	0	0	0	0	0
15:00	263	2	220	37	0	1	0	0	0	2	0	0	0	0
16:00	203	1	238	25	0	0	0	0	0	0	0	0	0	1
17:00	162	0	130	22	0	0	0	0	0	0	0	0	0	0
18:00	91	0	81	6	0	1	0	0	0	1	0	0	0	0
19:00	56	0	45	10	1	0	0	0	0	0	0	0	0	0
20:00	103	0	92	11	0	0	0	0	0	0	0	0	0	0
21:00	62	0	56	3	0	0	0	0	0	0	0	0	0	0
22:00	39	0	32	5	0	0	0	0	0	0	0	0	0	0
23:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0?:?-??	1828	6	1664	260	6	7	7	0	8	1	6	4	0	1
16?:?-22	2241	6	1961	268	6	7	7	0	8	1	6	4	0	1
19?:?-??	2239	6	1953	272	6	7	7	0	8	1	6	5	0	1
24?:?-??	2249	6	1975	276	6	7	7	0	8	1	6	5	0	1
Daily Totals														
Mon 21-Nov-22	2552	7	2079	564	7	64	12	1	6	8	6	17	0	9
Tue 22-Nov-22	3147	10	2361	673	6	65	13	2	14	4	14	9	0	7
Wed 23-Nov-22	3618	7	2501	1039	22	98	117	4	20	4	14	14	0	22
Thu 24-Nov-22	3609	8	2105	960	6	55	70	5	4	2	8	11	1	13
Fri 25-Nov-22	4733	15	3647	764	13	59	83	4	15	4	7	13	0	14
Sat 26-Nov-22	2952	11	2484	305	9	7	12	0	13	1	3	2	1	2
Sun 27-Nov-22	2239	6	1975	276	6	7	7	1	7	1	6	5	0	1
Total Vehicles														
(v)	26599	72	20302	4066	82	252	364	18	86	24	82	68	2	88



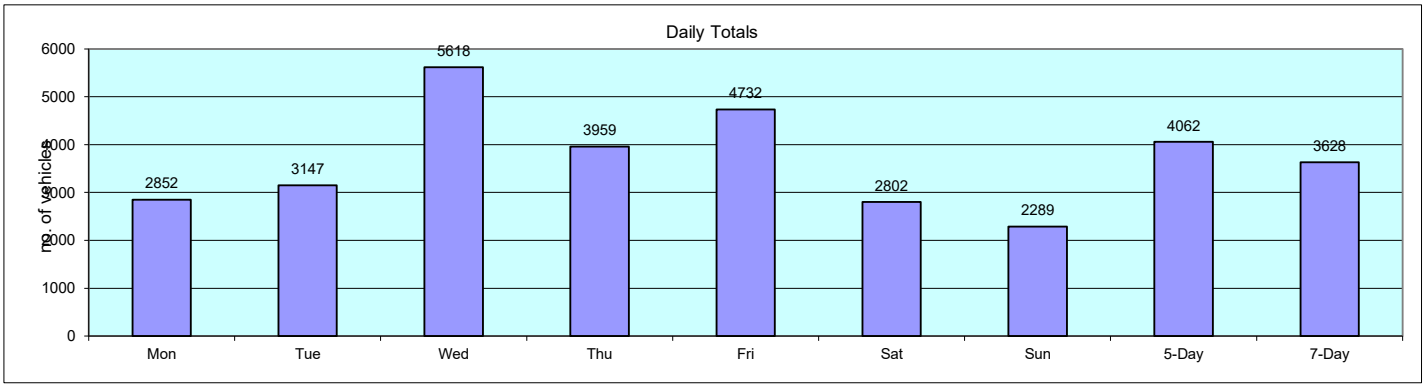
27372	MIDDLETON STONEY	Site No: 27372003	Location: Site 3 - Oxford Road (art to Sign Post)
		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11kph	11-->21	21-->31	31-->41	41-->46	46-->51	51-->56	56-->61	61-->66	66-->71	71-->76	>=76
Mon 31-Nov-22															
00:00	4	-	38.2	0	0	0	3	0	1	0	0	0	0	0	0
01:00	5	-	40.2	0	0	0	3	1	0	1	0	0	0	0	0
02:00	1	-	39.9	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2	-	49.7	0	0	0	0	1	0	0	1	0	0	0	0
04:00	3	-	43.2	0	0	0	0	2	1	0	0	0	0	0	0
05:00	19	52.4	43.6	0	0	0	6	7	1	3	1	0	1	0	0
06:00	77	48.2	42.6	0	0	0	33	17	11	10	2	1	0	0	0
07:00	204	49.9	44.1	0	0	1	74	59	34	28	6	1	1	0	0
08:00	259	48.2	39.8	0	0	5	118	68	39	17	9	3	0	0	0
09:00	174	46.2	37.5	0	0	10	84	32	17	9	1	0	0	0	0
10:00	155	46.8	38.6	0	0	6	67	44	13	12	2	1	0	0	0
11:00	162	53.9	39.9	0	0	4	67	44	13	7	2	1	0	0	0
12:00	211	45.1	39.5	0	0	14	68	66	25	7	1	0	0	0	0
13:00	161	49.8	39	0	0	12	104	46	16	1	0	0	0	0	0
14:00	172	45.3	39.2	0	0	6	74	69	20	3	0	0	0	0	0
15:00	270	49.4	39.1	0	0	11	111	99	29	3	1	0	0	0	0
16:00	336	42.6	37.2	0	0	24	223	65	20	4	0	0	0	0	0
17:00	300	43.4	36.6	0	0	28	196	55	22	3	0	0	0	0	0
18:00	167	42.8	37.1	0	0	13	91	43	17	1	0	0	0	0	0
19:00	98	46.4	40.1	0	0	4	39	27	24	4	0	0	0	0	0
20:00	86	46.3	39.1	0	0	6	24	17	5	3	1	0	0	0	0
21:00	42	47.8	40.6	0	0	1	18	16	5	2	0	0	0	0	0
22:00	27	50.3	43.8	0	0	1	11	7	4	2	2	0	0	0	0
23:00	10	-	41	0	0	0	4	4	0	2	0	0	0	0	0
12hr 7-19	2556	44.2	39.2	0	0	108	1439	628	268	89	8	2	0	0	0
19hr 0-7	2719	44.4	38.8	0	0	181	1527	709	293	55	12	3	0	0	0
16hr 6-22	3576	44.5	39.5	0	0	181	1940	720	308	89	13	3	0	0	0
24hr 0-24	3963	44.5	39.2	0	0	181	1956	731	301	64	16	3	1	0	0
Tue 22-Nov-22															
00:00	5	-	36.8	0	0	0	4	0	0	1	0	0	0	0	0
01:00	8	-	43.3	0	0	0	1	5	0	1	0	1	0	0	0
02:00	5	-	43.7	0	0	0	0	2	1	0	2	0	0	0	0
03:00	4	-	46.8	0	0	0	0	1	1	0	0	1	1	0	0
04:00	2	-	52.6	0	0	0	0	1	0	0	0	0	1	0	0
05:00	21	53.4	46.9	0	0	0	5	3	3	10	0	0	0	0	0
06:00	75	51.4	44.2	0	0	0	20	16	16	13	5	4	1	0	0
07:00	200	48	39.1	0	0	10	137	46	19	3	1	0	0	0	0
08:00	229	49.2	39.3	0	0	9	124	67	25	1	0	0	0	0	0
09:00	169	48.1	37.3	0	0	13	104	41	10	1	0	0	0	0	0
10:00	164	43.3	37.6	0	1	15	110	23	14	1	0	0	0	0	0
11:00	157	45	37.6	0	0	7	82	22	13	3	0	0	0	0	0
12:00	167	41.6	36.3	0	0	16	112	17	9	1	2	0	0	0	0
13:00	186	43.9	39.7	0	0	10	126	32	14	4	0	0	0	0	0
14:00	210	44.4	38	0	0	18	118	59	24	4	0	0	0	0	0
15:00	274	44.1	40.1	0	0	8	150	70	37	7	2	0	0	0	0
16:00	414	43.1	37.1	0	2	41	243	87	32	9	0	0	0	0	0
17:00	384	44.2	37.7	0	0	30	210	86	50	5	3	0	0	0	0
18:00	237	45.3	39.6	0	0	17	120	54	37	7	1	1	0	0	0
19:00	98	50.7	42.8	0	0	2	40	26	16	4	1	0	0	0	0
20:00	69	48	42.6	0	0	0	25	20	13	5	0	0	0	0	0
21:00	41	46	38.9	0	0	2	23	10	3	3	0	0	0	0	0
22:00	26	49.3	42.1	0	0	0	13	6	3	2	0	1	0	0	0
23:00	16	47.5	39.8	0	0	1	9	2	3	1	0	0	0	0	0
12hr 7-19	2785	46	37.8	0	3	216	1630	643	333	43	6	1	0	0	0
19hr 0-7	2561	44.2	38	0	3	227	1710	723	309	53	8	2	0	0	0
16hr 6-22	3581	44.2	38	0	3	228	1740	743	308	58	8	2	0	0	0
24hr 0-24	3147	44.4	38.1	0	3	231	1785	754	313	60	13	4	0	0	0
Wed 23-Nov-22															
00:00	6	-	44.8	0	0	0	1	1	1	1	1	0	0	0	0
01:00	3	-	44.7	0	0	0	0	1	0	0	1	0	0	0	0
02:00	3	-	47.3	0	0	0	0	1	1	0	0	1	0	0	0
03:00	3	-	59.1	0	0	0	0	1	0	0	0	1	1	0	0
04:00	6	-	49.7	0	0	0	1	2	1	1	0	1	0	0	0
05:00	27	47.8	43.3	0	0	0	3	5	12	1	3	2	0	0	0
06:00	69	49	41.6	0	0	1	30	21	10	6	0	0	0	0	0
07:00	164	49.6	39.1	0	0	9	74	46	17	2	0	0	0	0	0
08:00	235	43.6	39.2	0	0	11	142	68	9	5	0	0	0	0	0
09:00	212	42.5	39	0	0	8	132	51	19	2	0	0	0	0	0
10:00	169	42.8	37.9	0	0	4	131	23	10	1	0	0	0	0	0
11:00	139	51.6	40.4	0	0	6	91	23	9	9	0	1	0	0	0
12:00	660	38	25.8	60	117	259	211	43	6	0	0	0	0	0	0
13:00	741	38.4	30	19	71	186	419	36	10	0	0	0	0	0	0
14:00	767	39.1	29.7	39	112	198	402	72	13	1	0	0	0	0	0
15:00	434	50.7	38.7	1	9	30	282	90	27	2	0	0	0	0	0
16:00	869	36.8	29.2	58	185	144	168	28	3	0	0	0	0	0	0
17:00	627	37.6	30.2	15	59	162	350	37	4	1	0	0	0	0	0
18:00	401	42.9	37.7	0	0	28	259	90	22	2	1	0	0	0	0
19:00	126	45	39.1	0	0	3	63	40	16	2	0	0	0	0	0
20:00	78	43.4	37.6	0	0	5	49	15	4	2	0	0	0	0	0
21:00	57	50.3	42	0	0	2	31	8	12	3	1	0	0	0	0
22:00	30	48.6	41.4	0	0	0	22	6	0	0	0	0	0	1	0
23:00	8	-	35.1	0	0	0	5	2	1	0	0	0	0	0	0
12hr 7-19	5777	46.7	34.7	194	612	1055	2816	622	211	31	4	1	0	1	0
19hr 0-7	2211	42.2	32.8	97	356	1009	1276	210	143	24	5	0	0	0	0
16hr 6-22	5895	40.8	32.3	331	833	1393	2682	730	305	28	5	0	1	0	0
24hr 0-24	8088	44.6	34.4	391	945	1509	3537	762	353	35	6	0	1	0	0
Thu 24-Nov-22															
00:00	7	-	44.8	0	0	1	1	2	1	1	0	1	0	0	0
01:00	4	-	43.1	0	0	0	2	1	0	1	0	0	0	0	0
02:00	7	-	41.1	0	0	0	3	1	1	0	1	1	0	0	0
03:00	3	-	42.1	0	0	0	1	0	1	1	0	0	0	0	0
04:00	6	-	42.8	0	0	0	1	0	4	0	0	1	0	0	0
05:00	25	54	45.1	0	0	1	3	10	2	5	3	1	0	0	0
06:00	76	49.7	39.6	0	0	1	33	23	12	3	3	0	0	0	0
07:00	211	50.7	43.4	0	0	4	70	77	37	17	4	0	0	0	0
08:00	264	43.3	37.8	0	0	18	157	67	23	1	0	0	0	0	0
09:00	176	43.1	37.2	0	0	13	99	48	14	1	0	0	0	0	0
10:00	203	43.6	37.7	0	0	15	123	55	11	3	0	0	0	0	0
11:00	200	41.2	37.1	0	0	17	130	39	7	2	0	0	0	0	0
12:00	191	43.2	37	0	0	20	114	40	14	3	0	0	0	0	0
13:00	208	47	39.6	0	0	8	104	57	31	4	0	0	0	0	0
14:00	429	40.6	33.6	0	0	54	291	66	7	3	0	0	0	0	0
15:00	505	41.3	35.2	0	0	37	345	77	23	3	0	0	0	0	0
16:00	463	41.2	35.2	0	6	69	295	85	17	0	0	0	0	0	0
17:00	430	41.2	35.6	0	3	52	300	65	9	1	0	0	0	0	0
18:00	229	42.7	37.6	0	1	20	132	51	15	7	0	0	0	0	0
19:00	87	46	38	0	0	6	46	17	6	5	2	0	0	0	0
20:00	69	44.8	38.5	0	0	4	40	16	4	4	1	0	0	0	0
21:00	45	46.2	39.3	0	0	2	25	7	6	4	1	0	0	0	0
22:00	28	46.8	42.6	0	0	1	15	3	3	4	2	0	0	0	0
23:00	12	49.2	39.9	0	0	1	6	2	1	2	0	0	0	0	0
12hr 7-19	3225	43.2	36.2	0	7	278	2285	733	192	30	3	0	0	0	0
19hr 0-7	2668	43.4	34.8	0	7	167	2011	764	225	49	3	1	0	0	0
16hr 6-22	3920	42.6	34.2	0	7	283	2630	776	222	51	3	1	0	0	0
24hr 0-24	5468	43.7	34.6	0	7	397	3448	794	236	67	11	4	0	0	0
Fri 25-Nov-22															
00:00	7	-	40.1	0	0	0	3	3	1	0	0	0	0	0	0
01:00	3	-	39.2	0	0	2	0	1	0	0	0	0	0	0	0
02:00	4	-	43.1	0	0	0	1	2	1	0	0	1	0	0	0
03:00	4	-	42.3	0	0	0	1	2	0	1	0	0	0	0	0
04:00	2	-	48.8	0	0	0	0	2	0	0	0	0	1	0	0
05:00	19	52.8	44.4	0	0	0	3	4	4	1	1	0	0	0	0
06:00	66	49.5	39.1	0	0	4	35	24	3	0	0	0	0	0	0
07:00	139	50.5	42.2	0	0	11	68	38	20	2	0	0	0	0	0
08:00	239	48	39.8	0	0	18	120	62	28	12	3	1	0	0	0
09:00	208	48	38.2	0	0	26	93	60	23	5	1	0	0	0	0
10:00	205	42.7	37.9	0	0	15	109	62	17	2	0	0	0	0	0
11:00	215	43.5	38	0	0	26	121	57	10	1	0	0	0	0	0
12:00	324	42	35.9	0	5	37	193	70	17	2	0	0	0	0	0
13:00	314	42.1	36.2	0	4	31	197	66	14	2	0	0	0	0	0
14:00	514	40.7	31.2	15	104	65	307	76	22	5	0	0	0	0	0
15:00	451	42.3	34.6	3	23	62	235	73	16	13	0	0	0	0	0
16:00	428	42.7	34.8	2	16	54	224	91	33	7	1	0	0	0	0
17:00	413	42.2	34.6	1	18	58	227	84	19	4	2	0	0	0	0
18:00	255	43.3	36.9	0	3	19	141	61	23	7	0	0	0	0	0
19:00	158	46.3	38.6	0	0	8	94	34	17	4	1	0	0	0	0
20:00	99	44.4	38.2	0	0	4	60	17	7	11	0	0	0	0	0
21:00	60	45	39	0	0	7	49	27	13	3	1	0	0	0	0
22:00	40	42.2	37.4	0	0	5	34	15	2	1	0	0	0	0	0
23:00	30	44.9	37.7	0	0	4	17	12	3	1	0	0	0	0	0
12hr 7-19	4215	44.8	35.8	26	192	466	2273	841	293	79	9	2	0	0	0
19hr 0-7	2696	43	35.1	46	182	464	2039	823	335	91	12	4	0	0	0
16hr 6-22	5560	43.1	34.1	46	192	488	2946	962	338	92	12	4	0	0	0
24hr 0-24	6755	43.1	34.5	46	192	505	3286	979	357	97	13	5	0	0	0
Sat 26-Nov-22															
00:00	13	49.8	39.9	0	0	1	5	3	3	1	0	0	0	0	0
01:00	6	-	39.2	0	0	1	3	2	0	0	0	0	0	0	0
02:00	5	-	41.6	0	0	0	2	2	1	0	0	0	0	0	0
03:00	7	-	38	0	0	1	3	2	0	0	0	1	0	0	0
04:00	5	-	59.8	0	0	0	0	2	1	0	2	0	0	0	0
05:00	12	59.6	47.8	0	0	1	4	3	0	2	1	0	1	0	0
06:00	15	51.9	39.6	0	0	1	8	4	0	0	1	1	0	0	0
07:00	58	46.5	40.5	0	0	3	22	19	6	4	1	0	0	0	0
08:00	78	47.4	41	0	0	2	31	25	15	5	0	0	0	0	0
09:00	136	50.3	43.1	0	0	7	58	38	22	9	2	0	0	0	0
10:00	221	44.7	38.6	0	0	12	129	51	21	6	2	0	0	0	0
11:00	208	44.8	39.3	0	0	5	107	77	15	4	0	0	0	0	0
12:00	240	46.2	41.4	2	16	28	104	64	20	4	2	0	0	0	0
13:00	193	45.4	38.3	0	7	17	107	44	15	3	0	0	0	0	0
14:00	164	45.4	38.9	0	0	12	81	37	20	5	1	0	0	0	0
15:00	193	46.4	38.3	0	0	9	97	49	27	9	2	0	0	0	0
16:00	175	43.7	38.1	0	0	4	108	42	18	3	1	0	0	0	0
17:00	168	43.2	37.6	0	0	5	94	35	17	4	0	0	0	0	0
18:00	124	44.7	39.2	0	0	2	62	29	19	3	1	0	0	0	0
19:00	90	45.1	37.9	0	0	8	66	10	5	1	0	0	0	0	0
20:00	94	45	38.1	0	0	5	58	15	8	8	0	0	0	0	0
21:00	66	42.7	39.5	0	0	12	51	15	7	1	0	0	0	0	0
22:00	46	42.3	36.5	0	0	4	28	11	2	0	1	0	0	0	0
23:00	21	44.4	37.5	0	0	3	12	4	0	0	0	0	0	0	0
12hr 7-19	2364	44.1	38.8	2	40	149	1149	506	232	66	9	1	0	0	0
19hr 0-7	2601	44	38.7	62	149	364	1322	487	245	61	11	1	0	0	0
16hr 6-22	3780	44	38.8	64	150	371	1760	572	308	51	11	3	0	0	0
24hr 0-24	4965	44.1	38.8	64	150	516	1760	585	308	53	14	3	0	0	0
Sun 27-Nov-22															
00:00	16	49.7	40.8	0	0	0	9	4	2	2	0	0	0	0	0
01:00	8	-	38.9	0	0	1	3	2	0	2	0	0	0	0	0
02:00	3	-	39.7	0	0	1	0	1	1	0	0	0	0	0	0
03:00	3	-	39.1	0	0	0	1	0	0	0	0	0	0	0	0
04:00	5	-	50.7	0	0	0	0	4	1	0	0	0	0	0	0
05:00	9	-	43.1	0	0	0	2	2	2	1	2	0	0	0	0
06:00	13	47	41.1	0	0	0	6	2	3	0	0	0	0	0	0
07:00	21	51.7	42.2	0	0	0	8	5	5	3	0	0	0	0	0
08:00	41	49.6	39.4	0	0	4	21	10	4	1	1	0	0	0	0
09:00	63	49.2	40.8	0	0	2	27	16	5	6	0	0	0	0	0
10:00	105	49.8	39.1	0	1	13	66	12	8	4	1	0	0	0	0
11:00	132	48.1	40.1	0	0	5	69	42	13	3	0	0	0	0	0
12:00	201	43.6	37.1	0	3	21	106	37	22	1	0	0	0	0	0
13:00	168	49.3	39.6	0	0	7	106	49	22	1	0	0	0	0	0
14:00	201	45.7	39.1	0	0	12	110	50	26	3	0	0	0	0	0
15:00	263	44.3	38.3	0	0	20	149	69	24	1	0	0	0	0	0
16:00	266	43.9	38.8	0	0	11	154	79	20	2	0	0	0	0	0
17:00	192	44.5	39.4	0	0	11	110	41	22	2	1	0	0	0	0
18:00	91	44.4	38.8	0	0	3	47	28	9	3	1	0	0	0	0
19:00	66	42.8	38	0	0	5	39	13	7	2	0	0	0	0	0
20:00	50	44.7	37.2	0	0	4	24	13	7	2	0	0	0	0	0
21:00	43	44.4	39.6	0	0	4	24	9	3	1	1	1	0	0	0
22:00	38	46.2	36.8	0	0	2	17	5	3	5	0	0	0	0	0
23:00	8	-	39.7	0	0	0	4	1	0	3	0	0	0	0	0
12hr 7-19	1909	44.1	38.2	0	4	103	1062	513	192	31	4	0	0	0	0
19hr 0-7	2201	44.2	38.2	0	4	138	1232	577	214	36	7	3	0	0	0
16hr 6-22	2729	44.2	38.2	0	4	141	1504	577	219	36	7	3	0	0	0
24hr 0-24	3389	44.3	38.3	0	4	144	1586	585	229	43	7	3	0	0	0
Daily Totals															
Mon 31-Nov-22	3963	44.5	39.6	0	0	181	1956	731	301	64	16	3	1	0	0
Tue 22-Nov-22	3147	44.4	38.1	0	3	231	1785	754	313	60	13	4	0	0	0
Wed 23-Nov-22	8088	44.6	34.4	391	945	1509	3537	762	353	35	6	0	1	0	0
Thu 24-Nov-22	5468	43.7	34.6	0	7	397	3448	794	236	67	11	4	0	0	0
Fri 25-Nov-22	6755	43.1	34.5	46	192	505	3286	979	357	97	13	5	0	0	0
Sat 26-Nov-22	4965	44.1	38.8	64	150	516	1760	585	308	53	14	3	0	0	0
Sun 27-Nov-22	3389	44.3	38.3	0	4	144	1586	585	229	43	7	3	0	0	0
Total Vehicles															
1-3	39389	43.4	35.6	1,202	3,666	7,772	13,645	5,174	1,941	407	83	23	1	0	0

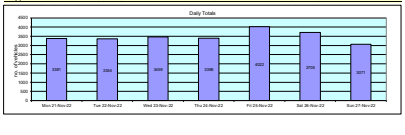




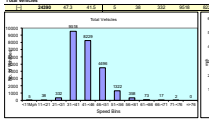
27372		MIDDLETON STONEY		Site No: 27372003 Channel: Northbound		Location	Site 3 - Oxford Road (att to Sign Post)		
TIME PERIOD	Mon 21/11/22	Tue 22/11/22	Wed 23/11/22	Thu 24/11/22	Fri 25/11/22	Sat 26/11/22	Sun 27/11/22	5-Day Av	7-Day Av
Week Begin: 21-Nov-22									
00:00	**4**	8	4	7	7	13	16	6	8
01:00	**5**	8	3	4	3	6	8	5	5
02:00	**1**	5	9	7	4	9	9	5	6
03:00	**2**	2	3	3	4	7	3	3	3
04:00	**5**	4	6	6	3	5	5	5	5
05:00	**19**	29	27	23	15	12	9	23	19
06:00	**77**	71	89	76	66	15	13	76	58
07:00	**204**	200	193	211	139	55	21	189	146
08:00	**220**	229	235	266	230	78	41	236	186
09:00	**171**	169	212	175	208	136	94	187	166
10:00	**138**	194	199	205	285	221	129	204	196
11:00	**163**	127	158	269	375	258	193	218	220
12:00	**211**	157	698	191	524	540	251	356	367
13:00	**181**	198	741	209	374	292	185	341	311
14:00	**170**	215	707	420	614	167	201	425	356
15:00	**270**	276	435	505	431	180	263	383	337
16:00	**336**	414	566	463	426	175	265	441	378
17:00	**305**	369	627	430	414	168	192	429	358
18:00	**167**	237	401	226	250	124	91	256	214
19:00	**68**	96	126	87	105	94	96	96	96
20:00	**56**	58	75	69	59	94	103	63	73
21:00	**42**	41	57	46	96	86	63	56	62
22:00	**27**	24	38	38	61	46	30	38	38
23:00	**10**	16	9	23	39	21	8	19	18
12H,7-19	**2536**	**2785**	**5172**	**3570**	**4270**	**2394**	**1926**	**3667**	**3236**
16H,6-22	**2779**	**3051**	**5519**	**3848**	**4596**	**2683**	**2201**	**3959**	**3525**
18H,6-24	**2816**	**3091**	**5566**	**3909**	**4696**	**2750**	**2239**	**4016**	**3581**
24H,0-24	**2852**	**3147**	**5618**	**3959**	**4732**	**2802**	**2289**	**4062**	**3628**
Am	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**11:00**	**11:00**		
Peak	**220**	**229**	**235**	**269**	**375**	**258**	**193**		
Pm	**16:00**	**16:00**	**13:00**	**15:00**	**14:00**	**12:00**	**16:00**		
Peak	**336**	**414**	**741**	**505**	**614**	**540**	**265**		

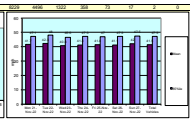


27372		MIDDLETON STONEY				Site No: 27372003 Channel: Southbound			Location: Site 3 - Oxford Road (adj to Sign Post)						
TIME PERIOD -	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Nov-22															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
02:00	6	0	4	1	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
05:00	22	0	16	6	0	0	0	0	0	0	0	0	0	0	0
06:00	214	0	178	33	0	1	0	0	0	1	0	0	0	0	0
07:00	763	1	511	221	2	23	0	0	2	0	0	1	0	0	0
08:00	459	0	309	112	1	6	0	0	4	0	0	1	0	0	0
09:00	228	0	168	54	1	7	0	0	3	0	0	1	0	0	0
10:00	208	0	135	65	0	10	0	0	2	0	0	0	0	1	0
11:00	221	1	122	89	1	16	3	0	8	0	2	0	0	0	0
12:00	143	0	90	37	2	5	1	0	3	0	2	0	0	0	0
13:00	126	0	75	42	2	4	1	0	2	0	0	0	0	0	0
14:00	101	0	74	22	1	4	0	0	0	0	0	0	0	0	0
15:00	108	0	80	23	1	4	0	0	0	0	0	0	0	0	0
16:00	196	1	136	54	2	1	0	0	3	0	0	0	0	0	0
17:00	198	0	136	58	0	2	0	0	0	0	1	1	0	0	0
18:00	116	0	74	41	0	0	0	0	0	0	0	0	0	0	0
19:00	41	1	30	10	0	0	0	0	0	0	0	0	0	0	0
20:00	38	0	27	11	0	0	0	0	0	0	0	0	0	0	0
21:00	19	0	11	7	0	0	0	0	1	0	0	0	0	0	0
22:00	15	0	12	2	0	0	0	0	0	0	0	0	0	0	0
23:00	7	0	4	2	0	0	0	0	0	0	0	0	0	0	0
07-19	2603	3	1801	687	13	85	5	0	25	0	3	5	0	1	0
06-22	3312	4	2167	963	13	89	6	0	29	0	6	6	0	1	0
06-24	3340	4	2202	959	13	89	6	0	29	0	6	6	0	1	0
24 hr 06-24	3340	4	2226	959	13	90	6	0	29	0	6	6	0	1	0
Tue 22-Nov-22															
00:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0
04:00	11	0	8	2	0	1	0	0	0	0	0	0	0	0	0
05:00	42	1	31	8	0	1	1	0	0	0	0	0	0	0	0
06:00	240	2	179	55	0	5	0	0	0	0	0	0	0	0	0
07:00	751	1	534	187	3	14	1	0	2	0	1	1	0	0	0
08:00	369	1	245	117	0	6	0	0	0	0	0	0	0	0	0
09:00	243	0	163	64	2	8	1	0	4	0	0	1	0	0	0
10:00	209	0	136	60	1	6	1	0	3	0	0	1	0	0	0
11:00	169	0	96	59	0	3	4	0	7	0	0	0	0	0	0
12:00	139	0	92	34	1	6	2	0	1	0	3	0	0	0	0
13:00	128	1	87	35	1	2	0	0	2	0	0	0	0	0	0
14:00	103	0	65	29	1	5	0	0	2	0	0	1	0	0	0
15:00	104	1	108	63	3	1	0	0	3	0	0	0	0	0	0
16:00	218	0	147	64	0	4	0	0	0	0	3	0	0	0	0
17:00	205	2	161	40	0	1	0	0	0	0	0	0	0	0	0
18:00	134	1	96	37	0	0	0	0	0	0	0	0	0	0	0
19:00	66	0	53	13	0	0	0	0	0	0	0	0	0	0	0
20:00	28	0	20	8	0	0	0	0	0	0	0	0	0	0	0
21:00	26	0	19	6	0	0	0	0	1	0	0	0	0	0	0
22:00	19	0	9	8	0	1	0	0	0	1	0	0	0	0	0
23:00	7	0	5	1	0	0	1	0	0	0	0	0	0	0	0
07-19	2687	8	1864	804	13	68	10	1	28	0	7	4	0	0	0
06-22	3362	12	2291	968	13	87	17	1	39	0	7	6	0	0	0
06-24	3369	12	2297	968	13	87	17	1	39	0	7	6	0	0	0
24 hr 06-24	3369	12	2303	968	13	88	17	1	39	0	7	6	0	0	0
Wed 23-Nov-22															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2	1	0	0	1	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0
04:00	8	0	5	2	0	0	1	0	0	0	0	0	0	0	0
05:00	33	1	26	6	0	1	0	0	0	0	0	0	0	0	0
06:00	221	0	146	73	0	4	0	0	1	0	0	0	0	0	0
07:00	807	1	493	170	2	13	0	0	2	0	1	1	0	0	0
08:00	407	0	277	128	2	6	0	0	1	0	0	1	0	0	0
09:00	256	0	186	60	0	8	1	0	1	0	0	0	0	0	0
10:00	194	1	125	59	2	4	0	0	1	0	0	2	0	0	0
11:00	171	0	107	49	2	6	2	0	4	0	0	1	0	0	0
12:00	160	1	117	33	0	4	2	0	3	0	0	0	0	0	0
13:00	150	1	125	48	0	2	0	0	1	0	1	2	0	0	0
14:00	160	1	118	29	1	4	0	0	2	0	0	4	0	1	0
15:00	167	0	124	37	2	6	0	0	1	0	0	0	0	0	0
16:00	235	0	167	58	2	1	0	0	2	0	4	0	0	0	0
17:00	229	0	169	38	0	1	0	0	0	0	0	1	0	0	0
18:00	166	0	139	21	0	0	0	0	0	0	0	6	0	0	0
19:00	87	0	69	17	0	0	0	0	0	0	0	1	0	0	0
20:00	52	0	39	10	0	2	1	0	0	0	0	0	0	0	0
21:00	43	0	31	8	0	2	1	0	0	0	0	1	0	0	0
22:00	22	0	17	5	0	0	0	0	0	0	0	0	0	0	0
23:00	13	0	8	5	0	0	0	0	0	0	0	0	0	0	0
07-19	2947	5	2061	705	13	64	17	2	25	1	4	6	0	1	0
06-22	3572	8	2367	966	13	79	17	2	31	1	4	8	0	1	0
06-24	3584	8	2373	966	13	79	17	2	33	1	4	8	0	1	0
24 hr 06-24	3584	8	2401	966	13	79	17	2	33	1	4	8	0	1	0
Thu 24-Nov-22															
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	4	2	0	1	0	0	0	0	0	0	0	0	0
03:00	4	0	3	0	0	0	2	0	0	0	0	0	0	0	0
04:00	6	0	5	0	0	0	1	0	0	0	0	0	0	0	0
05:00	29	0	22	6	0	1	0	0	0	0	0	0	0	0	0
06:00	240	0	159	77	0	4	0	0	0	0	0	0	0	0	0
07:00	816	0	435	156	3	13	0	0	8	0	1	0	0	0	0
08:00	376	0	265	76	2	7	1	0	1	0	0	0	0	0	0
09:00	198	1	137	50	2	3	2	0	1	0	0	0	0	0	0
10:00	228	1	138	73	3	5	0	0	4	0	0	3	0	0	0
11:00	179	0	113	47	2	7	3	0	4	0	0	1	0	0	0
12:00	156	0	105	41	3	2	0	0	3	0	0	2	0	0	0
13:00	161	0	130	42	2	2	0	1	2	0	0	0	0	1	0
14:00	169	0	130	29	1	4	0	0	1	0	0	4	0	0	0
15:00	207	1	162	37	0	4	1	0	1	0	0	1	0	0	0
16:00	232	0	169	56	4	4	0	0	4	0	0	4	0	0	0
17:00	208	2	153	52	0	2	1	0	0	0	0	0	0	0	0
18:00	133	0	109	22	0	0	0	0	0	0	0	2	0	0	0
19:00	72	0	62	9	0	0	0	0	0	0	0	0	0	0	0
20:00	46	0	39	7	0	0	0	0	0	0	0	0	0	0	0
21:00	24	0	21	2	0	1	0	0	0	0	0	0	0	0	0
22:00	27	0	20	7	0	0	0	0	0	0	0	0	0	0	0
23:00	19	0	16	2	0	0	0	0	0	0	0	0	0	0	0
07-19	2918	6	2064	704	18	63	10	2	29	1	3	5	0	1	0
06-22	3559	9	2326	915	18	85	14	2	35	1	4	8	0	1	0
06-24	3586	9	2370	914	18	86	21	2	35	1	4	8	0	1	0
24 hr 06-24	3586	9	2400	920	18	73	21	2	31	1	4	8	0	1	0
Fri 25-Nov-22															
00:00	12	0	4	8	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2	1	0	0	1	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00	33	1	27	4	0	1	0	0	0	0	0	0	0	0	0
06:00	191	1	121	57	0	10	0	0	1	0	0	1	0	0	0
07:00	807	2	567	164	1	9	1	0	1	0	0	0	0	0	0
08:00	395	2	268	97	1	8	0	0	1	0	0	0	0	0	0
09:00	219	1	158	49	3	2	2	0	2	0	1	1	0	0	0
10:00	201	1	149	39	0	4	1	0	2	0	0	5	0	0	0
11:00	241	1	143	82	1	6	2	0	4	0	0	1	0	0	0
12:00	208	0	135	66	0	4	1	0	1	0	0	1	0	0	0
13:00	223	4	203	66	1	6	1	0	1	0	0	1	0	0	0
14:00	169	1	122	38	1	4	0	0	1	0	0	2	0	0	0
15:00	204	4	137	55	1	4	0	0	0	0	0	2	0	1	0
16:00	273	3	209	60	1	0	0	0	1	0	0	0	0	0	0
17:00	211	1	171	39	0	0	0	0	0	0	0	0	0	0	0
18:00	172	0	137	34	0	2	0	0	0	0	0	0	0	0	0
19:00	75	0	58	17	0	1	0	0	0	0	0	0	0	0	0
20:00	28	0	21	6	0	0	0	0	0	0	0	0	0	0	0
21:00	30	0	22	6	0	0	0	0	0	0	0	0	0	0	0
22:00	24	0	18	4	0	0	0	0	0	0	0	2	0	0	0
23:00	21	0	17	1	0	0	0	0	0	0	0	0	0	0	0
07-19	3049	23	2067	862	19	69	13	1	24	2	6	5	0	2	0
06-22	3617	33	2373	949	19	87	13	1	28	2	7	6	0	2	0
06-24	3642	34	2404	949	19	87	13	1	28	2	7	6	0	2	0
24 hr 06-24	4003	34	2691	949	19	89	13	1	29	3	7	6	0	2	0
Sat 26-Nov-22															
00:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	1	1	0	0	1	0	0	0	0	0	0	0	0
05:00	13	0	11	1	0	1	0	0	0	0	0	0	0	0	0
06:00	61	2	39	19	0	1	0	0	0	0	0	0	0	0	0
07:00	92	2	60	28	0	2	0	0	0	0	0	0	0	0	0
08:00	138	0	92	44	0	1	0	0	1	0	0	0	0	0	0
09:00	146	0	146	63	0	5	1	0	0	0	0	0	0	0	0
10:00	158	0	113	42	0	3	0	0	0	0	0	0	0	0	0
11:00	407	3	276	93	0	7	2	0	0	0	0	0	0	0	0
12:00	199	1	077	126	5	7	2	0	0	0	0	1	0	0	1
13:00	776	4	499	155	1	5	0	0	1	0	1	2	0	0	0
14:00	381	1	241	85	0	4	0	0	0	0	0	0	0	0	0
15:00	178	1	126	37	0	2	0	0	0	0	0	0	0	0	0
16:00	162	2	109	21	0	5	0	0	0	0	0	0	0	0	0
17:00	107	1	104	21	0	1	0	0	0	0	0	0	0	0	0
18:00	85	1	76	16	0	1	0	0	0	0	0	0	0	0	0
19:00	54	0	42	11	0	1	0	0	0	0	0	0	0	0	0
20:00	27	0	20	6	0	0	0	0	0	0	0	0	0	0	0
21:00	17	0	14	3	0	0	0	0	0	0	0	0	0	0	0
22:00	10	0	10	1	0	0	0	0	0	0	0	0	0	0	0
23:00	13	0	9	3	0	0	0	0	0	0	0	0	0	0	0
07-19	3466	19	2497	723	9	29	6	0	1	0	3	2	0	1	0
06-22	3648	19	2614	788	9	33	7	0	1	0	3	2	0	1	0
06-24	3672	19	2637	792	9	33	7	0	1	0	3	2	0	1	0
24 hr 06-24	3705	19	2664	771	9	34	7	0	1	0	3	2	0	1	0
Sun 27-Nov-22															
00:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
01:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	6	5	0	0	0	0	0	0	0	0	0	0	0
06:00	71	0	47	17	0	4	0	0	0	0	0	1	0	0	0
07:00	39	1	26	10	0	1	0	0	0	0	0	1	0	0	0
08:00	47	0	30	15	0	1	0	0	0	0	0	1	0	0	0
09:00	101	0	69	28	0	3	0	0	0	0	0	1	0	0	0
10:00	112	0	68	39	0	2	0	0	0	0	0	3	0	0	0
11:00	202	0	150	39	0	5	0	0	0	0	0	8	0	0	0
12:00	228	1	176	39	0	5	0	0	0	0	0	6	0	0	1
13:00	188	0	170	34	0	2	0	0	0	0	0	2	0	0	0
14:00	197	4	166	41	0	1	0	0	0	0	0	4	0	0	0
15:00	303	2	260	33	0	1	0	0	0	0	0	7	0	0	0
16:00	410	1	348	53	0	0	0	0	0	0	0	8	0	0	0
17:00	372	3	305	62	0	0	0	0	0	0	0	2	0	0	0
18:00	279	0	226	52	0	0	0	0	0	0	0	1	0	0	0
19:00	179	0	99	19	0	0	0	0	0	0	0	1	0	0	0
20:00	44	0	37	7	0	0	0	0	0	0	0	0	0	0	0
21:00	28	1	27	0	0	0	0	0	0	0	0	0	0	0	0
22:00	137	0	108	20	1	0	0	0	0	0	0	1	0	0	0
23:00	49	0	32	6	0	1	0	0	0	0	0	1	0	0	0
07-19	2411	13	2004	313	6	13	0	0	1	0	4	2	0	0	1
06-22	3035	15	2373	548	7	13	0	0	1	0	4	2	0	0	1
06-24	3044	15	2410	551	7	14	0	0	1	0	4	2	0	0	1
24 hr 06-24	3071	15	2439	551	7	14	0	0	1	0	4	2	0	0	1
Daily Totals															
Mon 21-Nov-22	3381	4	2226	960	13	90	6	0	29	0	6	6	0	1	0
Tue 22-Nov-22	3584	11	2303	916	12	85	16	1	30	1	7	5	0	0	0
Wed 23-Nov-22	3609	8	2412	965	13	79	17	2	33	1	4	8	0	1	0
Thu 24-Nov-22	3598	9	2410	928	18	73	21	2	31	1	3	4	0	1	
Fri 25-Nov-22	4022	35	2691	953	19	89	13	1	29	3	7	6	0	2	0
Sat 26-Nov-22	3705	19	2660	771	9	34	7	0	1	0	3	2	0	1	0
Sun 27-Nov-22	3071	15	2439	560	7	14	0	0	1	0	4	2	0	1	0
Total Vehicles															
(n)	24350	83	17540	6964	35	435	85	7	146	6	36	27	0	7	



27372		MIDDLETON STONEY		Site No: 27372003											Location: Site 3 - Oxford Road (art to Sign Post)		
				Channel: Southbound													
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11mph	11-->21	21-->31	31-->41	41-->46	46-->51	51-->56	56-->61	61-->66	66-->71	71-->76	>=76		
Mon 31-Nov-22																	
00:00	4	-	47.4	0	0	0	1	0	0	0	1	0	0	0	0		
01:00	4	-	49.7	0	0	0	0	1	1	0	0	1	0	0	0		
02:00	6	-	47.8	0	0	0	0	0	2	1	2	0	1	0	0		
03:00	1	-	47.0	0	0	0	0	0	0	1	0	0	0	0	0		
04:00	7	-	52.3	0	0	0	0	1	1	2	0	1	2	0	0		
05:00	26	50.1	48.6	0	0	0	0	1	7	8	6	3	0	1	0		
06:00	214	47.9	45.7	0	0	0	0	105	109	70	18	7	0	0	0		
07:00	762	49.2	47.5	0	0	0	4	296	348	113	34	7	0	0	0		
08:00	830	47.8	46.6	0	0	0	6	346	331	119	24	4	0	0	0		
09:00	258	47.9	47.0	0	0	0	4	88	79	49	11	5	0	0	0		
10:00	223	48.2	46.6	0	0	0	3	69	75	51	21	3	1	0	0		
11:00	201	48.7	47.2	0	0	0	2	58	72	59	11	1	0	0	0		
12:00	163	47.2	45.9	0	0	0	1	62	59	33	7	0	0	0	0		
13:00	126	47.5	47.2	0	0	0	0	51	37	29	4	3	0	0	0		
14:00	121	47.6	47	0	0	0	4	52	46	14	4	1	0	0	0		
15:00	146	47.4	45.9	0	0	0	1	62	60	20	3	0	0	0	0		
16:00	166	48	46.9	0	0	0	1	69	76	10	5	3	0	0	0		
17:00	186	48	47.1	0	0	0	2	64	71	33	9	2	0	0	0		
18:00	118	48.1	46.1	0	0	0	0	37	48	21	6	4	0	0	0		
19:00	81	48.6	46.1	0	0	0	0	19	37	8	14	3	0	0	0		
20:00	38	50.9	44.7	0	0	0	0	7	16	9	4	1	1	0	0		
21:00	19	49.5	46	0	0	0	0	5	8	3	0	1	1	0	0		
22:00	10	51.6	47.6	0	0	0	1	2	2	1	3	1	0	0	0		
23:00	7	-	49.7	0	0	0	0	2	3	0	0	0	1	1	0		
00h-7-19	2900	48.8	47.6	0	0	0	31	1130	1068	537	113	39	6	1	0		
06h-22	2313	47	47.8	0	1	0	21	1239	1213	645	158	37	6	1	0		
06h-0-24	3334	47	47.5	0	1	0	31	1243	1218	648	161	40	12	2	0		
24h-0-24	3361	47.1	47.7	0	1	0	31	1246	1229	662	166	40	12	2	0		
Tue 22-Nov-22																	
00:00	5	-	51.2	0	0	0	0	2	1	1	1	0	0	0	0		
01:00	1	-	45.2	0	0	0	0	0	0	1	0	0	0	0	0		
02:00	5	-	48	0	0	0	0	0	2	0	1	2	0	0	0		
03:00	1	-	48.6	0	0	0	0	0	0	0	1	0	0	0	0		
04:00	5	-	51.8	0	0	0	0	1	0	1	2	1	0	0	0		
05:00	31	51.6	48.4	0	0	0	0	4	7	9	6	4	1	0	0		
06:00	45	50.8	47.9	0	0	0	0	8	13	9	8	6	0	0	0		
07:00	243	48.1	47.2	0	0	0	1	89	88	49	14	1	1	0	0		
08:00	357	48.3	46.9	0	0	0	2	117	114	104	13	7	0	0	0		
09:00	264	49.2	47.8	0	0	0	1	104	107	44	7	1	0	0	0		
10:00	203	48.6	47.1	0	0	0	2	82	85	27	5	2	0	0	0		
11:00	166	48.6	47.1	0	0	0	1	54	49	28	4	1	1	0	0		
12:00	138	46.9	45.9	0	0	0	1	54	49	28	4	1	1	0	0		
13:00	128	48.6	47.1	0	0	0	1	42	49	28	6	2	0	0	0		
14:00	122	50.9	48.6	0	0	0	1	32	41	28	13	7	0	0	0		
15:00	164	50.7	47.7	0	0	0	1	64	63	25	10	1	0	0	0		
16:00	210	47.4	47	0	0	0	0	73	87	41	13	2	0	0	0		
17:00	200	48.4	47.2	0	0	1	0	70	89	32	7	1	0	0	0		
18:00	134	49.3	47.7	0	0	0	1	43	59	19	10	2	0	0	0		
19:00	66	50	46.9	0	0	0	1	13	17	23	9	3	0	0	0		
20:00	28	50.5	46	0	0	0	0	5	7	11	5	0	0	0	0		
21:00	26	52.2	48.5	0	0	0	0	3	5	9	7	1	1	0	0		
22:00	10	55.3	47.6	0	0	0	1	2	0	1	2	2	1	0	0		
23:00	5	-	49.3	0	0	0	0	0	1	0	2	1	0	1	0		
00h-7-19	2997	47.3	45.9	0	0	1	28	1048	1039	596	169	43	9	2	0		
06h-22	2342	47.6	46.9	0	0	1	22	1150	1137	669	164	53	7	2	0		
06h-0-24	3389	47.6	47.2	0	0	2	27	1189	1182	689	205	55	9	2	0		
24h-0-24	3444	48	46.9	0	0	2	31	1197	1219	704	214	53	10	1	0		
Wed 23-Nov-22																	
00:00	6	-	46.8	0	0	0	1	0	0	1	1	1	0	0	0		
01:00	4	-	50.1	0	0	0	0	2	0	1	0	0	0	1	0		
02:00	4	-	49.9	0	0	0	0	1	0	1	0	0	0	2	0		
03:00	4	-	48	0	0	0	0	2	0	0	0	2	0	0	0		
04:00	9	-	49.6	0	0	0	0	4	2	0	1	1	0	1	0		
05:00	33	54.5	49	0	0	0	0	3	5	10	7	6	1	0	1		
06:00	221	47.7	45.6	0	0	0	1	76	77	54	9	4	0	0	0		
07:00	567	48.6	46.7	0	0	0	11	206	222	87	30	9	0	0	0		
08:00	467	48.8	39.9	0	0	0	9	247	116	70	13	2	0	0	0		
09:00	246	49.7	47.4	0	0	0	3	91	69	62	20	2	0	0	0		
10:00	184	47.5	46.8	0	0	0	3	63	68	37	8	2	0	0	0		
11:00	171	47	46	0	0	0	1	54	73	34	6	2	0	0	0		
12:00	163	47.1	45.9	1	0	0	2	60	64	24	14	0	0	0	0		
13:00	150	48.3	46.2	0	0	0	4	66	61	16	9	1	0	0	0		
14:00	160	48.4	46.6	0	0	0	4	78	59	15	4	0	0	0	0		
15:00	167	51.4	47.9	0	0	2	2	66	66	22	6	1	2	0	0		
16:00	239	48.3	46.4	0	0	0	8	82	94	39	7	0	0	0	0		
17:00	228	49.9	48	0	0	0	7	73	97	37	12	2	0	0	0		
18:00	166	48.5	47.1	0	0	0	1	65	66	27	5	1	0	0	0		
19:00	79	49.1	46.9	0	0	0	1	19	28	17	7	1	0	0	0		
20:00	48	47.3	47.6	0	0	0	0	22	15	8	2	1	0	0	0		
21:00	42	51.9	47.2	0	0	0	0	8	18	8	4	3	1	0	0		
22:00	19	51.8	46.4	0	0	0	0	7	3	5	3	0	1	0	0		
23:00	10	52.4	48	0	0	0	0	2	2	1	5	0	0	0	0		
00h-7-19	2997	48.4	46.9	1	0	0	61	1262	1041	603	183	46	9	1	0		
06h-22	2342	48.4	46.9	1	0	0	61	1262	1041	603	183	46	9	1	0		
06h-0-24	3465	48.4	46.9	1	0	0	61	1456	1124	625	195	53	9	1	0		
24h-0-24	3492	48.4	46.9	1	0	0	61	1456	1141	639	197	53	9	1	0		
Thu 24-Nov-22																	
00:00	3	-	58.3	0	1	0	0	0	0	1	1	0	0	0	0		
01:00	2	-	52.8	0	0	0	0	0	0	1	0	0	0	1	0		
02:00	7	-	48.9	0	0	0	0	0	3	1	3	0	0	0	0		
03:00	3	-	50.1	0	0	0	0	0	1	1	0	0	1	0	0		
04:00	6	-	49.8	0	0	0	0	3	0	1	2	0	0	0	0		
05:00	28	51.2	48.7	0	0	0	0	5	4	10	7	2	0	0	0		
06:00	240	49	46	0	0	0	0	69	83	60	23	4	1	0	0		
07:00	614	49.7	48.6	0	0	0	12	224	158	167	44	9	0	0	0		
08:00	373	48.4	45.8	0	0	0	12	172	110	69	10	0	1	0	0		
09:00	186	50.1	48.2	0	0	2	2	58	64	41	24	3	0	0	0		
10:00	233	48.9	47.2	0	0	0	1	82	87	38	6	4	2	0	0		
11:00	174	48.2	47.9	0	0	0	4	61	52	42	11	3	0	0	0		
12:00	168	48.9	47.9	0	0	0	0	58	60	27	8	2	2	0	0		
13:00	161	47.7	47.1	0	0	2	0	60	54	29	12	4	0	0	0		
14:00	169	49.2	39.9	0	0	0	3	66	56	32	7	1	0	0	0		
15:00	227	49.3	48.3	0	0	0	2	66	93	34	7	3	0	0	0		
16:00	203	48.3	48.7	0	0	0	3	94	72	27	6	0	1	0	0		
17:00	200	47	47.6	0	0	1	3	81	80	23	10	2	0	0	0		
18:00	139	48.7	42.6	0	0	0	3	49	44	27	9	4	0	0	2		
19:00	78	51.9	48.7	0	0	0	0	17	23	15	11	8	0	0	4		
20:00	46	47.9	48.8	0	0	0	0	12	12	14	3	1	1	0	3		
21:00	29	50.3	48.6	0	0	0	0	4	10	10	4	0	1	0	0		
22:00	21	53.5	47.9	0	0	0	0	3	5	3	5	2	0	0	3		
23:00	8	56.1	47.6	0	0	0	0	1	3	1	2	0	0	0	1		
00h-7-19	2998	48.8	46.9	0	0	3	49	1286	935	473	122	27	5	2	4		
06h-22	2356	47.1	47.2	0	0	3	32	1286	1047	615	171	46	12	2	3		
06h-0-24	3396	47.3	47.2	0	0	3	32	1286	1066	652	175	50	13	3	3		
24h-0-24	3466	47.3	47.3	0	0	4	32	1462	1073	654	184	50	13	3	3		
Fri 25-Nov-22																	
00:00	12	54.4	49.8	0	0	0	0	4	1	3	3	1	0	0	0		
01:00	3	-	49.7	0	0	0	0	2	0	0	0	2	0	0	0		
02:00	5	-	48.1	0	0	0	0	0	3	1	0	1	0	0	0		
03:00	1	-	53.3	0	0	0	0	0	0	0	0	0	0	1	0		
04:00	4	-	51.1	0	0	0	0	1	2	1	0	0	0	0	0		
05:00	30	54.4	49.1	0	0	0	0	4	8	11	6	1	0	0	0		
06:00	197	50.7	49.6	0	0	0	1	63	51	59	21	1	1	0	0		
07:00	357	51.6	49	0	0	0	2	136	118	82	17	2	0	0	0		
08:00	269	48.4	42.6	0	0	0	0	103	95	57	21	4	0	0	0		
09:00	216	49.8	42.8	0	0	1	1	68	68	58	20	1	0	0	0		
10:00	221	49.6	49.1	0	0	0	3	101	102	69	8	2	0	0	0		
11:00	347	49.6	41.1	0	0	0	2	147	131	53	9	5	0	0	0		
12:00	269	44.7	39.6	0	0	2	11	117	87	38	9	5	0	0	0		
13:00	326	50.4	40	0	0	0	7	156	103	43	9	8	0	0	0		
14:00	329	44.4	39.5	0	0	0	0	178	110	28	6	4	0	0	3		
15:00	264	49.7	49.7	0	0	0	2	107	120	23	11	1	0	0	0		
16:00	271	49.4	49.5	0	0	0	4	104	127	24	9	3	0	0	0		
17:00	211	49.2	48.8	0	0	0	1	82	97	23	6	1	1	0	0		
18:00	172	49.6	49.1	0	0	0	0	59	79	27	5	1	1	0	0		
19:00	93	49.4	48.1	0	0	0	0	33	39	15	4	1	1	0	0		
20:00	36	50.4	49.2	0	0	0	1	5	4	12	6	3	1	0	0		
21:00	30	52.3	49.2	0	0	0	0	5	8	11	4	0	1	0	0		
22:00	20	51.7	49.7	0	0	0	0	4	7	3	3	1	0	0	2		
23:00	21	50.1	43.5	0	0	0	0	6	5	7	2	0	1	0	0		
00h-7-19	3005	49.3	47	0	4	4	52	1512	1227	618	181	36	9	1	2		
06h-22	2917	48.9	47.3	0	4	4	43	1599	1321	696	193	51	9	1	0		
06h-0-24	3982	48.9	47.5	0	4	4	43	1911	1522	758	202	52	10	1	0		
24h-0-24	4002	47	47.4	0	4	4	44	1920	1547	781	214	55	10	1	0		
Sat 26-Nov-22																	
00:00	5	-	48.6	0	0	0	0	2	1	1	1	2	0	1	0		
01:00	5	-	47.8	0	0	0	0	3	1	0	1	0	0	0	0		
02:00	2	-	49.7	0	0	0	0	0	1	1	0	0	0	0	0		
03:00	2	-	49.2	0	0	0	0	0	0	1	1	0	0	0	0		
04:00	3	-	49.9	0	0	0	0	1	1	1	0	0	0	0	0		
05:00	13	49.1	49.9	0	0	0	0	1	3	5	2	1	1	0	0		
06:00	91	50.6	49.4	0	0	0	0	9	16	10	5	7	2	0	0		
07:00	92	50.6	48	0	0	0	0	20	28	22	13	2	0	0	0		
08:00	109	50.1	46	0	0	0	0	20	40	26	12	10	2	0	0		
09:00	164	50.7	49.7	0	0	1	0	54	60	37	10	1	1	0	0		
10:00	228	48	42.6	0	0	0	1	77	88	53	16	3	0	0	0		
11:00	407	49.8	49.7	0	0	0	4	167	129	70	23	3	0	0	0		
12:00	394	48.2	48.3	0	0	0	8	204	140	32	9	1	0	0	0		
13:00	315	49.4	49.2	0	0	0	4	147	120	28	14	2	0	0	0		
14:00	363	47.9	47.5	0	0	0	0	166	134	37	20	4	2	0	0		
15:00	374	47.4	47.3	0	0	0	1	146	177	41	7	1	1	0	0		
16:00	162	47.2	47.7	0	0	1	0	49	86	20	3	3	0	0	0		
17:00	127	49.2	48.6	0	0	0	2	47	49	23	3	1	1	0	0		
18:00	90	50.3	47.7	0	0	1	0	20	31	22	10	5	1	0	0		
19:00	66	51.8	48.8	0	0	0	0	9	20	18	9	3	0	0	0		
20:00	37	51.8	48.5	0	0	0	0	8	12	10	5	2	0	0	0		
21:00	17	45.9	50	0	0	0	1	6	6	3	1	0	0	0	0		
22:00	15	54.1	49.8	0	0	0	0	2	7	1	5	0	0	0	0		
23:00	12	49.4	44.6	0	0	0	0	2	3	4	1	0	0	0	2		
00h-7-19	3466	47.1	47	0	13	44	1446	1059	452	170	49	9	3	0	0		
06h-22	2645	47.3	47.1	3	15	58	1479	1143	645	183	49	11	4	0	0		
06h-0-24	3972	47.3	47.1	3	15	58	1567	1155	648	184	50	11	4	0	0		
24h-0-24	4108	47.3	46.9	3	15	58	1586	1164	664	189	53	11	4	0	0		
Sun 27-Nov-22																	
00:00	4	-	52.2	0	0	0	0	2	0	2	0	0	0	0	0		
01:00	6	-	50.9	0	0	0	0	2	1	0	1	2	0	0	0		
02:00	4	-	49.9	0	0	0	0	1	1	1	0	1	0	0	0		
03:00	3	-	47.9	0	0	0	0	0	2	0	1	0	0	0	0		
04:00	3	-	56	0	0	0	0	1	1	0	1	0	0	0	0		
05:00	7	-	53.1	0	0	0	0	1	2	1	2	1	0	0	0		
06:00	16	50.3	44.2	0	0	0	0	4	9	3	1	1	0	0	0		
07:00	36	52.5	45.2	0	0	0	0	9	7	11	7	1	0	0	0		
08:00	47	50	46	0	0	0	1	9	11	12	9	4	1	0	0		
09:00	101	50.2	48.2	0	0	0	1	34	31	19	9	4	3	0	0		
10:00	172	49.3	47.7	0	0	0	2	52	59	42	12	4	1	0	0		
11:00	202	48.4	42.9	0	0	2	3	69	69	44	10	3	1	0	0		
12:00	228	47.8	47.8	0	0	0	1	81	71	44	17	7	4	0	0		
13:00	149	49	43.9	0	0	0	0	41	55	38	10	4	1	0	0		
14:00	167	48.1	43	0	0	0	0	63	64	30	10	0	0	0	0		
15:00	203	48.1	47.6	0	0	0	0	52	127	23	17	3	1	0	0		
16:00	213	49.5	48.8	0	0	1	1	70	118	20	3	1	0	0	0		
17:00	172	46.2	41.2	0	0	0	6	140	146	52	18	0	0	0	0		
18:00	119	45.6	45.4	1	0	0	2	58	143	28	6	1	0	0	0		
19:00	113	48.7	43.3	0	0	0	0	33	48	24	14	1	0	0	0		
20:00	44	51.3	42.9	0	0	0	0	15	17	6	5	1	0	0	0		
21:00	26	53.4	45.3	0	0	0	0	11	4	12	7	2	0	0	0		
22:00	12	48.5	42.1	0	0	0	1	5	2	1	2	1	0	0	0		
23:00	4	-	51.2	0	0	0	0	0	1	0	1	1	0	0	1		
00h-7-19	2441	47.4	47.8	0	0	0	29	842	964	554	140	37	9	2	0		
06h-22	2508	47.4	48	0	0	0	28	1020	1010	551	173	42	7	2	0		
06h-0-24	2954	47.6	48	0	0	0	28	1020	1058	615	184	49	7	2	0		
24h-0-24	3071	47.5	48	0	0	0	28	1097	1105	651	189	49	7	2	0		
Daily Totals																	
Mon 31-Nov-22	3361	47.1	47.7	0	1	0	31	1246	1229	662	166	40	12	2	0		
Tue 22-Nov-22	3389	48	47.2	0	0	2	27	1189	1182	689	205	55	9	2	0		
Wed 23-Nov-22	3492	48.4	46.9	1	0	0	61	1456	1141	639	197	53	9	1	0		
Thu 24-Nov-22	3466	47.3	47.3	0	0	4	32	1462	1073	654	184	50	13	3	3		
Fri 25-Nov-22	4002	47	47.4	0	4	4	44	1920	1547	781	214	55	10	1	0		
Sat 26-Nov-22	4108	47.3	46.9	3	15	58	1586	1164	664	189	53	11	4	0	0		
Sun 27-Nov-22	3071	47.5	48	0	0	0	28	1097	1105	651	189	49	7	2	0		
Total Vehicles																	
1-3	24380	47.3	47.6	5	36	332	9016	8229	4996	1320	358	79	17	2	0		

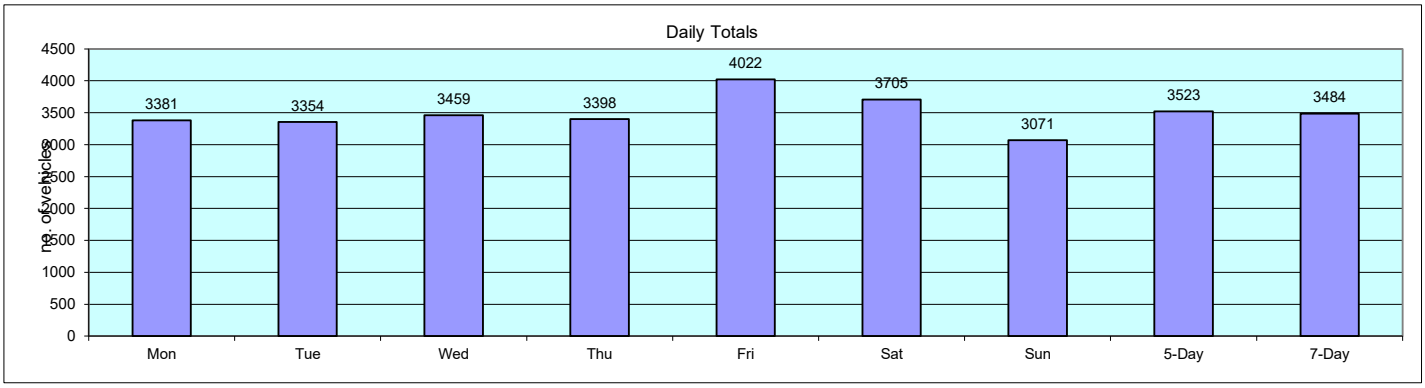




TSL
6 of 9
Data produced

27372	MIDDLETON STONEY	Site No: 27372003	Location	Site 3 - Oxford Road (att to Sign Post)
		Channel: Southbound		

TIME PERIOD	Mon 21/11/22	Tue 22/11/22	Wed 23/11/22	Thu 24/11/22	Fri 25/11/22	Sat 26/11/22	Sun 27/11/22	5-Day Av	7-Day Av
Week Begin: 21-Nov-22									
00:00	**4**	5	4	3	12	8	4	6	6
01:00	**4**	1	4	2	5	5	6	3	4
02:00	**5**	6	1	7	5	2	4	5	4
03:00	**1**	3	4	5	1	2	3	3	3
04:00	**7**	11	9	6	4	3	3	7	6
05:00	**26**	42	33	29	33	13	7	33	26
06:00	**314**	245	221	240	191	51	18	242	183
07:00	**763**	751	597	616	387	92	36	623	463
08:00	**435**	395	457	375	300	129	47	392	305
09:00	**235**	243	256	198	219	194	121	230	209
10:00	**208**	209	184	228	331	238	172	232	224
11:00	**221**	169	171	179	347	407	202	217	242
12:00	**143**	138	160	155	250	720	228	169	256
13:00	**126**	128	180	181	326	776	149	188	267
14:00	**121**	123	160	189	329	361	197	184	211
15:00	**148**	184	197	227	354	175	323	222	230
16:00	**186**	218	230	223	373	162	415	246	258
17:00	**198**	205	229	208	211	137	372	210	223
18:00	**116**	134	166	139	173	95	379	146	172
19:00	**41**	66	73	72	70	54	119	64	71
20:00	**38**	28	48	46	26	37	44	37	38
21:00	**19**	26	43	24	30	17	36	28	28
22:00	**15**	19	19	27	24	15	137	21	37
23:00	**7**	5	13	19	21	12	49	13	18
12H,7-19	**2900**	**2897**	**2987**	**2918**	**3600**	**3486**	**2641**	**3060**	**3061**
16H,6-22	**3312**	**3262**	**3372**	**3300**	**3917**	**3645**	**2858**	**3433**	**3381**
18H,6-24	**3334**	**3286**	**3404**	**3346**	**3962**	**3672**	**3044**	**3466**	**3435**
24H,0-24	**3381**	**3354**	**3459**	**3398**	**4022**	**3705**	**3071**	**3523**	**3484**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**07:00**	**11:00**	**11:00**		
Peak	**763**	**751**	**597**	**616**	**387**	**407**	**202**		
Pm	**17:00**	**16:00**	**16:00**	**15:00**	**16:00**	**13:00**	**16:00**		
Peak	**198**	**218**	**230**	**227**	**373**	**776**	**415**		



Data produced by
Transport Surveys Ltd

Classification Schemes

Scheme F Classification Scheme (Non-metric)

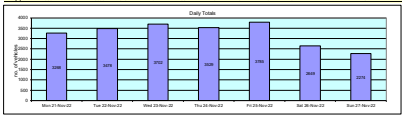
Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					



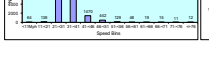
27372		MIDDLETON STONEY								
		NOVEMBER 2022								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 27372004	Site 4 - Heyford Road (att to Sign Post) OSGR - SP 53239 23636	Channel: Northbound	Mon 21-Nov-22	Sun 27-Nov-22	30	22685	3552	3241	37.9	32.8
		Channel: Southbound	Mon 21-Nov-22	Sun 27-Nov-22		23234	3559	3319	39.6	33.6

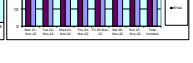
27372		MIDDLETON STONEY				Site No: 27372004 Channel: Northbound			Location: Site 4 - Heyford Road (att to Sign Post)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Nov-22														
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
04:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
05:00	23	0	20	1	0	0	0	0	0	0	0	0	0	0
06:00	56	1	35	17	1	1	0	0	0	1	0	0	0	0
07:00	247	1	204	49	6	2	0	0	0	5	0	0	0	0
08:00	313	0	269	37	3	1	0	0	0	6	0	1	0	0
09:00	175	0	135	36	0	0	0	1	0	4	0	0	0	0
10:00	178	0	136	40	0	0	1	0	0	4	0	0	0	0
11:00	174	0	131	32	0	0	4	0	0	7	0	0	0	0
12:00	218	0	161	41	2	0	4	0	0	7	0	0	0	0
13:00	199	1	143	43	0	0	4	0	0	5	0	1	0	0
14:00	183	1	134	33	0	0	3	1	0	3	0	0	0	0
15:00	206	1	166	29	1	0	3	1	0	4	0	0	0	0
16:00	260	3	197	55	0	0	2	0	0	2	0	0	0	0
17:00	288	2	255	43	0	0	2	0	0	1	0	0	0	0
18:00	254	0	200	53	0	0	1	0	0	0	0	0	0	0
19:00	144	0	122	20	0	0	2	0	0	0	0	0	0	0
20:00	113	1	91	19	0	0	2	0	0	0	0	0	0	0
21:00	78	1	60	8	0	0	0	0	0	0	0	0	0	0
22:00	46	0	36	7	0	0	0	0	0	1	0	0	0	0
23:00	28	0	18	2	0	0	0	0	0	0	0	0	0	0
24H 21-22	**3122**	**9**	**2431**	**602**	**13**	**35**	**7**	**1**	**1**	**48**	**0**	**3**	**0**	**0**
16H 6-22	**2142**	**12**	**2473**	**544**	**14**	**46**	**7**	**1**	**1**	**45**	**0**	**2**	**0**	**0**
12H 7-19	**2078**	**12**	**2329**	**520**	**15**	**46**	**7**	**1**	**1**	**46**	**0**	**3**	**0**	**0**
24H 0-24	**2122**	**13**	**2370**	**562**	**16**	**47**	**7**	**1**	**1**	**48**	**0**	**3**	**0**	**0**
Tue 22-Nov-22														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	0	1	0	0	0	0	0	0	0	0	0
05:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0
06:00	58	0	37	17	1	1	0	0	0	1	0	0	0	0
07:00	259	1	219	32	4	0	1	0	0	5	0	1	0	0
08:00	302	1	245	43	4	2	0	1	0	5	0	1	0	0
09:00	197	0	145	38	1	0	5	0	0	5	0	0	0	0
10:00	185	1	119	51	1	2	2	1	0	8	1	0	0	0
11:00	187	0	131	43	2	4	1	0	0	5	0	0	1	0
12:00	200	1	139	48	2	5	1	0	0	3	0	0	0	0
13:00	197	0	126	56	1	5	1	0	0	8	0	0	0	0
14:00	209	1	154	45	3	5	1	0	0	3	1	0	0	0
15:00	208	0	160	46	2	6	2	0	0	2	0	0	0	0
16:00	260	0	205	52	1	2	1	0	0	9	0	0	0	0
17:00	323	2	253	62	1	2	2	0	0	1	0	0	0	0
18:00	261	2	210	37	0	0	2	0	0	9	0	0	0	0
19:00	161	0	128	20	0	2	1	0	0	5	0	0	0	0
20:00	131	0	115	10	0	0	0	0	0	5	0	1	0	0
21:00	104	1	94	9	0	0	0	0	0	0	0	0	0	0
22:00	48	0	37	9	0	0	0	1	0	1	0	0	0	0
23:00	29	0	19	2	0	0	0	0	0	8	0	0	0	0
24H 0-24	**3122**	**16**	**2563**	**569**	**23**	**49**	**18**	**1**	**1**	**49**	**0**	**4**	**0**	**0**
16H 6-22	**2527**	**13**	**2060**	**441**	**23**	**36**	**13**	**1**	**1**	**51**	**1**	**4**	**0**	**0**
12H 7-19	**2347**	**12**	**1917**	**407**	**23**	**36**	**13**	**1**	**1**	**51**	**1**	**4**	**0**	**0**
24H 0-24	**2478**	**13**	**2007**	**443**	**23**	**38**	**13**	**1**	**1**	**51**	**1**	**4**	**0**	**0**
Wed 23-Nov-22														
00:00	10	0	8	1	1	0	0	0	0	0	0	0	0	0
01:00	6	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	20	0	14	4	1	1	0	0	0	0	0	0	0	0
06:00	55	1	35	18	0	2	0	0	0	1	0	0	0	0
07:00	253	1	203	47	4	3	2	0	0	2	0	0	1	0
08:00	307	3	250	43	3	1	0	0	0	10	0	1	0	0
09:00	212	1	154	38	1	6	2	0	0	7	0	2	0	0
10:00	179	0	121	39	3	5	2	0	0	7	1	1	0	0
11:00	159	1	105	35	1	5	1	1	0	8	0	0	1	0
12:00	175	0	126	37	0	4	1	0	0	4	0	0	0	0
13:00	196	0	140	36	1	4	0	0	0	8	0	0	0	0
14:00	206	0	145	47	3	3	1	0	0	5	0	1	0	0
15:00	209	1	167	42	2	2	1	0	0	2	0	0	0	0
16:00	261	1	208	39	1	4	1	0	0	5	0	0	0	0
17:00	282	2	220	53	1	4	0	0	0	1	0	0	0	0
18:00	269	1	230	34	0	1	1	0	0	2	0	0	0	0
19:00	162	0	127	27	0	2	1	0	0	5	0	0	0	0
20:00	117	1	96	9	0	1	1	0	0	9	0	0	0	0
21:00	97	1	81	8	0	1	1	0	0	5	0	0	0	0
22:00	52	0	39	9	0	0	0	0	0	4	0	0	0	0
23:00	33	0	18	3	0	1	1	0	0	10	0	0	0	0
24H 0-24	**3047**	**19**	**2351**	**595**	**23**	**47**	**17**	**1**	**64**	**1**	**4**	**7**	**0**	**1**
16H 6-22	**2509**	**14**	**2150**	**505**	**22**	**41**	**15**	**1**	**55**	**1**	**4**	**6**	**0**	**1**
12H 7-19	**2417**	**13**	**2008**	**503**	**22**	**39**	**15**	**1**	**55**	**1**	**4**	**6**	**0**	**1**
24H 0-24	**2702**	**15**	**2201**	**548**	**23**	**44**	**16**	**1**	**59**	**1**	**4**	**7**	**0**	**1**
Thu 24-Nov-22														
00:00	10	0	8	1	0	0	0	0	0	0	0	0	0	0
01:00	5	0	1	3	0	0	0	0	0	0	0	0	0	0
02:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	1	2	0	0	0	0	0	0	0	0	0	0
05:00	22	0	22	0	0	0	0	0	0	0	0	0	0	0
06:00	56	2	35	20	1	1	0	0	0	0	0	0	0	0
07:00	266	1	219	41	7	4	0	0	0	4	0	1	0	0
08:00	323	2	251	57	3	4	0	0	0	5	0	1	0	0
09:00	179	1	128	32	4	8	0	0	0	6	0	0	0	0
10:00	175	1	126	33	2	3	0	0	0	8	0	1	0	0
11:00	183	0	125	45	2	2	0	0	0	7	0	1	0	0
12:00	171	1	145	22	0	1	1	0	0	1	0	0	0	0
13:00	209	0	159	16	0	1	1	0	0	5	0	4	0	0
14:00	240	0	205	26	0	1	0	0	0	5	0	2	0	0
15:00	252	1	220	22	0	2	0	0	0	2	0	0	0	0
16:00	272	1	235	30	0	0	0	0	0	5	0	0	0	0
17:00	282	1	249	26	0	0	0	0	0	1	0	0	0	0
18:00	227	0	196	27	0	0	0	0	0	3	0	0	0	0
19:00	157	0	140	13	0	0	0	0	0	4	0	0	0	0
20:00	109	1	100	6	0	1	0	0	0	0	0	0	0	0
21:00	106	1	92	10	0	1	0	0	0	2	0	0	0	0
22:00	70	0	60	8	0	0	0	0	0	2	0	0	0	0
23:00	32	0	26	4	0	0	0	0	0	2	0	0	0	0
24H 0-24	**3044**	**13**	**2553**	**384**	**25**	**39**	**10**	**1**	**58**	**0**	**7**	**3**	**0**	**2**
16H 6-22	**2509**	**10**	**2167**	**302**	**27**	**37**	**10**	**1**	**55**	**0**	**7**	**3**	**0**	**2**
12H 7-19	**2417**	**10**	**2064**	**281**	**27**	**37**	**10**	**1**	**55**	**0**	**7**	**3**	**0**	**2**
24H 0-24	**3029**	**16**	**2594**	**362**	**28**	**39**	**10**	**1**	**59**	**0**	**7**	**4**	**0**	**2**
Fri 25-Nov-22														
00:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
01:00	6	0	4	1	0	0	0	0	0	0	0	0	0	0
02:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0
03:00	7	0	2	4	1	0	0	0	0	0	0	0	0	0
04:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
05:00	28	0	20	7	1	1	0	0	0	0	0	0	0	0
06:00	104	1	77	19	7	3	0	0	0	4	0	0	0	0
07:00	261	3	208	43	4	2	0	0	0	1	0	0	0	0
08:00	295	1	237	34	2	4	0	0	0	7	0	0	0	0
09:00	169	0	135	40	3	4	2	0	0	3	0	0	0	0
10:00	169	0	126	39	1	4	1	0	0	6	0	0	0	0
11:00	203	1	151	38	0	4	1	0	0	7	0	0	0	0
12:00	218	2	170	34	2	2	1	0	0	7	0	0	0	0
13:00	203	2	170	19	3	2	1	0	0	6	0	0	0	0
14:00	232	2	179	35	2	2	1	0	0	10	0	1	0	0
15:00	207	2	152	19	3	2	1	0	0	8	0	0	0	0
16:00	210	1	170	27	1	0	2	0	0	1	0	0	0	0
17:00	268	1	199	54	0	1	0	0	0	1	0	0	0	0
18:00	203	1	168	26	0	3	1	0	0	4	0	0	0	0
19:00	179	0	146	23	0	1	0	0	0	9	0	0	0	0
20:00	108	1	87	9	0	1	0	0	0	9	0	0	0	0
21:00	109	1	101	3	0	0	1	0	0	3	0	0	0	0
22:00	77	0	66	8	0	0	0	0	0	3	0	0	0	0
23:00	51	0	40	4	0	0	0	0	0	7	0	0	0	0
24H 0-24	**3044**	**13**	**2561**	**409**	**23**	**35**	**15**	**2**	**46**	**1**	**2**	**5**	**0**	**1**
16H 6-22	**2503**	**10**	**2094**	**403**	**21**	**29**	**13**	**2**	**39**	**1**	**2**	**4**	**0**	**1**
12H 7-19	**2411**	**10**	**2016**	**372**	**21**	**29**	**13**	**2**	**39**	**1**	**2**	**4**	**0**	**1**
24H 0-24	**3029**	**16**	**2534**	**463**	**24**	**41**	**15**	**2**	**43**	**1**	**2**	**4**	**0**	**1**
Sat 26-Nov-22														
00:00	28	0	27	1	0	0	0	0	0	0	0	0	0	0
01:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0
02:00	13	0	9	4	0	0	0	0	0	0	0	0	0	0
03:00	9	0	4	4	1	0	0	0	0	0	0	0	0	0
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0
06:00	49	0	36	12	0	0	0	0	0	0	0	0	0	0
07:00	92	1	66	17	5	2	0	0	0	0	0	1	0	0
08:00	137	1	103	18	5	1	0	0	0	8	0	0	0	0
09:00	147	0	120	14	0	0	0	1	0	1	0	0	0	0
10:00	204	0	162	37	0	0	0	0	0	5	0	0	0	0
11:00	204	0	150	37	0	0	0	0	0	7	0	0	0	0
12:00	206	2	160	7	0	0	0	0	0	2	0	0	0	0
13:00	201	1	156	4	0	0	0	0	0	0	0	0	0	0
14:00	187	1	166	8	0	1	0	0	0	0	0	0	0	0
15:00	200	0	155	5	0	0	0	0	0	0	0	0	0	0
16:00	188	0	159	9	0	0	0	0	0	0	0	0	0	0
17:00	218	3	200	7	0	0	1	0	0	1	0	0	0	0
18:00	183	1	164	7	0	1	0	0	0	0	0	0	0	0
19:00	152	0	114	8	0	0	0	0	0	0	0	0	0	0
20:00	73	1	60	4	0	0	0	0	0	0	0	0	0	0
21:00	84	0	62	7	0	0	0	0	0	0	0	0	0	0
22:00	73	1	71	1	0	0	0	0	0	0	0	0	0	0
23:00	44	0	40	4	0	0	0	0	0	0	0	0	0	0
24H 0-24	**2127**	**14**	**1869**	**168**	**8**	**7**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**
16H 6-22	**1927**	**10**	**1709**	**133**	**8**	**6**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**
12H 7-19	**1847**	**10**	**1650**	**128**	**8**	**6**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**
24H 0-24	**2344**	**15**	**2061**	**188**	**8**	**7**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**
24H 6-24	**2049**	**14**	**1808**	**148**	**8**	**7**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**
Sun 27-Nov-22														
00:00	37	0	36	0	0	0	0	0	0	0	0	0	0	0
01:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0
02:00	12	0	9	2	0	0	0	0	0	0	0	0	0	0
03:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
04:00	6	0	4	1	1	0	0	0	0	0	0	0	0	0
05:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
06:00	33	0	27	6	0	0	0	0	0	0	0	0	0	0
07:00	58	0	33	17	1	0	0	0	0	0	0	0	0	0
08:00	66	0	49	15	0	1	0	0	0	0	0	0	0	0
09:00	97	1	69	9	0	2	0	0	0	6	0	0	0	0
10:00	108	4	143	10	0	1	0	0	0	0	0	0	0	0
11:00	160	1	131	11	0	2	0	0	0	5	0	0	0	0
12:00	233	0	222	10	0	1	0	0	0	0	0	0	0	0
13:00	252	0	226	9	0	1	0	0	0	5	0	0	0	0
14:00	197	1	180	14	0	1	0	0	0	0	0	0	0	0
15:00	201	1	203	10	0	1	0	0	0	0	0	0	0	0
16:00	152	1	132	9	0	0	0	0	0	0	0	0	0	0
17:00	165	0	131	18	0	0	0	0	0	0	1	0	0	0
18:00	132	0	127	3	0	0	0	0	0	1	0	0	1	0
19:00	105	1	98	2	0	0	0	0	0	0	0	0	0	0
20:00	77	0	71	6	0	0	0	0	0	0	0	0	0	0
21:00	48	0	41	5	0	0	0	0	0	2	0	0	0	0
22:00	37	0	32	1	0	0	0	1	0	0	0	0	0	0
23:00	16	0	12	2	0	0	0	0	0	0	0	0	0	0
24H 0-24	**1859**	**8**	**1728**	**109**	**6**	**11**	**2**	**1**	**4**	**6**	**1**	**0**	**0**	**0**
16H 6-22	**1731**	**10**	**1561**	**108**	**6**	**11**	**2**	**1**	**4**	**6**	**1**	**0**	**0**	**0**
12H 7-19	**1664**	**10**	**1504**	**103**	**6**	**11**	**2**	**1**	**4**	**6**	**1**	**0**	**0**	**0**
24H 0-24	**2164**	**10**	**2004**	**103**	**6**	**11**	**2**	**1**	**2**	**6**	**1**	**0**	**0**	**0**
24H 6-24	**2274**	**10**	**2107**	**109**	**6**	**11**	**2**	**1**	**2**	**6**	**1**	**0**	**0**	**0**
Daily Totals														
Mon 21-Nov-22	**3268**	13	2570	662	16	47	7	1	1	48	0	3	0	0
Tue 22-Nov-22	**3478**	13	2647	663	23	38	13	1	1	51	1	4	0	0
Wed 23-Nov-22	**3702**	15	2901	740	23	44	16	1	1	59	1	4	0	0
Thu 24-Nov-22	**3529**	16	2849	462	28	39	13	1	1	59	0	7	4	0	2
Fri 25-Nov-22	**3786**	20	3129	462	24	41	15	2	52	2	2	5	0	1
Sat 26-Nov-22	**2649**	16	2469	148	2	8	2	1	2	6	0	0	0	0
Sun 27-Nov-22	**2274**	10	2107	109	6	11	2	1	2	6	1	0	0	0
Total Vehicles														
(%)	**24855**	103	19868	3137	116	259	73	8	270	3	22	26	0	4



27372	MIDDLETON STONEY	Site No: 27372004	Location: Site 4 - Heyford Road (att to Sign Post)
		Channel: Northbound	

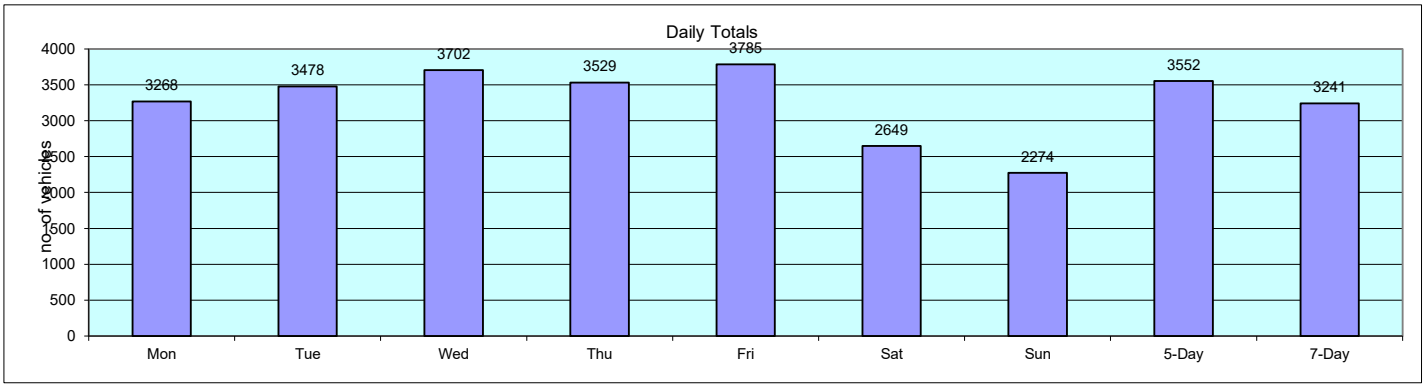
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11mph	11-21	21-31	31-41	41-46	46-51	51-56	56-61	61-66	66-71	71-76	>=76
Mon 31-Oct-22															
00:00	4	-	36.1	0	0	0	3	1	0	0	0	0	0	0	0
01:00	5	-	42.6	0	0	0	3	0	1	0	1	0	0	0	0
02:00	2	-	42.9	0	0	0	0	1	0	1	0	0	0	0	0
03:00	8	-	43.7	0	0	0	1	2	2	0	0	0	0	0	0
04:00	5	-	43.2	0	0	0	2	1	1	1	0	0	0	0	0
05:00	28	43.7	37	1	0	4	13	10	1	1	0	0	0	0	0
06:00	66	40.5	34.9	1	0	12	40	10	1	0	0	0	0	0	0
07:00	267	46.4	38.7	0	1	50	154	56	5	0	0	0	0	0	0
08:00	313	50.8	41.8	0	4	87	156	59	6	0	0	0	0	0	0
09:00	175	51.1	42.1	0	1	49	90	31	3	0	0	0	0	0	0
10:00	170	50.9	42.5	0	0	44	100	14	6	0	0	0	0	0	0
11:00	174	50.1	43.2	0	1	40	107	19	3	1	0	1	2	0	0
12:00	213	50.6	43.7	1	0	51	123	19	2	0	1	1	2	0	0
13:00	180	50.6	43.6	0	0	52	111	9	4	3	0	0	0	0	0
14:00	168	50.9	43.8	0	0	52	111	18	4	0	0	0	0	0	0
15:00	246	50.9	43.1	0	0	79	156	12	1	0	1	0	0	0	0
16:00	260	50.7	42.8	0	1	77	168	8	4	1	0	1	0	0	0
17:00	248	50.1	42.2	1	0	111	111	12	2	0	0	0	0	0	0
18:00	234	48	39.6	0	1	82	109	31	5	2	0	0	0	0	0
19:00	141	50.1	42.9	0	0	49	82	8	0	2	0	0	0	0	0
20:00	112	49.2	35.1	0	0	13	82	17	0	1	0	0	0	0	0
21:00	78	41.6	33.7	0	0	10	54	11	2	1	0	0	0	0	0
22:00	46	43	36.9	0	0	7	28	13	2	0	0	0	0	0	0
23:00	26	53.5	47.1	0	0	0	16	7	1	0	0	0	0	0	0
12hr 7-19	2122	51.6	43.9	2	10	748	1146	186	34	8	3	2	2	0	2
16hr 6-22	2153	51.6	43.1	4	13	961	1002	214	44	14	3	4	4	0	2
18hr 6-24	2216	50.1	43.0	3	15	996	1060	230	47	13	3	3	2	0	2
24hr 0-24	2369	50.2	43.2	4	15	919	1219	244	53	17	4	3	2	0	2
Tue 22-Nov-22															
00:00	5	-	37.6	0	0	1	3	0	1	0	0	0	0	0	0
01:00	2	-	47	0	0	0	0	1	0	1	0	0	0	0	0
02:00	5	-	39.5	0	0	0	3	2	0	0	0	0	0	0	0
03:00	3	-	39.8	0	0	0	1	2	0	0	0	0	0	0	0
04:00	4	-	43.5	0	0	0	1	2	1	0	0	0	0	0	0
05:00	31	44.6	37.2	1	0	5	14	10	1	0	0	0	0	0	0
06:00	69	41.2	34.5	0	2	17	37	12	1	0	0	0	0	0	0
07:00	310	47.6	38.8	2	10	71	166	56	6	0	0	0	0	0	0
08:00	305	50.1	43.5	0	4	70	209	21	4	0	1	0	0	0	0
09:00	167	50	43.7	0	3	41	100	11	2	0	0	0	0	0	0
10:00	163	49	44.1	0	1	35	102	17	3	0	0	0	0	0	0
11:00	167	50	43.6	2	1	29	126	17	2	1	0	0	0	0	0
12:00	200	47.9	43.9	2	1	26	150	11	9	0	0	0	1	0	0
13:00	167	51.7	43.7	0	0	29	126	10	1	2	0	0	0	0	0
14:00	200	50	43.7	0	2	44	128	13	7	2	0	0	0	0	0
15:00	234	51.1	43.4	1	4	59	150	13	1	2	0	0	0	0	0
16:00	260	50.2	43.2	0	1	69	170	8	5	0	0	0	0	0	0
17:00	333	51.4	42.7	2	1	77	231	19	1	0	0	0	0	0	0
18:00	251	51.2	43.6	0	0	55	173	20	1	1	0	0	0	0	0
19:00	151	50.6	42.6	0	0	32	110	10	0	1	0	0	0	0	0
20:00	121	49.9	39.9	0	0	15	83	19	0	1	1	0	0	0	0
21:00	104	50.7	45.9	0	0	12	76	7	4	3	2	0	0	0	0
22:00	46	43.7	39.7	0	0	7	20	14	3	0	0	0	0	0	0
23:00	26	46.1	39.3	0	0	1	11	9	2	1	0	0	0	0	0
12hr 7-19	2660	51.5	43.2	8	24	615	1686	175	58	8	4	0	1	2	2
16hr 6-22	2707	51.1	43.2	10	21	661	1710	229	57	13	4	0	1	2	2
18hr 6-24	2822	50.4	43.0	10	31	689	2140	249	74	15	6	0	1	2	2
24hr 0-24	3470	50.5	42.9	16	31	864	2376	339	83	15	7	0	1	2	2
Wed 23-Nov-22															
00:00	10	-	38.8	0	0	0	3	2	0	1	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	47.9	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	47.7	0	0	0	0	0	1	0	0	0	0	0	0
04:00	7	-	43.1	0	0	0	2	1	3	0	1	0	0	0	0
05:00	20	46	36.4	0	1	3	10	3	2	1	0	0	0	0	0
06:00	60	41.6	33.6	0	1	10	37	11	0	0	0	0	0	0	0
07:00	263	50.2	42.1	0	1	59	170	15	2	0	0	0	0	0	0
08:00	347	50.5	43.1	3	0	146	180	10	2	1	0	0	0	0	0
09:00	218	51.7	42.8	0	2	60	127	18	6	2	0	0	0	0	0
10:00	173	49.7	43.1	1	1	39	109	20	1	2	0	0	0	0	0
11:00	156	50.6	43.9	1	2	29	106	13	4	0	0	0	0	0	0
12:00	173	51.2	43.9	0	0	30	130	8	2	0	0	0	0	0	0
13:00	184	50.5	43.1	0	2	56	110	16	1	0	0	0	0	0	0
14:00	204	50.2	43.7	1	0	43	140	9	7	2	0	0	0	0	0
15:00	224	51.1	43.7	1	0	52	150	17	2	1	0	0	0	0	0
16:00	241	50.8	43.8	4	3	107	201	19	4	1	0	2	0	0	0
17:00	262	50.5	41.8	0	0	104	202	15	2	0	0	0	0	0	0
18:00	269	51.7	43.9	0	0	60	210	12	6	0	0	0	1	0	0
19:00	203	51.6	43.1	0	1	50	138	7	5	2	0	0	0	0	0
20:00	114	50.3	44.7	0	1	23	75	8	3	1	3	0	0	0	0
21:00	97	50.4	43.6	0	0	22	46	11	4	1	0	0	0	0	0
22:00	66	47.1	39.8	0	0	9	44	8	2	2	0	0	1	0	0
23:00	29	42.7	36.6	0	0	4	15	4	4	0	1	0	1	0	0
12hr 7-19	2662	51.2	43.5	11	20	1008	1296	178	44	13	4	4	3	0	0
16hr 6-22	2687	51.2	43.4	12	20	1033	1296	178	44	13	4	4	3	0	0
18hr 6-24	2782	51.0	43.3	12	30	1053	2041	231	71	15	6	5	5	0	0
24hr 0-24	3452	50	43	16	30	1236	2256	308	81	15	6	5	5	0	0
Thu 24-Nov-22															
00:00	10	-	42.8	0	0	2	2	3	2	0	0	0	1	0	0
01:00	1	-	39.2	0	0	0	1	0	0	0	0	0	0	0	0
02:00	6	-	43.5	0	0	0	3	0	2	1	0	0	0	0	0
03:00	4	-	41.5	0	0	0	1	2	1	0	0	0	0	0	0
04:00	3	-	43.1	0	0	0	1	1	0	1	0	0	0	0	0
05:00	28	49.7	39.9	0	1	3	21	3	0	1	0	0	0	0	0
06:00	66	42.8	35.5	0	1	17	43	5	0	0	0	0	0	0	0
07:00	264	51.5	42.9	1	3	74	164	13	6	0	0	0	2	0	0
08:00	269	50.8	43.3	1	2	66	164	14	6	0	0	0	2	0	0
09:00	168	51.1	43.7	0	1	53	117	12	4	0	0	0	0	0	0
10:00	169	50.9	43.4	1	0	48	99	17	1	0	2	1	0	0	0
11:00	205	51.6	43.7	0	3	54	130	8	1	0	0	0	0	0	0
12:00	219	50.9	43.9	0	2	60	133	15	1	4	0	0	0	0	0
13:00	204	51.5	43.7	0	2	59	127	13	1	1	0	0	0	0	0
14:00	203	50	43.6	2	1	52	129	10	2	0	0	0	0	0	0
15:00	207	50.1	43.1	0	1	58	125	15	2	1	0	0	0	0	0
16:00	212	50.1	43.1	3	0	78	116	12	2	0	0	0	0	0	0
17:00	253	50.7	43.1	1	1	77	147	16	4	3	0	0	0	0	0
18:00	232	51.7	43.5	0	1	61	141	19	4	0	0	0	0	0	0
19:00	153	51.2	43.9	0	1	43	91	12	3	1	0	0	0	0	0
20:00	108	45	39.8	0	0	24	57	19	4	2	1	0	0	0	0
21:00	103	48.9	39	0	0	9	58	29	3	2	1	1	0	0	0
22:00	77	51.5	39.2	0	0	10	45	9	4	1	0	0	0	0	0
23:00	61	39.1	34.7	0	0	13	32	4	1	0	1	0	0	0	0
12hr 7-19	2695	50.7	43.6	10	16	1198	1465	145	39	13	5	2	2	0	4
16hr 6-22	2663	51	43.5	10	20	1208	1376	183	58	17	6	4	2	0	4
18hr 6-24	2711	51.2	43.2	10	23	1238	1548	199	63	18	7	4	2	0	4
24hr 0-24	3109	51.5	43.4	16	29	1357	2086	259	73	23	12	5	2	0	4
Sat 26-Nov-22															
00:00	28	38.6	33.8	0	0	5	16	2	0	1	0	0	0	0	0
01:00	9	-	39	0	0	0	3	2	2	0	0	0	0	0	0
02:00	13	49.1	43.9	0	0	1	7	3	1	0	1	0	0	0	0
03:00	9	-	42.6	0	0	0	2	1	2	0	0	0	0	0	0
04:00	5	-	47.7	0	0	0	2	0	0	3	0	0	0	0	0
05:00	21	50.4	39.9	0	0	3	7	6	1	3	1	0	0	0	0
06:00	28	48.3	39.6	0	0	3	12	7	4	2	0	0	0	0	0
07:00	64	42.3	35.7	0	3	8	36	11	4	2	0	0	0	0	0
08:00	92	39.5	33.7	0	0	28	52	10	2	0	0	0	0	0	0
09:00	142	50.1	42.8	0	2	45	102	8	4	1	0	0	0	0	0
10:00	167	47.8	42.1	2	0	73	66	15	1	0	0	0	0	0	0
11:00	204	50.8	41.2	0	2	83	106	7	4	0	0	0	2	0	0
12:00	204	49.7	43.8	2	1	61	99	8	4	5	0	0	0	0	0
13:00	207	50.8	43.5	2	1	57	114	14	5	4	0	0	0	0	0
14:00	204	50.1	43.7	0	1	61	97	15	4	0	0	0	0	0	0
15:00	197	50.7	43.6	0	1	57	87	10	3	0	0	0	0	0	0
16:00	188	50.1	43.9	0	1	50	87	9	3	0	0	0	0	0	0
17:00	215	50.1	43.9	1	0	112	84	11	1	0	0	0	0	0	0
18:00	163	51.6	43.5	0	1	60	92	10	0	2	0	0	0	0	0
19:00	122	49.2	42.9	0	2	49	66	5	0	0	0	0	0	0	0
20:00	75	39.6	35	0	0	23	45	6	0	1	0	0	0	0	0
21:00	84	37.4	31.6	0	0	42	33	5	3	1	0	0	0	0	0
22:00	75	38.7	32.6	0	1	21	43	7	3	0	0	0	0	0	0
23:00	44	41.4	35.4	0	0	6	27	4	3	2	0	0	0	0	0
12hr 7-19	2107	50.5	43.2	7	12	802	1010	121	34	13	2	1	2	0	3
16hr 6-22	2447	50.5	41.8	7	14	1056	1173	149	38	7	1	3	1	2	3
18hr 6-24	2564	51	43.7	7	15	1090	1283	167	38	9	1	3	1	2	3
24hr 0-24	2939	51.5	44.8	7	15	1108	1579	175	38	10	4	3	1	2	3
Sun 27-Nov-22															
00:00	37	41.3	35	0	0	10	21	3	3	0	0	0	0	0	0
01:00	11	50.8	44.4	0	0	1	5	2	1	2	0	0	0	0	0
02:00	13	60.5	54.1	0	0	0	3	4	1	0	1	2	0	0	0
03:00	7	-	53.3	0	0	0	2	4	1	0	0	0	0	0	0
04:00	8	-	37.6	0	0	1	3	3	1	0	0	0	0	0	0
05:00	16	51.3	39.3	0	0	1	6	7	1	0	1	0	0	0	0
06:00	17	42.2	37.5	0	0	2	10	4	0	1	0	0	0	0	0
07:00	28	44.9	37.2	0	0	1	4	20	2	1	0	0	0	0	0
08:00	63	42.4	36.8	0	0	4	23	31	4	1	0	0	0	0	0
09:00	87	50.6	43.5	0	1	5	43	32	3	3	0	0	0	0	0
10:00	104	51.9	42.9	0	0	4	49	40	5	4	1	0	0	0	0
11:00	108	51.3	42.9	0	2	4	50	37	13	0	0	0	0	0	0
12:00	233	51.2	43.1	0	1	83	127	11	4	6	0	0	0	0	0
13:00	228	50	42	2	1	66	119	15	4	0	0	0	0	0	0
14:00	197	50.5	43.4	1	0	50	122	9	3	1	0	0	0	0	0
15:00	201	50	43.1	0	0	58	122	9	3	0	0	0	0	0	0
16:00	192	50.5	43.1	0	2	59	101	8	4	2	0	0	0	0	0
17:00	148	50.1	43.7	0	0	37	95	13	3	0	0	0	0	0	0
18:00	134	51.5	43.9	0	0	33	88	9	2	1	1	0	0	0	0
19:00	102	50.7	43.6	0	0	31	66	5	0	0	0	0	0	0	0
20:00	77	51.6	43.7	0	0	19	48	10	0	0	0	0	0	0	0
21:00	44	43.1	39.2	0	0	7	26	7	2	1	1	0	0	0	0
22:00	37	43.1	36.6	0	1	6	18	8	3	0	1	0	0	0	0
23:00	16	41.6	39.2	0	0	4	9	3	0	0	0	0	0	0	0
12hr 7-19	1565	51.4	43.8	3	6	463	747	97	33	13	2	0	1	0	2
16hr 6-22	2131	51.3	43.1	4	9	663	1241	139	45	16	4	2	1	0	2
18hr 6-24	2184	51	43.1	4	10	675	1286	139	46	16	4	2	1	0	2
24hr 0-24	2274	50.7	43.3	4	10	699	1359	144	50	16	5	4	1	0	2
Daily Totals															
Mon 31-Oct-22	2369	50.2	43.2	4	15	919	1219	244	53	17	4	3	2	0	2
Tue 22-Nov-22	3470	50.5	42.9	16	31	864	2376	339	83	15	7	0	1	2	2
Wed 23-Nov-22	3452	50	43	16	30	1236	2256	308	81	15	6	5	5	0	0
Thu 24-Nov-22	3109	51.5	43.4	16	29	1357	2086	259	73	23	12	5	2	0	4
Sat 26-Nov-22	2939	51.5	44.8	7	15	1108	1579	175	38	10	4	3	1	2	3
Sun 27-Nov-22	2274	50.7	43.3	4	10	699	1359	144	50	16	5	4	1	0	2
Total Vehicles															
7-Day	20485	37.9	33.8	64	136	6828	12009	1670	462	128	48	19	15	11	32





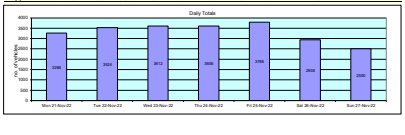
Data produced by Transport Surveys Ltd

27372		MIDDLETON STONEY		Site No: 27372004 Channel: Northbound		Location	Site 4 - Heyford Road (att to Sign Post)		
TIME PERIOD	Mon 21/11/22	Tue 22/11/22	Wed 23/11/22	Thu 24/11/22	Fri 25/11/22	Sat 26/11/22	Sun 27/11/22	5-Day Av	7-Day Av
Week Begin: 21-Nov-22									
00:00	**4**	9	10	10	16	28	37	10	16
01:00	**5**	2	0	1	5	9	11	3	5
02:00	**2**	5	7	6	3	13	13	5	7
03:00	**5**	2	1	4	7	9	7	4	5
04:00	**5**	3	7	3	8	5	8	5	6
05:00	**29**	34	30	33	35	21	14	32	28
06:00	**95**	99	98	95	104	29	17	98	77
07:00	**267**	310	293	286	261	64	35	283	217
08:00	**313**	305	347	333	285	92	65	317	249
09:00	**175**	197	212	179	188	147	97	190	171
10:00	**178**	185	179	175	169	187	158	177	176
11:00	**174**	187	159	163	205	204	185	178	182
12:00	**210**	200	175	171	219	206	233	195	202
13:00	**199**	197	195	200	268	201	235	212	214
14:00	**168**	209	206	248	283	197	197	223	215
15:00	**246**	238	259	282	287	230	221	262	252
16:00	**260**	280	341	272	310	198	182	293	263
17:00	**298**	323	392	324	368	218	148	341	296
18:00	**234**	251	289	232	253	193	132	252	226
19:00	**144**	151	203	177	170	122	105	169	153
20:00	**113**	121	114	126	108	75	77	116	105
21:00	**78**	104	97	106	105	84	44	98	88
22:00	**46**	46	66	70	77	73	37	61	59
23:00	**20**	20	22	33	51	44	16	29	29
12H,7-19	**2722**	**2882**	**3047**	**2865**	**3096**	**2137**	**1888**	**2922**	**2662**
16H,6-22	**3152**	**3357**	**3559**	**3369**	**3583**	**2447**	**2131**	**3404**	**3085**
18H,6-24	**3218**	**3423**	**3647**	**3472**	**3711**	**2564**	**2184**	**3494**	**3174**
24H,0-24	**3268**	**3478**	**3702**	**3529**	**3785**	**2649**	**2274**	**3552**	**3241**
Am	**08:00**	**07:00**	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**		
Peak	**313**	**310**	**347**	**333**	**285**	**204**	**185**		
Pm	**17:00**	**17:00**	**17:00**	**17:00**	**17:00**	**15:00**	**13:00**		
Peak	**298**	**323**	**392**	**324**	**368**	**230**	**235**		



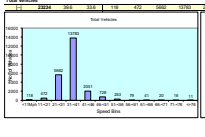
Data produced by
Transport Surveys Ltd

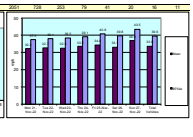
27372		MIDDLETON STONEY				Site No: 27372004 Channel: Southbound			Location: Site 4 - Heyford Road (art to Sign Post)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Nov-22														
00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
04:00	12	0	7	5	0	0	0	0	0	0	0	0	0	0
05:00	52	0	42	8	0	2	0	0	0	0	0	0	0	0
06:00	144	3	106	33	2	7	0	0	0	3	0	0	0	0
07:00	270	1	190	67	2	7	0	0	0	3	0	0	0	0
08:00	352	1	246	79	4	8	1	0	9	3	0	0	0	1
09:00	287	1	166	81	1	10	2	0	9	0	0	1	0	1
10:00	167	0	130	37	0	4	1	1	5	0	0	0	0	0
11:00	204	0	130	68	0	10	0	0	6	0	0	0	0	0
12:00	207	2	151	49	0	6	1	0	7	0	0	0	0	0
13:00	165	2	116	37	2	2	1	0	7	0	0	0	0	0
14:00	183	0	110	60	1	4	0	0	7	0	0	1	0	0
15:00	235	1	144	67	7	12	2	0	1	0	1	0	0	0
16:00	280	1	196	73	0	7	0	0	2	0	0	0	0	0
17:00	289	1	224	60	0	4	0	0	0	0	0	0	0	0
18:00	166	0	136	28	0	2	0	0	0	0	0	0	0	0
19:00	98	0	68	28	0	2	0	0	0	0	0	0	0	0
20:00	63	1	43	18	0	1	0	0	0	0	0	0	0	0
21:00	52	0	36	16	0	0	0	0	0	0	0	0	0	0
22:00	28	0	23	3	0	0	0	0	0	0	0	0	0	0
23:00	19	0	9	1	0	0	0	0	0	0	0	0	0	0
07-19	2727	10	1804	865	17	81	5	1	46	3	0	2	0	1
06-22	2144	14	2255	767	19	87	8	1	48	6	1	2	0	1
06-24	2182	15	2257	781	19	87	8	1	48	6	1	2	0	1
24 hr AADT	2058	14	2268	774	19	89	8	1	48	6	1	2	0	1
Tue 22-Nov-22														
00:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0
03:00	11	0	4	5	1	1	0	0	0	0	0	0	0	0
04:00	19	0	16	2	0	1	0	0	0	0	0	0	0	0
05:00	58	1	45	11	0	1	0	0	0	0	0	0	0	0
06:00	137	3	106	22	0	4	0	0	2	0	0	0	0	0
07:00	293	0	203	89	0	4	0	0	0	0	0	0	0	0
08:00	373	1	235	91	2	10	2	0	10	1	0	0	0	0
09:00	280	1	177	88	0	12	1	0	7	3	0	0	0	0
10:00	186	2	122	61	0	3	0	0	6	1	0	0	0	0
11:00	179	0	105	70	1	13	1	0	7	0	0	1	0	0
12:00	214	1	136	62	0	7	0	0	7	0	0	1	0	0
13:00	211	2	143	54	0	2	0	0	7	0	0	0	0	0
14:00	206	4	146	43	1	5	1	0	5	0	0	0	0	0
15:00	201	2	130	66	4	2	1	1	1	1	0	0	0	0
16:00	320	3	211	101	4	7	0	0	5	0	0	0	0	0
17:00	274	2	193	75	0	4	0	0	0	0	0	0	0	0
18:00	210	3	159	34	0	4	0	0	5	2	0	0	0	0
19:00	123	0	89	34	0	0	0	0	0	0	0	0	0	0
20:00	54	0	36	17	0	2	0	0	0	0	0	0	0	0
21:00	46	0	37	9	0	0	0	0	0	0	0	0	0	0
22:00	32	0	23	9	0	0	0	0	0	0	0	0	0	0
23:00	17	0	7	9	0	0	1	0	0	0	0	0	0	0
07-19	3038	21	2013	918	13	84	5	2	58	4	0	4	0	0
06-22	2373	31	2282	868	13	95	7	2	63	5	0	4	0	0
06-24	2413	32	2305	882	13	96	7	2	63	5	0	4	0	0
24 hr AADT	2524	29	2283	832	15	95	6	2	62	5	0	4	0	0
Wed 23-Nov-22														
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0
02:00	5	0	3	2	0	1	0	0	0	0	0	0	0	0
03:00	9	0	5	3	0	0	0	0	0	0	0	0	0	0
04:00	17	0	13	2	2	0	0	0	0	0	0	0	0	0
05:00	54	1	36	14	0	0	0	0	1	2	0	0	0	0
06:00	143	1	90	41	0	4	0	0	5	1	0	1	0	0
07:00	282	1	203	63	4	4	2	0	0	2	0	0	0	0
08:00	362	1	271	62	2	6	2	0	1	2	0	0	0	0
09:00	233	0	160	57	2	8	1	0	2	0	0	0	0	0
10:00	197	1	116	65	4	13	2	0	2	0	0	0	0	0
11:00	207	0	129	67	2	4	1	0	7	0	1	0	1	1
12:00	207	4	136	55	0	8	0	0	4	0	0	0	0	0
13:00	163	1	90	61	0	6	0	0	7	0	1	0	0	1
14:00	232	1	124	85	2	5	2	0	2	0	0	0	0	0
15:00	276	2	148	103	3	8	2	0	2	2	0	0	0	1
16:00	264	4	157	97	3	7	1	0	5	2	0	0	0	0
17:00	259	2	191	113	0	4	0	0	0	0	0	0	0	0
18:00	207	0	171	30	0	3	0	0	3	0	0	0	0	0
19:00	122	0	91	30	0	0	0	0	0	0	0	0	0	0
20:00	63	0	47	14	0	2	0	0	0	0	0	0	0	0
21:00	63	0	40	22	0	1	0	0	0	0	0	0	0	0
22:00	32	0	25	6	0	0	0	0	0	0	0	0	0	0
23:00	19	0	7	12	0	0	0	0	0	0	0	0	0	0
07-19	3049	19	1914	1048	23	95	16	2	49	1	0	4	1	2
06-22	3479	19	2262	1178	23	99	16	2	50	1	0	4	1	2
06-24	3518	19	2310	1186	23	99	16	2	50	1	0	4	1	2
24 hr AADT	3617	19	2174	1323	23	99	16	2	50	1	0	4	1	2
Thu 24-Nov-22														
00:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0
01:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	1	0	1	0	0	0	0	0	0	0	0
03:00	13	0	5	2	1	2	0	0	0	3	0	0	0	0
04:00	18	0	7	10	0	0	0	0	0	1	0	0	0	0
05:00	58	0	23	32	1	2	0	0	0	0	0	0	0	0
06:00	146	2	69	63	0	5	0	0	2	4	0	0	0	0
07:00	296	3	171	105	2	7	1	0	7	0	0	0	0	0
08:00	365	2	176	165	2	8	2	0	6	3	0	0	0	0
09:00	267	0	152	92	6	9	1	0	7	0	0	0	0	0
10:00	209	2	119	79	2	7	0	0	5	0	0	0	0	0
11:00	223	1	134	76	6	2	1	0	4	0	0	0	0	0
12:00	208	0	125	68	2	7	1	0	5	0	0	0	0	0
13:00	226	1	131	72	4	10	0	0	6	0	2	0	0	0
14:00	220	0	119	87	4	8	0	0	2	0	0	0	0	0
15:00	269	2	129	118	4	4	1	0	9	1	0	1	0	0
16:00	288	4	145	114	6	4	0	0	4	0	0	0	0	0
17:00	286	4	175	102	0	4	0	0	0	0	0	0	0	0
18:00	178	0	147	28	0	1	0	0	2	0	0	0	0	0
19:00	116	0	92	22	0	1	0	0	1	0	0	0	0	0
20:00	66	1	45	47	0	1	0	0	1	0	0	0	0	0
21:00	52	0	26	24	0	0	0	0	0	0	0	0	0	0
22:00	32	0	17	15	0	0	0	0	0	0	0	0	0	0
23:00	14	0	8	7	0	0	1	0	0	0	0	0	0	0
07-19	3091	15	1693	1153	22	71	7	2	61	3	7	1	0	0
06-22	3459	15	1956	1277	22	79	8	2	65	4	7	1	0	0
06-24	3505	15	1963	1402	22	80	8	2	66	4	7	1	0	0
24 hr AADT	3609	15	1940	1491	24	89	8	2	65	3	7	1	0	0
Fri 25-Nov-22														
00:00	8	0	4	3	0	0	0	0	0	0	0	0	0	0
01:00	4	0	1	4	0	0	0	0	0	0	0	0	0	0
02:00	7	0	1	6	0	1	0	0	0	0	0	0	0	0
03:00	9	0	1	6	1	0	0	0	0	0	0	0	0	0
04:00	13	0	8	4	0	1	0	0	0	0	0	0	0	0
05:00	62	1	8	50	1	2	0	0	0	0	0	0	0	0
06:00	118	0	35	72	0	10	0	0	0	1	0	0	0	0
07:00	269	2	103	113	3	6	0	0	2	0	0	0	0	0
08:00	353	1	165	161	7	8	1	0	5	3	0	0	0	0
09:00	262	0	155	117	4	8	2	0	5	0	0	0	0	0
10:00	207	1	124	109	2	6	1	0	3	0	0	0	0	0
11:00	228	1	96	114	1	12	1	1	2	0	0	0	0	0
12:00	253	1	127	108	2	11	1	0	3	0	0	0	0	0
13:00	207	2	90	101	3	5	1	0	5	0	0	0	0	0
14:00	213	1	92	117	0	11	1	0	5	0	0	0	0	0
15:00	214	2	136	68	4	4	0	0	0	0	0	0	0	0
16:00	330	5	157	175	3	5	0	0	1	0	0	0	0	0
17:00	283	3	113	168	0	6	0	0	1	0	0	0	0	0
18:00	161	1	82	103	0	4	0	0	0	0	0	0	0	0
19:00	94	1	35	55	0	1	0	0	2	0	0	0	0	0
20:00	69	0	30	39	0	1	0	0	0	0	0	0	0	0
21:00	52	0	30	21	0	2	0	0	0	0	0	0	0	0
22:00	39	0	12	27	0	0	0	0	0	0	0	0	0	0
23:00	28	0	10	18	0	0	0	0	0	0	0	0	0	0
07-19	3211	21	1365	1674	29	103	11	2	35	2	0	0	0	0
06-22	3609	19	1709	1877	29	122	11	2	38	2	0	0	0	0
06-24	3648	21	1721	1918	29	122	11	2	38	2	0	0	0	0
24 hr AADT	3789	34	1848	2003	31	126	11	2	38	2	0	0	0	0
Sat 26-Nov-22														
00:00	15	0	6	8	1	0	0	0	0	0	0	0	0	0
01:00	9	0	3	6	0	0	0	0	0	0	0	0	0	0
02:00	10	0	3	6	0	0	0	0	0	0	0	0	0	0
03:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0
04:00	15	0	4	9	1	0	0	0	0	0	0	0	0	0
05:00	19	0	6	10	1	2	0	0	0	0	0	0	0	0
06:00	62	0	19	39	0	4	0	0	0	0	0	0	0	0
07:00	107	2	36	67	0	4	0	0	0	0	0	0	0	0
08:00	182	3	93	81	0	4	0	0	0	0	0	0	0	0
09:00	247	0	90	149	0	4	0	0	0	0	0	0	0	0
10:00	240	2	97	141	0	7	0	0	1	0	0	0	0	0
11:00	291	2	113	172	0	3	0	0	1	0	0	0	0	0
12:00	339	2	241	85	0	6	2	2	1	0	0	0	0	0
13:00	308	4	178	141	0	4	0	0	1	0	0	0	0	0
14:00	253	0	119	91	0	3	1	0	5	0	0	0	0	0
15:00	178	1	119	55	0	2	0	0	0	0	0	0	0	0
16:00	188	2	119	57	0	5	0	0	5	0	0	0	0	0
17:00	149	2	76	62	0	4	0	0	5	0	0	0	0	0
18:00	108	1	72	31	0	1	0	0	3	0	0	0	0	0
19:00	79	0	41	36	0	2	0	0	0	0	0	0	0	0
20:00	53	1	47	5	0	1	0	0	0	0	0	0	0	0
21:00	42	0	22	13	0	0	0	0	0	0	0	0	0	0
22:00	28	1	16	9	0	0	0	0	0	0	0	0	0	0
23:00	41	0	23	18	0	0	0	0	0	0	0	0	0	0
07-19	2046	19	1266	1126	9	39	3	3	4	0	0	0	0	0
06-22	2509	19	1502	1275	9	48	3	3	4	0	0	0	0	0
06-24	2568	19	1561	1283	9	48	3	3	4	0	0	0	0	0
24 hr AADT	2630	20	1568	1356	7	49	3	3	4	0	0	0	0	0
Sun 27-Nov-22														
00:00	20	0	13	17	0	0	0	0	0	0	0	0	0	0
01:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0
02:00	7	0	2	5	0	0	0	0	0	0	0	0	0	0
03:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
04:00	8	0	4	4	0	0	0	0	0	0	0	0	0	0
05:00	13	0	2	7	0	1	0	0	0	0	0	0	0	0
06:00	37	0	8	23	0	1	0	0	0	0	0	0	0	0
07:00	69	0	6	49	0	4	0	0	0	0	0	0	0	0
08:00	94	0	15	79	0	0	0	0	0	0	0	0	0	0
09:00	159	1	32	108	0	9	1	0	1	0	0	0	0	0
10:00	200	1	60	106	0	3	0	0	0	0	0	0	0	0
11:00	267	1	99	154	0	2	0	0	0	0	0	0	0	0
12:00	269	1	77	166	0	3	0	0	1	0	0	0	0	0
13:00	193	2	60	115	0	2	0	0	0	0	0	0	0	0
14:00	226	1	66	148	0	2	0	0	0	0	0	0	0	0
15:00	205	1	60	129	0	2	0	0	0	0	0	0	0	0
16:00	175	1	50	116	0	1	0	0	0	0	0	0	0	0
17:00	163	1	39	112	0	1	0	0	0	0	0	0	0	0
18:00	103	0	37	60	0	1	0	0	0	0	0	0	0	0
19:00	73	0	24	48	0	1	0	0	0	0	0	0	0	0
20:00	43	0	20	22	0	1	0	0	0	0	0	0	0	0
21:00	38	0	6	29	0	0	0	0	0	0	0	0	0	0
22:00	29	0	10	19	0	0	0	0	0	0	0	0	0	0
23:00	12	0	3	9	0	0	0	0	0	0	0	0	0	0
07-19	2234	13	804	1404	8	36	0	0	4	0	0	0	0	0
06-22	2675	16	965	1708	8	44	0	0	4	0	0	0	0	0
06-24	2695	16	978	1713	8	45	1	0	4	0	0	0	0	0
24 hr AADT	2840	14	932	1810	8	39	1	0	4	0	0	0	0	0
Daily Totals														
Mon 21-Nov-22	2058	14	2268	774	19	89	8	1	48	6	1	2	0	1
Tue 22-Nov-22	2524	29	2283	832	15	95	6	2	62	5	0	4	0	0
Wed 23-Nov-22	3617	19	2174	1323	23	99	16	2	50	1	0	4	1	2
Thu 24-Nov-22	3609	19	1940	1491	24	89	8	2	65	3	7	1	0	0
Fri 25-Nov-22	3789	34	1848	2003	31	126	11	2	38	2	0	0	0	0
Sat 26-Nov-22	2630	20	1568	1266	7	49	3	3	4	0	0	0	0	0
Sun 27-Nov-22	2840	14	932	1810	8	39	1	0	4	0	0	0	0	0
Total Vehicles														
All	23234	155	12563	9460	125	572	53	13	246	4	23	12	1	4



Data produced by Transport Surveys Ltd

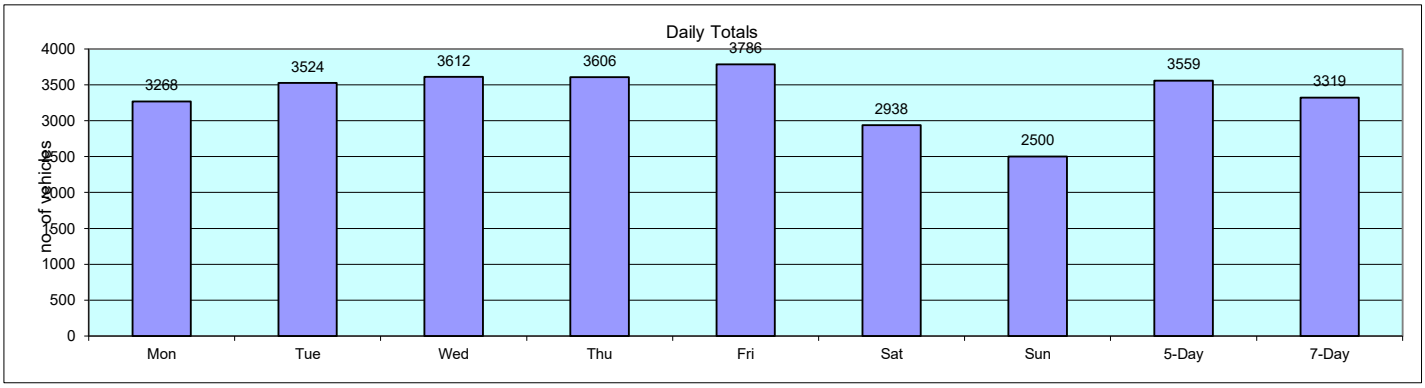
27372		MIDDLETON STONEY		Site No: 27372004 Channel: Southbound												Location: Site 4 - Heyford Road (att to Sign Post)
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11mph	11-21	21-31	31-41	41-46	46-51	51-56	56-61	61-66	66-71	71-76	>=76
Mon 31-Nov-22																
00:00	7	-	46	0	0	0	1	2	3	1	0	0	0	0	0
01:00	2	-	35	0	0	0	1	0	0	0	0	0	0	0	0
02:00	4	-	43.1	0	0	0	1	1	0	1	1	0	0	0	0
03:00	6	-	40.6	0	0	0	1	3	0	0	1	0	0	0	0
04:00	16	48.8	42.9	0	0	0	1	2	4	3	4	2	0	0	0
05:00	52	43.1	36.6	0	0	0	9	24	15	3	1	0	0	0	0
06:00	144	39.8	33.7	1	0	0	26	61	18	4	0	0	0	0	0
07:00	272	35.2	30.1	0	0	0	102	136	16	4	0	0	0	0	0
08:00	353	34.4	29.5	0	0	14	169	156	10	4	0	0	0	0	0
09:00	297	36	31.3	0	0	4	98	165	6	1	0	0	0	0	0
10:00	267	38.9	33.5	0	0	5	68	160	8	1	0	0	0	0	0
11:00	304	37.4	32.1	0	0	6	81	199	9	1	0	0	0	0	0
12:00	257	37.5	32	0	0	0	83	170	4	1	0	1	0	0	0
13:00	165	38	33	1	0	0	47	101	8	6	0	0	2	0	0
14:00	163	37.9	33.6	0	0	0	56	106	11	2	2	2	0	0	0
15:00	230	36.7	31.1	2	0	4	59	150	12	2	0	1	0	0	0
16:00	260	36.1	31.0	1	0	1	109	140	6	0	0	0	0	0	0
17:00	269	36.2	31.9	0	2	0	103	156	6	4	0	0	0	0	0
18:00	160	38.8	33.6	0	0	0	57	85	11	6	1	0	0	0	0
19:00	96	41.7	36.2	0	0	0	17	63	13	1	2	0	0	0	0
20:00	63	43.7	37.2	0	0	0	6	38	11	7	0	1	0	0	0
21:00	52	43	36.6	0	0	0	9	31	8	2	1	1	0	0	0
22:00	26	42.3	36.6	0	0	0	1	18	4	1	0	1	0	0	0
23:00	10	-	39.3	0	0	0	0	6	1	1	0	0	2	0	0
12hr 7-19	2707	36.4	31.6	4	21	1008	1026	501	98	9	4	4	2	0	0
16hr 6-22	2164	37	32	4	21	1138	1154	128	44	9	7	5	2	0	0
16hr 6-24	2189	37.1	32.1	5	21	1139	1179	128	48	9	7	5	2	0	0
24hr 0-24	2369	37.6	32.2	5	21	1161	1217	179	56	13	9	5	2	0	0
Tue 22-Nov-22																
00:00	7	-	38.3	0	0	0	1	4	1	0	0	0	0	0	0
01:00	6	-	40.4	0	0	0	0	5	0	0	0	0	1	0	0
02:00	4	-	37.6	0	0	0	0	3	0	0	1	0	0	0	0
03:00	11	-	40	0	0	0	0	5	2	3	1	0	0	0	0
04:00	19	49.4	43.8	0	0	0	2	3	4	5	3	1	1	0	0
05:00	59	41.5	36.6	0	0	1	7	33	9	3	4	0	0	0	0
06:00	137	40.4	35.4	0	0	0	27	69	23	9	3	3	3	0	0
07:00	262	36.1	30.7	1	0	0	87	127	9	1	0	0	0	0	0
08:00	382	34.7	29.9	3	21	191	150	8	7	0	0	0	0	0	0
09:00	310	36.5	32.1	1	2	73	131	20	1	0	1	0	0	0	0
10:00	197	37.4	33.1	0	0	37	133	11	2	4	0	0	0	0	0
11:00	201	38.4	33.9	0	0	19	130	18	4	0	0	0	0	0	0
12:00	207	38.8	33.9	0	4	39	140	15	4	0	0	0	0	0	0
13:00	163	39	34	0	0	30	106	15	6	2	0	0	0	0	0
14:00	232	37.7	32.8	2	0	54	140	14	4	2	0	0	0	0	0
15:00	274	37.6	32.7	4	0	63	184	18	3	2	0	0	0	0	0
16:00	264	37.4	33.6	7	29	111	199	26	3	0	0	0	0	0	0
17:00	218	35.7	30.9	1	24	102	171	17	3	0	0	0	0	0	0
18:00	207	36.8	31.1	0	2	69	126	23	5	0	0	0	0	0	2
19:00	125	41	35.1	0	0	18	83	18	4	0	0	0	0	0	2
20:00	76	43.8	36.9	0	0	9	49	15	1	3	2	0	0	0	0
21:00	56	42.7	36.2	0	0	3	33	9	7	2	1	0	0	0	0
22:00	35	42.1	36.2	0	0	4	21	2	2	1	1	0	0	0	0
23:00	16	47.5	40	0	0	0	5	7	2	0	1	0	0	0	0
12hr 7-19	2564	37.8	33.2	15	111	618	1264	149	44	9	4	3	0	0	0
16hr 6-22	2092	37.8	33.5	15	111	669	1281	169	44	9	4	3	0	0	0
16hr 6-24	2112	38	33.5	15	111	669	1297	169	46	10	4	3	0	0	0
24hr 0-24	2273	38.4	33.8	15	111	696	1358	179	48	10	4	3	0	0	0
Thu 24-Nov-22																
00:00	7	-	37.9	0	0	0	3	1	0	1	0	0	0	0	0
01:00	2	-	49.9	0	0	0	0	0	0	0	1	0	0	0	0
02:00	3	-	42.2	0	0	0	1	1	0	0	1	0	0	0	0
03:00	10	-	40.9	0	0	0	0	5	1	3	0	1	0	0	0
04:00	16	49.3	41.2	0	0	0	1	7	4	4	2	0	0	0	0
05:00	56	46.9	40.6	0	0	0	2	21	14	7	6	2	1	0	0
06:00	133	42.2	36.3	0	0	0	13	74	28	12	5	1	0	0	0
07:00	284	37.7	32.7	0	0	1	69	181	17	7	0	0	0	0	0
08:00	360	36.5	33.7	4	18	140	174	19	7	0	0	0	0	0	0
09:00	287	36.6	32.2	0	1	76	174	10	3	0	0	0	0	0	0
10:00	269	38.3	33	1	1	52	180	15	2	0	0	0	0	0	0
11:00	233	38.5	33.8	0	0	37	161	13	6	2	0	0	0	0	0
12:00	208	38.7	33	0	2	51	130	13	6	2	0	0	0	0	0
13:00	226	37.4	32.2	0	1	76	128	14	4	3	0	0	0	0	0
14:00	229	36	33.6	0	0	54	150	15	7	2	0	0	0	0	0
15:00	246	36.5	33.7	0	2	60	169	10	4	1	0	0	0	0	0
16:00	309	37.9	32	1	6	106	173	17	4	2	0	0	0	0	0
17:00	264	38.1	32.6	0	8	72	174	25	4	1	0	0	0	0	0
18:00	184	38.8	33.7	0	1	41	123	16	3	2	0	0	0	0	0
19:00	116	42	35.7	0	1	11	75	25	1	2	1	0	0	0	0
20:00	82	44.4	37.6	0	0	5	34	16	5	4	0	0	0	0	0
21:00	53	44.2	37.8	0	0	1	24	15	4	5	3	1	0	0	0
22:00	36	46.1	42.1	0	0	0	6	7	3	1	1	0	0	0	0
23:00	21	49.4	42.1	0	0	1	1	4	5	3	1	0	0	0	0
12hr 7-19	1961	37.9	33.1	6	28	693	1041	155	50	8	3	1	0	0	0
16hr 6-22	2466	38.6	33.1	6	46	842	2086	267	83	28	7	5	1	0	0
16hr 6-24	2502	38.8	33.2	6	46	842	2130	275	89	31	8	5	1	0	0
24hr 0-24	2608	39.1	33.6	6	49	847	2148	291	105	36	10	6	1	0	0
Fri 25-Nov-22																
00:00	9	-	40.8	0	0	0	1	3	3	1	1	0	0	0	0
01:00	6	-	41.1	0	0	0	1	2	2	0	1	0	0	0	0
02:00	3	-	49.9	0	0	0	1	0	0	1	0	0	1	0	0
03:00	9	-	49.9	0	0	0	0	2	2	3	1	0	1	0	0
04:00	15	53.3	43.3	0	0	0	1	6	2	4	4	0	1	0	0
05:00	62	50.5	42.4	0	0	0	2	20	14	10	9	2	1	0	0
06:00	113	49.2	37.6	0	0	0	13	60	21	11	5	1	2	0	0
07:00	254	39.5	32.6	1	1	0	82	141	24	4	0	0	0	0	0
08:00	343	37.2	32.1	4	11	94	212	23	3	3	1	0	2	0	0
09:00	242	39.3	33.7	1	9	60	159	20	6	1	0	0	0	0	0
10:00	247	39.7	34.4	0	0	42	176	17	7	3	0	0	0	0	0
11:00	226	40.2	34.9	3	0	42	148	18	10	2	0	0	0	0	0
12:00	265	39.2	32.7	1	15	49	166	25	2	2	0	0	0	0	0
13:00	261	41.9	35.8	1	8	52	173	24	2	1	0	0	0	0	0
14:00	229	38.1	32.7	2	8	62	136	20	4	4	1	0	0	0	0
15:00	214	37.3	32.4	0	3	62	123	5	5	4	1	0	0	0	0
16:00	220	38.2	33.8	3	9	62	106	30	5	1	1	0	0	0	0
17:00	203	37.8	32.5	1	6	57	114	20	4	0	1	0	0	0	0
18:00	157	40.2	34.7	0	1	34	96	17	5	3	1	0	0	0	0
19:00	104	43.8	37.1	0	0	14	58	22	5	3	1	0	1	0	0
20:00	72	43.9	37.7	0	0	5	41	14	4	2	0	0	0	0	0
21:00	39	46	39	0	0	2	19	10	4	3	0	0	1	0	0
22:00	26	48.9	37.8	0	0	0	3	15	4	2	1	0	0	1	0
12hr 7-19	2401	39.5	33.7	20	66	504	1275	265	79	38	9	4	3	2	0
16hr 6-22	2069	40	34.1	26	68	691	2091	274	107	37	11	4	5	2	0
16hr 6-24	2091	40.3	34.1	26	68	694	2120	284	113	41	11	4	5	2	0
24hr 0-24	2196	40.8	34.4	26	68	705	2268	416	151	66	19	6	6	2	0
Sat 26-Nov-22																
00:00	15	57.7	39.9	0	0	2	6	2	1	0	0	1	1	0	0
01:00	9	-	40.6	0	0	0	3	3	2	1	0	0	0	0	0
02:00	10	-	49.9	0	0	0	1	3	2	1	1	0	2	0	0
03:00	5	-	47.8	0	0	0	0	4	0	0	1	0	0	0	0
04:00	10	-	39.8	0	0	0	0	6	2	1	1	0	0	0	0
05:00	19	48.5	38.9	0	0	0	2	10	3	2	1	1	0	0	0
06:00	83	51.7	43.6	0	0	0	1	30	10	4	4	2	2	0	0
07:00	167	43.6	38.1	0	0	2	13	61	19	8	4	1	0	0	0
08:00	193	42.1	35.9	0	0	0	39	127	17	11	4	1	2	0	0
09:00	247	40.8	35	2	4	0	43	151	21	17	7	1	0	0	0
10:00	249	38.4	34.6	0	3	34	163	18	6	1	0	1	0	2	0
11:00	241	38	33.9	1	0	55	154	19	10	0	0	1	0	1	0
12:00	228	39.4	34.6	0	0	42	148	9	10	5	0	0	0	0	0
13:00	233	39.2	34.8	3	2	38	134	34	6	4	0	0	0	0	0
14:00	213	38.9	34.3	1	0	37	132	19	3	3	1	0	0	0	0
15:00	213	39.8	34.5	0	0	29	130	18	5	3	1	0	2	0	0
16:00	199	39.9	33.8	1	1	40	122	17	5	3	0	0	0	0	0
17:00	168	39.9	35.2	1	0	17	109	14	3	3	0	1	0	0	0
18:00	120	40.4	37.7	1	0	9	60	22	6	0	1	0	0	0	0
19:00	79	42.1	36	1	1	4	45	13	6	3	1	0	0	0	0
20:00	56	39.5	34.6	0	0	10	42	2	0	1	0	0	0	0	0
21:00	44	41.9	36.8	0	0	4	32	6	0	0	0	0	0	0	0
22:00	26	45	35.2	0	0	2	22	1	0	0	0	0	0	1	0
23:00	41	42.3	35.3	0	0	3	23	8	2	3	0	0	0	0	0
12hr 7-19	2466	39.3	33.8	8	10	377	1340	231	63	24	4	4	2	2	0
16hr 6-22	2001	39.5	33.9	8	10	481	1491	231	67	24	4	4	2	2	0
16hr 6-24	2060	39.5	33.9	8	10	481	1536	240	71	24	4	4	2	2	0
24hr 0-24	2230	39.8	34.1	8	10	504	1706	261	107	28	10	5	2	2	0
Sun 27-Nov-22																
00:00	20	48.5	40.6	0	0	0	0	11	4	3	1	1	0	0	0
01:00	8	-	46.2	0	0	0	0	1	1	0	0	1	0	0	0
02:00	2	-	53.9	0	0	0	0	1	0	1	0	0	0	0	0
03:00	5	-	39.9	0	0	0	0	4	0	1	0	0	0	0	0
04:00	4	-	40.6	0	0	0	0	2	0	1	0	1	0	0	0
05:00	15	43.7	39	0	0	0	1	6	3	1	3	1	0	0	0
06:00	28	49.6	43.1	0	0	0	0	9	11	4	2	0	1	0	0
07:00	69	49.2	39.5	0	0	1	2	29	9	9	3	2	1	0	0
08:00	94	46	38.2	0	0	1	2	43	20	14	3	1	1	0	0
09:00	133	46.2	39.8	0	0	0	4	51	32	9	5	2	0	0	0
10:00	207	40.4	35.9	0	1	3	39	96	39	18	4	1	0	0	0
11:00	268	40.5	35.7	0	0	1	32	97	70	13	5	0	0	0	0
12:00	163	41	35.6	2	0	2	21	104	27	1	2	0	0	0	0
13:00	229	41.2	35.7	0	1	3	30	102	70	9	3	1	0	0	0
14:00	208	43.5	38.7	0	0	0	19	66	67	6	3	1	0	0	0
15:00	175	44.1	37.8	0	0	0	19	59	55	10	5	0	0	0	0
16:00	163	47.2	39.6	1	2	9	21	38	45	13	1	0	2	2	0
17:00	152	43.5	38.2	0	0	4	32	54	41	7	3	1	0	2	0
18:00	73	46.4	39.9	0	0	0	6	22	19	11	3	1	0	0	0
19:00	43	50.4	42.9	0	0	0	1	9	21	10	1	0	0	0	0
20:00	26	47.4	37.9	0	0	2	3	10	6	4	1	0	0	0	0
21:00	20	58.3	43.1	0	0	0	2	9	2	4	1	0	2	0	0
22:00	13	56.4	49.7	0	0	0	1	4	2	4	0	2	0	0	0
12hr 7-19	1254	44.4	38.2	4	11	33	199	394	328	94	31	6	3	2	0
16hr 6-22	1019	43.2	38.2	4	11	33	140	340	288	108	23	11	4	4	2
16hr 6-24	1032	43.3	38.2	4	11	33	140	340	288	108	23	11	4	4	2
24hr 0-24	1099	43.8	38.9	4	13	34	157	378	353	119	27	13	4	4	2
Daily Totals																
Mon 31-Nov-22	2369	37.6	32.2	5	21	1161	1217	179	56	13	9	5	2	0	0
Tue 22-Nov-22	2273	38.4	33.8	15	111	696	1358	179	48	10	4	3	0	0	0
Wed 23-Nov-22	2612	38.5	33.6	15	111	1026	2087	279	70	19	8	1	0	2	2
Thu 24-Nov-22	2608	39.1	33.6	6	49	847	2148	291	105	36	10	6	1	0	0
Fri 25-Nov-22	2196	40.8	34.4	26	68	705	2268	416	151	66	19	6	6	2	0
Sat 26-Nov-22	2230	39.8	34.1	8	10	504	1706	261	107	28	10	5	2	2	0
Sun 27-Nov-22	1099	43.8	38.9	4	13	344	1378	353	119	27	13	4	4	2	2
Total Vehicles																
1-7	15796	39.6	33.8	119	472	5992	13765	2057	708	203	79	41	20	10	10





27372	MIDDLETON STONEY	Site No: 27372004	Location	Site 4 - Heyford Road (att to Sign Post)
		Channel: Southbound		

TIME PERIOD	Mon 21/11/22	Tue 22/11/22	Wed 23/11/22	Thu 24/11/22	Fri 25/11/22	Sat 26/11/22	Sun 27/11/22	5-Day Av	7-Day Av
Week Begin: 21-Nov-22									
00:00	**7**	7	4	7	9	15	20	7	10
01:00	**3**	6	4	2	6	9	5	4	5
02:00	**4**	4	6	3	7	10	8	5	6
03:00	**6**	11	8	10	8	6	5	9	8
04:00	**16**	19	17	18	18	10	4	18	15
05:00	**52**	59	54	58	62	19	10	57	45
06:00	**144**	137	143	135	118	53	28	135	108
07:00	**270**	293	282	296	288	107	50	286	227
08:00	**342**	375	382	365	343	192	94	361	299
09:00	**257**	280	233	267	242	247	189	256	245
10:00	**187**	196	197	209	247	248	250	207	219
11:00	**204**	179	207	223	228	241	267	208	221
12:00	**207**	214	207	208	285	339	288	224	250
13:00	**165**	211	163	226	261	328	193	205	221
14:00	**183**	206	232	220	239	213	226	216	217
15:00	**235**	251	276	256	314	178	226	266	248
16:00	**280**	329	364	309	330	198	175	322	284
17:00	**289**	274	310	296	283	140	153	290	249
18:00	**168**	210	207	186	191	135	123	192	174
19:00	**98**	123	125	116	99	79	73	112	102
20:00	**63**	54	76	95	69	58	43	71	65
21:00	**52**	46	66	52	72	44	38	58	53
22:00	**26**	30	30	35	39	28	20	32	30
23:00	**10**	10	19	14	28	41	12	16	19
12H,7-19	**2787**	**3018**	**3060**	**3061**	**3251**	**2566**	**2234**	**3035**	**2854**
16H,6-22	**3144**	**3378**	**3470**	**3459**	**3609**	**2800**	**2416**	**3412**	**3182**
18H,6-24	**3180**	**3418**	**3519**	**3508**	**3676**	**2869**	**2448**	**3460**	**3231**
24H,0-24	**3268**	**3524**	**3612**	**3606**	**3786**	**2938**	**2500**	**3559**	**3319**
Am	**08:00**	**08:00**	**08:00**	**08:00**	**08:00**	**10:00**	**11:00**		
Peak	**342**	**375**	**382**	**365**	**343**	**248**	**267**		
Pm	**17:00**	**16:00**	**16:00**	**16:00**	**16:00**	**12:00**	**12:00**		
Peak	**289**	**329**	**364**	**309**	**330**	**339**	**288**		



Data produced by
Transport Surveys Ltd

Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					



APPENDIX 47

TETRA TECH AQMA METHODOLOGY

OxSRFI

784-B071478

AQMA methodology

Purpose of issue

Oxfordshire County Council

26 January 2026

Document prepared on behalf of Tetra Tech Limited.

Registered in England number: 01959704

TETRA TECH

Tetra Tech Group Limited. Registered in England number: 6595608

Tetra Tech Leicester, 4th Floor, No1 Great Central Square Vaughan Way
Leicester LE1 4JS
Registered Office: 3 Sovereign Square, Sovereign Street, Leeds, United
Kingdom, LS1 4ER

Document control

If you require this document in an alternative format, such as large print or a coloured background, please request this from the author or your Tetra Tech contact.

Document:	AQMA methodology
Document name:	
Project:	OxSRFI
Client:	Oxfordshire County Council
Project number:	784-B071478
File origin:	\\leicester12\3501Data\Projects\A099211-5 Upper Heyford Bicester\calculations\Saturn\0.Post_2022_UL_Update_Scenarios\3.Developer_Scenarios\OxSRFI\2025_Albion_Land\8.Reports\AQMA_methodolgy_note\AQMA_methodology_(2026_01_26).docx

Revision:	**1**	**Prepared by:**	**CW**
Date:	26 Jan 2026	**Checked by:**	GD
Status:	**Final**	**Approved by:**	GD
Description of revision:	**Issue to client**		

Revision:		**Prepared by:**	
Date:		**Checked by:**	
Status:		**Approved by:**	
Description of revision:			

Table of contents

1.0 AQMA methodology 4

1.1 Introduction 4

1.2 Methodology 4

1.3 Assumptions 6

Oxford AQMA 6

Other Oxford Zones 8

Oxford Meadows SAC 10

Botley Road AQMA 10

2.0 Results 10

List of figures

Figure 1: AQMA/SACs within SATURN network 5

Figure 2: Oxford AQMA 7

Figure 3: Labelled Saturn network 8

Figure 4: Google Map Route checking 9

1.0 AQMA methodology

1.1 Introduction

1.1 Part of the air quality assessment for the Oxfordshire Strategic Rail Freight Interchange (OxSRFI) required traffic flows at certain Air Quality Management Areas (AQMAs). These AQMAs are on the very edge of, or outside the network for the Bicester Transport Model (BTM). This note details the methodology and assumptions used to obtain flows for these AQMAs for the development traffic.

1.2 The BTM model network extent is shown in **Figure 1**. The edges of the network are modelled in less detail by the buffer network and trips that extend beyond the buffer network connect into zones that represent places further away using zone centroids.

1.3 There are four areas of interest are also shown in **Figure 1** – three AQMAs and one Special Area of Conservation (SAC):

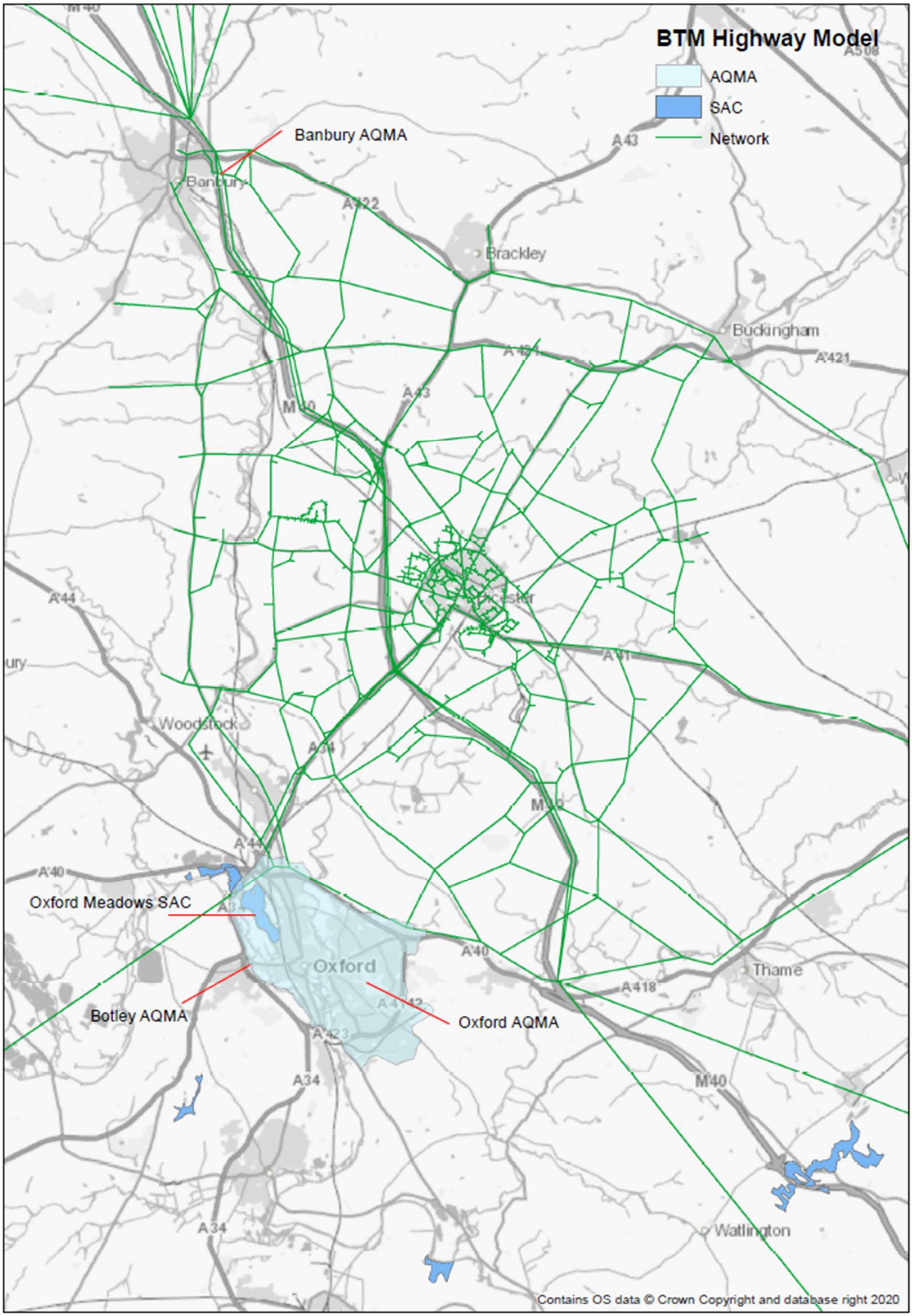
- Banbury AQMA
- Oxford AQMA
- Oxford Meadows Special Area of Conservation
- Botley AQMA

1.2 Methodology

1.1 AADT and AAWT flows had previously been calculated for the links within the network. The flows upon the zone connectors have been similarly converted using the “Other” road factors. These flows only contain traffic that enters or exits the modelled area.

1.2 The complete set of AADT flows for links and zone connectors were converted to a shapefile to allow spatial analysis and an estimation of the flows through each of the AQMAs.

Figure 1: AQMA/SACs within SATURN network



1.3 For each of the four areas, the modelled road network and zone connector structure were analysed to identify how the modelled network compared to the actual road network and relevant AQMA/SAC. This analysis identified links/zone connectors that had vehicles that passed through (or began/ended their journeys in) the four AMQA/SACs. The assumptions made as part of this analysis are given in Section 1.3.

1.4 The OxSRFI development flows on these links/zone connectors were combined together to give in/out flows for each of SAC/AQMAs for each of the six scenarios.

1.3 Assumptions

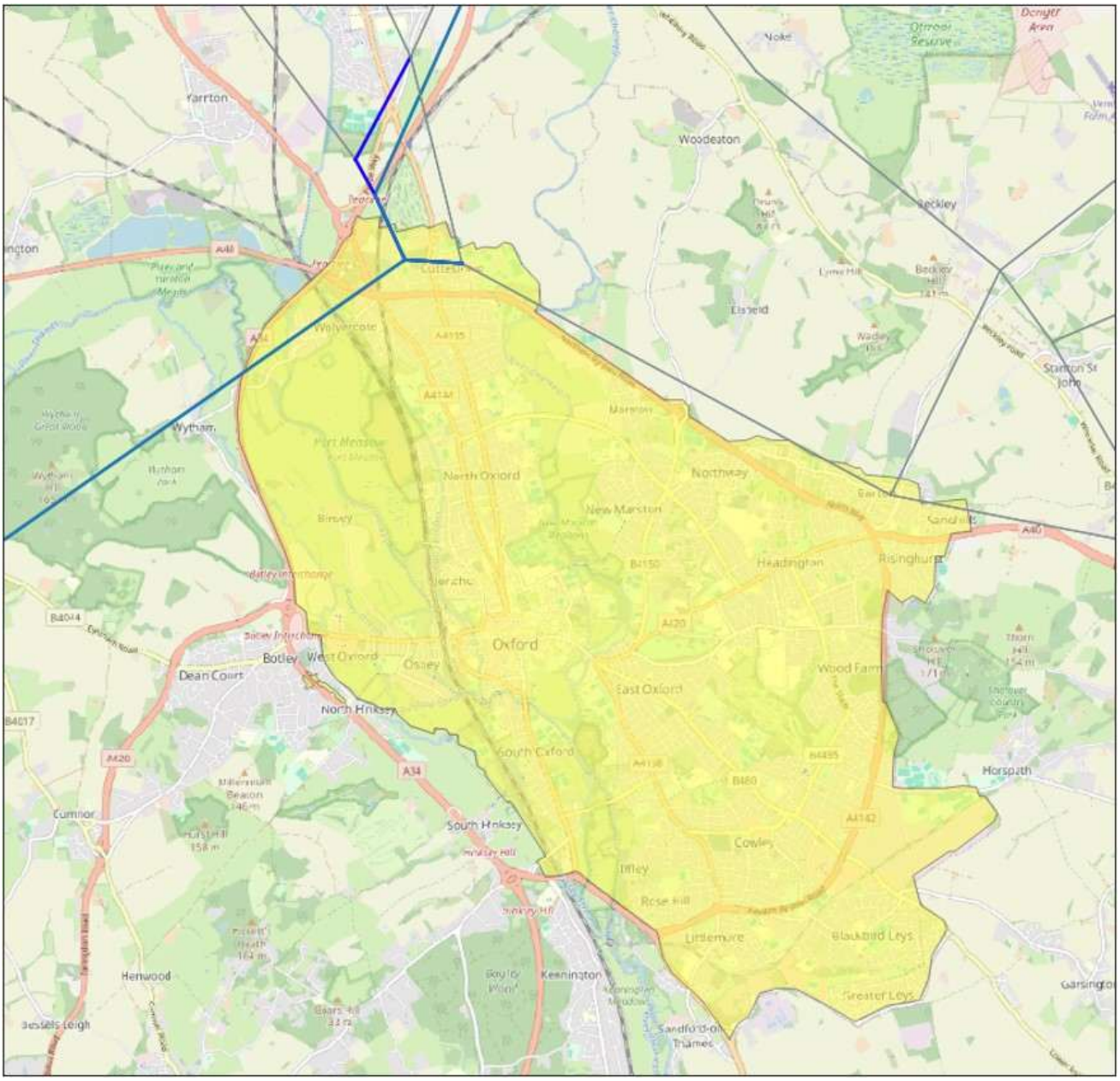
1.1 It is assumed that all the OxSRFI HGVs will use the strategic road network where relevant.

1.2 In the case of the Banbury AQMA it is assumed that all traffic from the M40 going to zones to in west Banbury will go through the AQMA. Banbury AQMA covers part of Hennef Way which exists in the buffer network.

Oxford AQMA

1.3 The modelled road network ends at the northern outskirts of Oxford, with the buffer network starting at the A34 Peartree roundabout. This is shown (with a slight offset) on **Figure 2**, without any zone connectors.

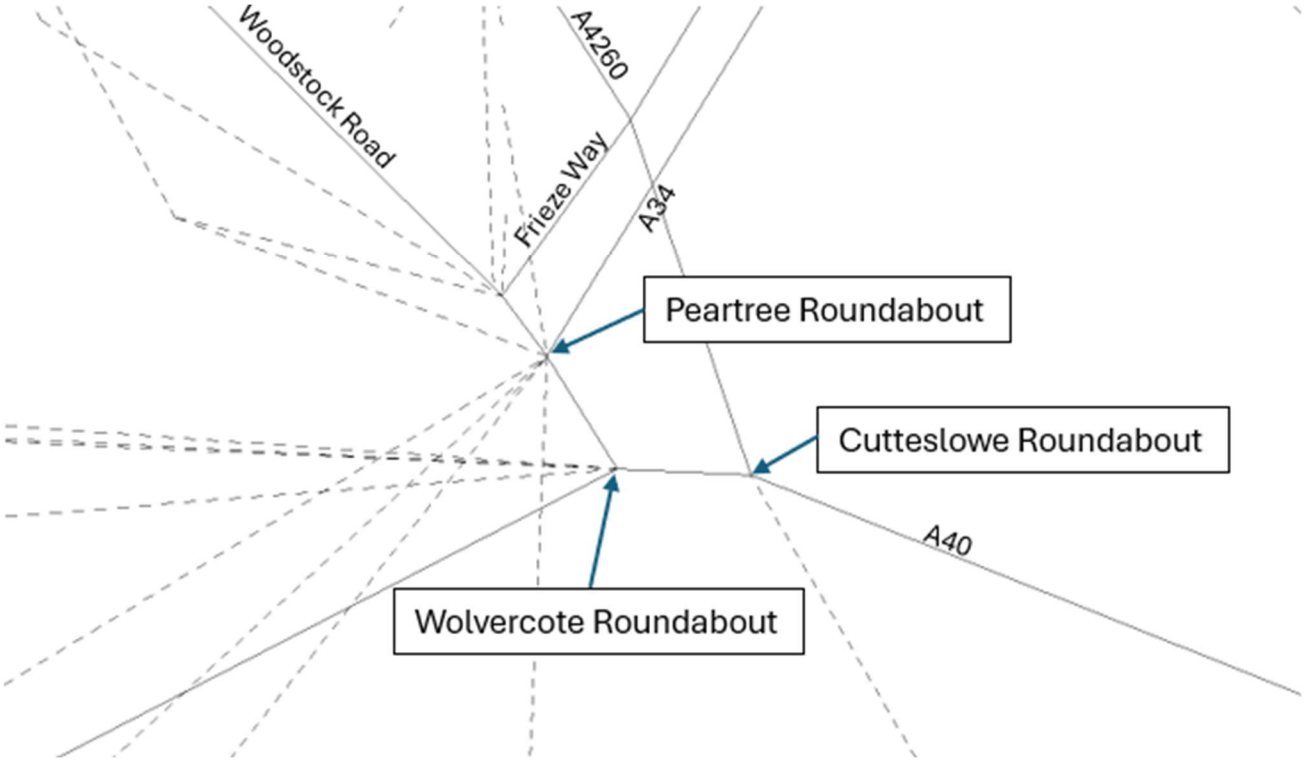
Figure 2: Oxford AQMA



1.4 The Oxford zone loads onto the network at the A40/Banbury Road (Cutteslowe) Roundabout and Headington Roundabout. It is assumed that all traffic to/from the Oxford Zone originates in the Oxford AQMA. All OxSRFI development traffic in the model uses the connector at the A40/Banbury Road roundabout, travelling via Woodstock Road, rather than Banbury Road.

1.5 The Oxford AQMA also contains some through trips which required further analysis of the zone connectors in the South-West of the model. The relevant zone connectors can be seen on **Figure 3**.

Figure 3: Labelled Saturn network



Other Oxford Zones

1.6 The other potentially relevant zones load onto the network at two points – Peartree Roundabout (travelling along the A34 South) and Wolvercote Roundabout. This can be seen in **Figure 3**.

1.7 Wolvercote Roundabout is within the AQMA, so any vehicles travelling through it should be included in the AQMA. No development traffic travels along any links to the east of Cutteslowe Roundabout. Thus the only traffic relevant to the Oxford AQMA is the Oxford zone and those zones connected to Wolvercote Roundabout.

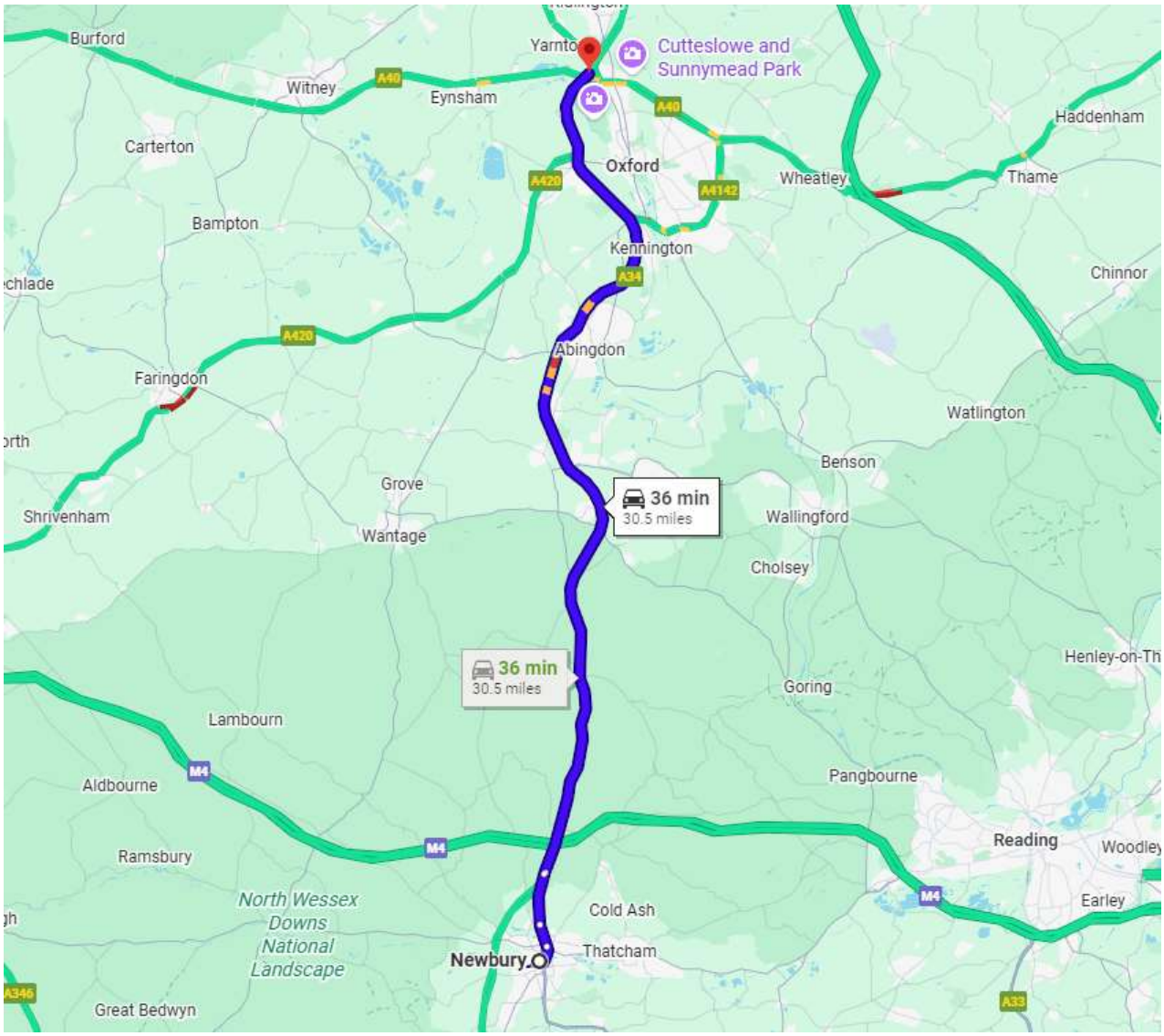
1.8 The Oxford Meadows SAC and Botley Road AQMA are both fully beyond the extent of the modelled network. For both, one or more roads have been identified that traffic from these zones must travel upon to pass through the AQMA.

1.9 The relevant roads for Oxford Meadows SAC are the A40 to the west of Wolvercote Roundabout and the A34 to the south of Peartree Roundabout. For Botley it is the A34 to the south of the Botley Interchange.

1.10 The southwest zones (like others) in the BTM represent local authority areas, e.g Vale of White Horse. It is assumed that vehicles will take the quickest route from the

zone to OxSRFI site. The quickest route from these external zones to the model loading points (Peartree and Wolvercote Roundabouts) has been identified using the road network and google maps. If the quickest route passes through one of the above roads the flows have been added to the AQMA or SAC. In almost all cases any alternative routes either take much longer or connect at the same point using the same relevant roads, giving confidence in this approach.

Figure 4: Google Map Route checking



1.11 **Figure 4** shows an example route from Newbury in the West Berkshire district zone to Peartree Roundabout, where the zone connects to the modelled road network. The route passes through both the Botley AQMA and the Oxford Meadows SAC, so the OxSRFI development flows from this zone have been added to both.

Oxford Meadows SAC

1.12 Based upon the locations of all zones connecting to Wolvercote Roundabout (as well as to a long link connecting to the South-West) the most likely routes all travel along the A40 West. These are therefore included in both the Oxford Meadows SAC (and the Oxford AQMA).

1.13 Five zones have been identified as traveling south along the A34 from the Peartree roundabout as the other two zones represent Kidlington and Yarnton to the north. All five zones therefore travel through the Oxford Meadows SAC.

Botley Road AQMA

1.14 The Botley Road AQMA is located south of Botley Interchange where the A420 meets the A34. All traffic identified as travelling through the Oxford Meadows SAC on the A34 South arrives at the Botley Interchange but some leaves to travel southwest on the A420 and doesn't enter the Botley Road AQMA.

1.15 Three zones are assumed to fully leave at the Botley Interchange and travel along A420 to reach either Swindon and Wiltshire. One zone represents West Berkshire and it is assumed trips from here continue along A34.

1.16 The remaining zone represents the Vale of White Horse. The Botley Interchange is in the Vale of White Horse district and it extends both to the south and west. It has been assumed that half of the traffic for this zone will continue along the A34 and pass through the Botley AQMA.

2.0 Results

2.1 The following tables show the resulting flows for each of the six scenarios. These are 24 hour development traffic AADT flows.

Table 1: DS2A and DS2AwTP flows

24hr development traffic AADT			DS2A		DS2A_wTP	
AQMA/SAC	**Key Location**	**Direction**	**OxSRFI Total Vehicles**	**OxSRFI HGVs**	**OxSRFI Total Vehicles**	**OxSRFI HGVs**
Banbury	Banbury	To	128.9	20.8	123.0	20.8
		From	135.0	21.3	128.8	21.3
Oxford	Oxford AQMA	To	68.7	43.4	67.8	43.4
		From	74.8	51.1	73.5	51.1
Oxford Meadow SAC	A40 West	To	20.9	20.9	21.3	20.9
		From	25.3	24.9	25.3	24.9
	A34 South of Peartree	To	28.8	11.0	27.9	11.0
		From	29.4	12.8	28.4	12.8
Botley	A34 South through Botley	To	17.1	7.9	16.6	7.9
		From	17.9	9.3	17.4	9.3

Table 2: DS3A and DS3AwTP flows

24hr development traffic AADT			DS3A		DS3A_wTP	
AQMA/SAC	**Key Location**	**Direction**	**OxSRFI Total Vehicles**	**OxSRFI HGVs**	**OxSRFI Total Vehicles**	**OxSRFI HGVs**
Banbury	Banbury	To	370.4	67.1	320.9	67.1
		From	443.2	68.5	381.8	68.5
Oxford	Oxford AQMA	To	228.4	150.9	215.5	150.6
		From	238.7	164.9	226.8	164.9
Oxford Meadow SAC	A40 West	To	72.8	72.6	72.5	72.5
		From	82.5	80.4	82.2	80.4
	A34 South of Peartree	To	109.4	38.1	97.8	38.0
		From	108.0	41.2	97.2	41.2
Botley	A34 South through Botley	To	63.9	27.7	58.0	27.6
		From	63.9	29.9	58.4	29.9

Table 3: DS4A and DS4AwTP flows

24hr development traffic AADT			DS4A		DS4A_wTP	
AQMA/SAC	**Key Location**	**Direction**	**OxSRFI Total Vehicles**	**OxSRFI HGVs**	**OxSRFI Total Vehicles**	**OxSRFI HGVs**
Banbury	Banbury	To	398.9	66.6	345.1	66.6
		From	419.4	68.5	361.9	68.5
Oxford	Oxford AQMA	To	202.9	141.0	193.2	141.1
		From	225.0	163.5	215.2	163.6
Oxford Meadow SAC	A40 West	To	68.1	67.9	68.1	67.9
		From	82.5	79.6	82.1	79.7
	A34 South of Peartree	To	122.8	35.6	108.9	35.6
		From	125.0	40.9	111.2	40.9
Botley	A34 South through Botley	To	69.3	25.8	62.3	25.9
		From	71.6	29.7	64.7	29.7

APPENDIX 48

OXFORD AQMA AADT TRAFFIC FLOWS

Project Number & Project Title	ADC1794 OxSRFI	**ADC Infrastructure**
Project Number	ADC1794	
Project Manager		

Version	Reason for Revision	Revision Made By	Revision Checked By	Date of Revision	Submitted to
1	First Issue	MB	SD	22/01/2026	[redacted]
2	Version 2 - Additional Links	MB	SD	23/01/2026	[redacted]
3					
4					
5					

Surveys Carried out By	Traffic Information from Strategic Model (via Tetra Tech)
Date of Surveys	N/A
Location of Surveys	Oxfordshire

Index of Tabs

Methodology	Summary of the Methodology used to assess the flows
Link Information	Plan showing the Link Locations and Information
2021 Census Population Summary	Background Information
2011 Workplace Population	Background Information
Light Veh Dist and Assignment	Background Information
Heavy Veh Dist and Assignment	Background Information
Link Development Flows	Based on background information and identifying which links breached thresholds
Future Years - AQ AADT Flows	Future Year flows on all links which were identified as breaching thresholds

Additional Notes:

ADC1794 - OxSRFI Prepared By: [redacted]

Methodology

Light Vehicles

- The Oxford AQMA is represented as a single zone in the strategic highway model, which does not allow internal trip origins and destinations to be identified, requiring a supplementary traffic disaggregation approach for the air quality assessment.
- To address this, 2024 ONS Mid-Year Population Estimates, derived from the 2021 Census, have been used at MSOA level, consistent with the scale of the AQMA.
- Working-age population has been applied as a proxy for trip origins and destinations, reflecting its strong relationship with daily travel activity and traffic-related emissions.
- This approach enables traffic demand to be spatially distributed across the AQMA in line with population patterns, providing a more realistic representation while remaining consistent with the modelled total traffic demand.

Heavy Vehicles

- In the absence of detailed freight origin–destination data, workplace population data (as a proxy for jobs) has been used to inform the distribution of HGV movements from the OxSRFI to the Oxford AQMA.
- Workplace population data has been sourced from the 2011 Census (due to the impacts of the Covid-19 impact for this data in 2021), which provides the most appropriate spatial representation of employment density and job locations within the AQMA.
- The number of jobs is considered a reasonable proxy for potential HGV demand, as employment locations are more closely associated with business activity, warehousing, logistics, retail and servicing uses that generate and attract HGV movements, rather than residential population patterns.
- This approach enables HGV movements to be distributed towards areas with higher concentrations of employment, providing a more realistic representation of freight activity within the AQMA than would be achieved using residential population data alone.

Impacts and Filtering

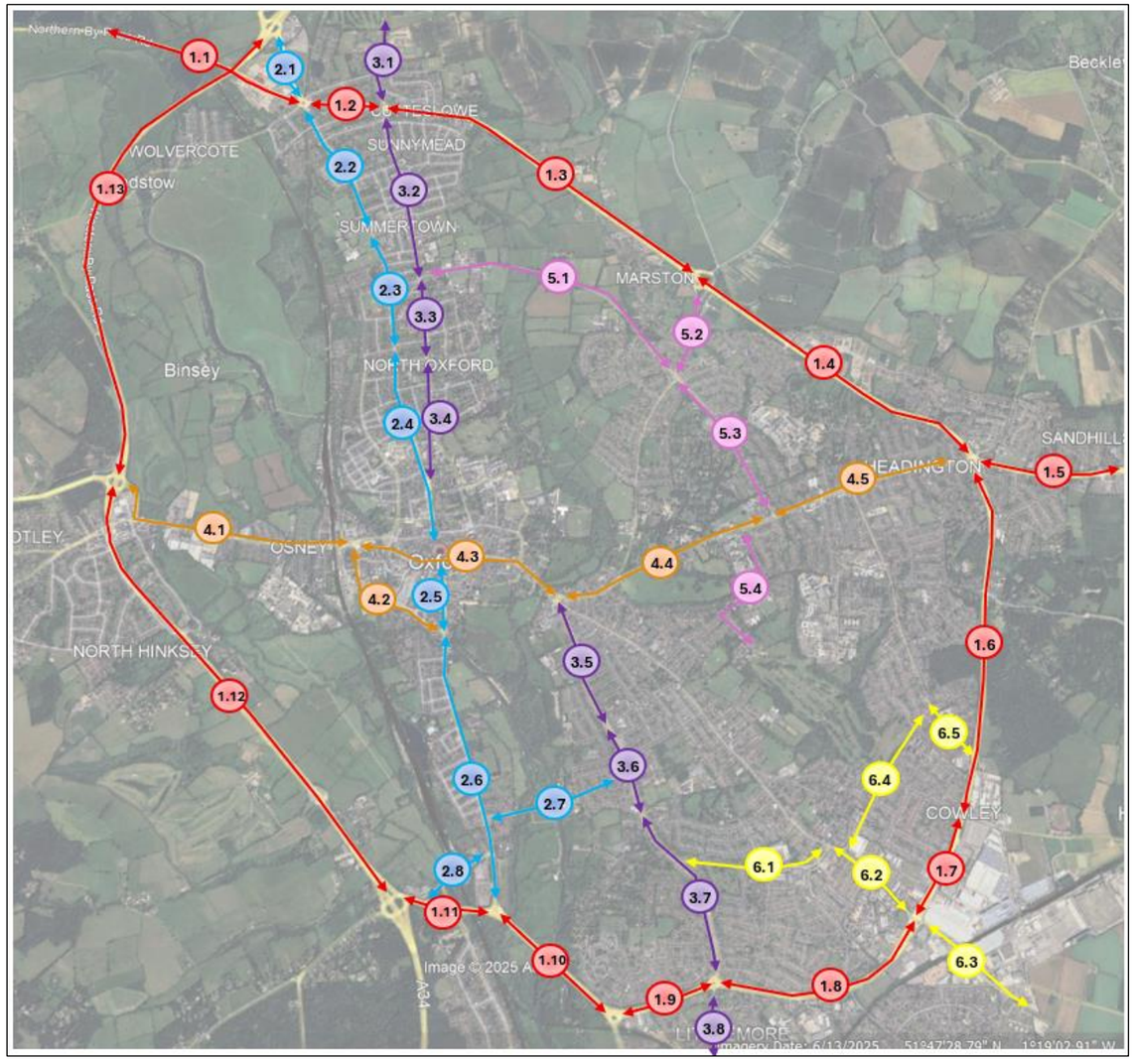
- Using the information outlined above, traffic assignment and distribution across the Oxford AQMA has been undertaken with the aid of the Google Maps journey planner to identify representative routes. The MSOA-level proportions derived from the population/employment analysis were applied to assign traffic flows to individual links within the AQMA. This process disaggregated the single-zone outputs from the strategic model into link-based flows, enabling the estimation of Light and Heavy Goods Vehicle movements for each development scenario across 42 links throughout Oxford.
- The identified screening thresholds of 25 HDV and 100 LDV AADT were applied to the 42 links to determine which links required further assessment. The application of the stated thresholds resulted in 10 links within the Oxford AQMA exceeding the criteria.
- DfT traffic count data were available for 9 of the 10 identified links, enabling the establishment of a reference/baseline case. For the remaining three links, no baseline data were available. However, development traffic flows for each assessment scenario have been identified for information.

ADC1794 - OxSRFI

Prepared By: [redacted]

Link Description and Diagram

Link No.	Description
1.1	A40 Northern By Pass Road, west of Wolvercote Roundabout
1.2	A40 North Way, between Wolvercote Roundabout and Banbury Road
1.3	A40 North Way, between Banbury Road and B4150 Marsh Lane
1.4	A40 North Way, between B4150 Marsh Lane and Headington Roundabout
1.5	A40 London Road, east of Headington Roundabout
1.6	A4142 Eastern By-Pass Road, between Headington Roundabout and Horspath Driftway
1.7	A4142 Eastern By-Pass Road, between Horspath Driftway and Garsington Road
1.8	A4142 Eastern By-Pass Road, between Garsington Road and Littlemore Roundabout
1.9	A4142 Eastern By-Pass Road, between Littlemore Roundabout and Heyford Hill Roundabout
1.10	A423 Eastern By-Pass Road, between Heyford Hill Roundabout and Kennington Roundabout
1.11	A423 Southern By-Pass Road, between Kennington Roundabout and the A34
1.12	A34 Southern By-Pass Round, between A423 and A420
1.13	A34 Southern By-Pass Round, between A420 and Woodstock Road
2.1	A4114 Woodstock Road, between A34 and A40 Northern By Pass Road
2.2	A4114 Woodstock Road, between A40 Northern By Pass Road and South Parade
2.3	A4114 Woodstock Road, between South Parade and Canterbury Road
2.4	A4114 Woodstock Road, between Canterbury Road and St Giles'
2.5	A420 St Aldate's, between High Street and Thames Street
2.6	A4144 Abingdon Road, between Thames Street and A423 Southern By-Pass Road
2.7	B4495 Weirs Lane / Donnington Bridge Road, between A4114 and Iffley Road
2.8	Old Abingdon Road, between A4114 Abingdon Road and A423 Southern By-Pass Road
3.1	A4165 Banbury Road, north of A40 Cutteslowe Roundabout
3.2	A4165 Banbury Road, between A40 Cutteslowe Roundabout and Marston Ferry Road
3.3	A4165 Banbury Road, between Marston Ferry Road and St Margaret's Road
3.4	A4165 Banbury Road, between St Margaret's Road and St Giles'
3.5	A4158 Iffley Road, between The Plain Roundabout and Magdelen Road
3.6	A4158 Iffley Road, between Magdelen Road and Cornwallis Road
3.7	A4158 Iffley Road, between Cornwallis Road and A4142 Littlemore Roundabout
3.8	Oxford Road, south of A4142 Littlemore Roundabout
4.1	A420 / West Way / Botley Road, between A34 Southern By-Pass Road and Oxford Railway Station
4.2	A420 Hollybrush Row / Oxpens Road / Thames Street
4.3	New Road / High Street / Magdalen, Bridge between Oxford Railway Station and The Plain Roundabout
4.4	A420 St Clement's Street, between The Plain Roundabout and B4495 Headley Way
4.5	A420 Headington Road, between B4495 Headley Way and A40 Headington Roundabout
5.1	Marston Ferry Road / Cherwell Drive, between A4165 Banbury Road and B4150 Marsh Lane
5.2	B4150 Marsh Lane, between Cherwell Drive and A40 North Way
5.3	Cherwell Drive / Headley Way, between B4150 Marsh Lane and A420 Headington Road
5.4	Gipsy Lane and Warneford Lane, south of A420 Headington Road
6.1	B4495 Church Cowley Road, between Henley Avenue and Oxford Road
6.2	Oxford Road, between Between Towns Road and A4142 Eastern By-Pass Road
6.3	Garsington Road / Watlinton Road, south of A4142 Eastern By-Pass Road
6.4	Hallow Way, between Oxford Road and Horspath Driftway
6.5	Horsepath Driftway, between Hallow Way and A4143 Eastern By-Pass Road



2021 Census Population Summary

Working Age Population - Age 16 to 65								
MSOA 2021 Name	2021		2022 Estimate		2023 Estimate		2024 Estimate	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Oxford 001	3,667	3.1%	3,697	3.1%	3,806	3.1%	3,829	3.2%
Oxford 002	4,458	3.8%	4,412	3.7%	4,460	3.7%	4,541	3.7%
Oxford 003	4,158	3.5%	4,254	3.6%	4,308	3.6%	4,416	3.6%
Oxford 004	4,901	4.2%	4,873	4.1%	4,891	4.0%	4,879	4.0%
Oxford 005	5,740	4.9%	5,748	4.8%	5,960	4.9%	6,019	5.0%
Oxford 006	7,996	6.8%	8,321	7.0%	7,555	6.2%	7,268	6.0%
Oxford 007	5,616	4.8%	5,662	4.7%	5,732	4.7%	5,661	4.7%
Oxford 008	16,442	14.0%	16,914	14.1%	17,419	14.4%	17,536	14.4%
Oxford 009	4,972	4.2%	5,004	4.2%	5,013	4.1%	4,913	4.0%
Oxford 010	5,744	4.9%	5,867	4.9%	6,056	5.0%	6,147	5.1%
Oxford 011	9,163	7.8%	9,671	8.1%	9,902	8.2%	9,977	8.2%
Oxford 012	3,939	3.3%	3,928	3.3%	3,878	3.2%	3,818	3.1%
Oxford 014	4,540	3.9%	4,578	3.8%	4,543	3.7%	4,475	3.7%
Oxford 015	7,125	6.0%	7,201	6.0%	7,220	6.0%	7,213	5.9%
Oxford 016	7,644	6.5%	7,707	6.4%	8,145	6.7%	8,377	6.9%
Oxford 017	4,446	3.8%	4,417	3.7%	4,541	3.7%	4,642	3.8%
Oxford 018	4,781	4.1%	4,693	3.9%	4,694	3.9%	4,717	3.9%
Oxford 020	6,206	5.3%	6,522	5.4%	6,610	5.5%	6,517	5.4%
Oxford 019	6,314	5.4%	6,228	5.2%	6,475	5.3%	6,497	5.3%
Total:	117,852	100%	119,697	100%	121,208	100%	121,442	100%

WP101EW - Population (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 20 January 2026]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons

2011 super output area - middle layer	2011 Census	Percent
E02005940 : Oxford 001	1,770	2%
E02005941 : Oxford 002	2,968	3%
E02005942 : Oxford 003	2,976	3%
E02005943 : Oxford 004	952	1%
E02005944 : Oxford 005	843	1%
E02005945 : Oxford 006	12,837	13%
E02005946 : Oxford 007	2,051	2%
E02005947 : Oxford 008	28,064	28%
E02005948 : Oxford 009	6,708	7%
E02005949 : Oxford 010	6,871	7%
E02005950 : Oxford 011	4,593	5%
E02005951 : Oxford 012	990	1%
E02005952 : Oxford 013	12,371	12%
E02005953 : Oxford 014	1,238	1%
E02005954 : Oxford 015	6,319	6%
E02005955 : Oxford 016	5,035	5%
E02005956 : Oxford 017	1,895	2%
E02005957 : Oxford 018	942	1%
	99,423	100%

-----> MSOA have changed between 2011 and 2021. Oxford 013 no longer exists and was split into Oxford 019 and 020. The majority of employment/retail within the new Oxford 020, so this has been reassigned 90%, with last 10% remaining in 019.

2011 Census Work Place population data at MSOA level has been used to distribute HGV traffic in proportion to employment density/number of jobs. 2011 Census has been used as the Covid-19 Pandemic impacted the workplace population numbers due to the enforcement of working from home. A review and comparison between 2011 and 2021 show minimal differences in employment uses around Oxford for Warehousing, Retail, etc.

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

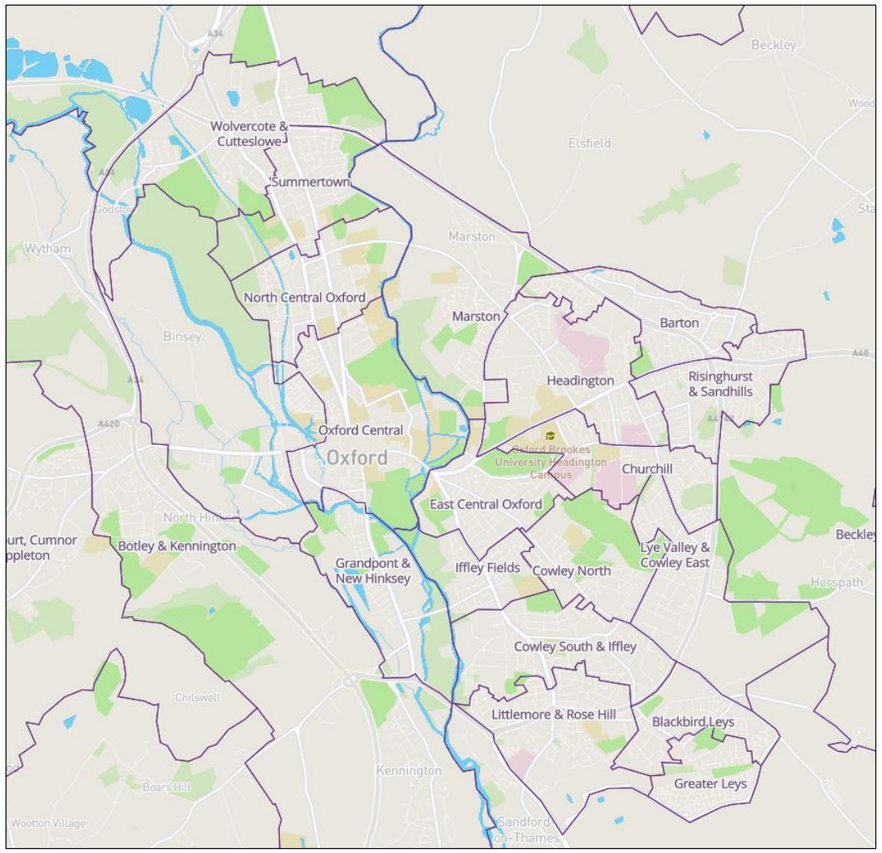
Light Vehicle Distribution and Assignment

Methodology
1) Google Maps journey planner has been used to understand the likely journeys from OxSRFI to the Centroid of each Oxford MSOA.
2) These Google Maps routes have then been plotted onto the Link Diagram below - as seen in Column F
3) 2021 Census working-age population data at MSOA level has been used to distribute traffic in proportion to population size, with the resulting percentages shown in Column E.
4) Table on the right then calculates the total percentage of Light Vehicles which assign on each Link. Further Link details and descriptions are included in the 'Link Information' Tab

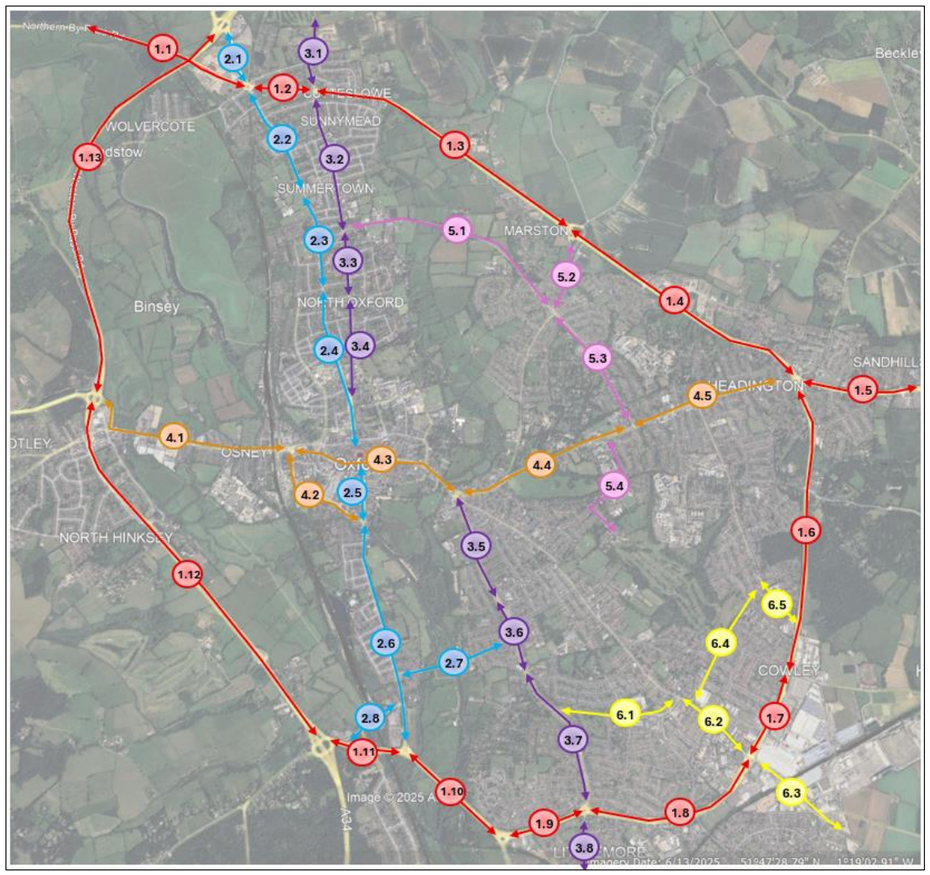
MSOA 2021 Name		Google Maps	Percent	Routes based on Google and Link Diagram
Oxford 001	Wolvercote & Cutteslowe	Link	3.2%	2.1,
Oxford 002	Summertown	Link	3.7%	2.1, 1.2, 3.2
Oxford 003	North Central Oxford	Link	3.6%	2.1, 2.2, 2.3
Oxford 004	Marston	Link	4.0%	2.1, 1.2, 1.3, 5.2
Oxford 005	Barton	Link	5.0%	2.1, 1.2, 1.3, 1.4
Oxford 006	Headington	Link	6.0%	2.1, 1.2, 1.3, 5.2, 5.3
Oxford 007	Risinghurst & Sandhills	Link	4.7%	1.5,
Oxford 008	Oxford Central	Link	14.4%	2.1, 2.2, 2.3, 3.3, 3.4
Oxford 009	Osney, Jericho & Port Meadow	Link	4.0%	1.13, 4.1
Oxford 010	Churchill	Link	5.1%	2.1, 1.2, 1.3, 5.2, 5.3, 5.4
Oxford 011	East Central Oxford	Link	8.2%	1.13, 1.12, 2.8, 2.7, 3.6, 3.5
Oxford 012	Grandpont & New Hinksey	Link	3.1%	1.13, 1.12, 2.8, 2.6
Oxford 014	Iffley Fields	Link	3.7%	1.13, 1.12, 2.8, 2.7, 3.6
Oxford 015	Cowley South & Iffley	Link	5.9%	1.13, 1.12, 1.11, 1.10, 1.9, 3.7, 6.1
Oxford 016	Littlemore & Rose Hill	Link	6.9%	1.13, 1.12, 1.11, 1.10, 1.9, 3.8
Oxford 017	Blackbird Leys	Link	3.8%	1.13, 1.12, 1.11, 1.10, 1.9, 1.8, 6.3
Oxford 018	Greater Leys	Link	3.9%	1.13, 1.12, 1.11, 1.10
Oxford 020	Lye Valley & Cowley East	Link	5.4%	2.1, 1.2, 1.3, 1.4, 1.6, 6.5, 6.4
Oxford 019	Cowley North	Link	5.3%	2.1, 1.2, 1.3, 5.2, 5.3, 5.4

Link No. + Assignment Percentage											
1.1	0%	2.1	56%	3.1	0%	4.1	4%	5.1	0%	6.1	6%
1.2	34%	2.2	18%	3.2	4%	4.2	0%	5.2	20%	6.2	0%
1.3	31%	2.3	18%	3.3	14%	4.3	0%	5.3	16%	6.3	4%
1.4	10%	2.4	0%	3.4	14%	4.4	0%	5.4	10%	6.4	5%
1.5	5%	2.5	0%	3.5	8%	4.5	0%			6.5	5%
1.6	5%	2.6	3%	3.6	12%						
1.7	0%	2.7	12%	3.7	6%						
1.8	4%	2.8	15%	3.8	7%						
1.9	17%										
1.10	21%										
1.11	21%										
1.12	36%										
1.13	40%										

MSOA Location Plan:



Link Location Plan:



Heavy Vehicle Distribution and Assignment

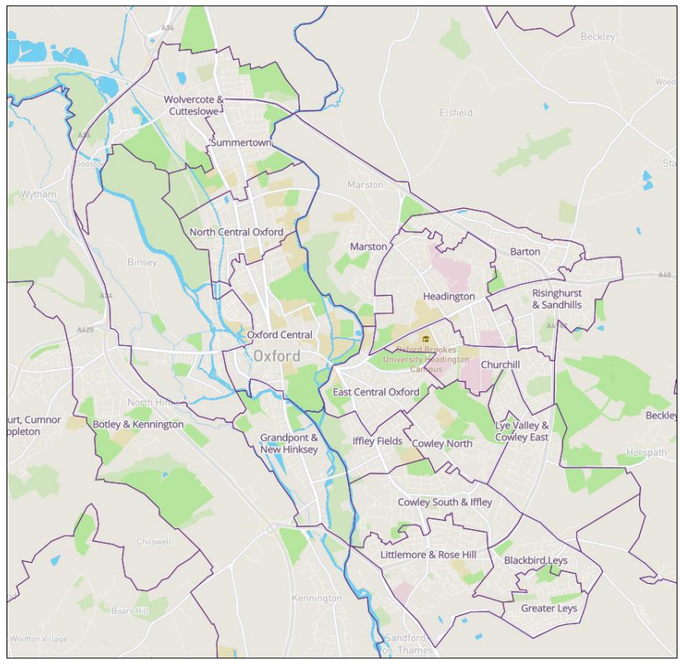
Methodology
1) Google Maps journey planner has been used to understand the likely journeys from OxSRFI to the Centroid of each Oxford MSOA.
2) These Google Maps routes have then been plotted onto the Link Diagram below - as seen in Column F
3) 2011 Census Work Place population data at MSOA level has been used to distribute HGV traffic in proportion to employment density, with the resulting percentages shown in Column E. 2011 Census has been used as the Covid-19 Pandemic impacted the workplace population numbers due to the enforcement of working from home. A review and comparison between 2011 and 2021 show minimal differences in employment uses around Oxford for Warehousing, Retail, etc.
4) Table on the right then calculates the total percentage of Heavy Vehicles which assign on each Link. Further Link details and descriptions are included in the 'Link Information' Tab

MSOA 2021 Name		Google Maps	Percent	Routes based on Google and Link Diagram
Oxford 001	Wolvercote & Cutteslowe	Link	1.8%	2.1,
Oxford 002	Summertown	Link	3.0%	2.1, 1.2, 3.2
Oxford 003	North Central Oxford	Link	3.0%	2.1, 2.2, 2.3
Oxford 004	Marston	Link	1.0%	2.1, 1.2, 1.3, 5.2
Oxford 005	Barton	Link	0.8%	2.1, 1.2, 1.3, 1.4
Oxford 006	Headington	Link	12.9%	2.1, 1.2, 1.3, 5.2, 5.3
Oxford 007	Risinghurst & Sandhills	Link	2.1%	1.5,
Oxford 008	Oxford Central	Link	28.2%	1.13, 4.1, 4.2
Oxford 009	Osney, Jericho & Port Meadow	Link	6.7%	1.13, 4.1
Oxford 010	Churchill	Link	6.9%	2.1, 1.2, 1.3, 5.2, 5.3, 5.4
Oxford 011	East Central Oxford	Link	4.6%	1.13, 1.12, 2.8, 2.7, 3.6, 3.5
Oxford 012	Grandpont & New Hinksey	Link	1.0%	1.13, 1.12, 2.8, 2.6
Oxford 014	Iffley Fields	Link	1.2%	1.13, 1.12, 2.8, 2.7, 3.6
Oxford 015	Cowley South & Iffley	Link	6.4%	1.13, 1.12, 1.11, 1.10, 1.9, 3.7, 6.1
Oxford 016	Littlemore & Rose Hill	Link	5.1%	1.13, 1.12, 1.11, 1.10, 1.9, 3.8
Oxford 017	Blackbird Leys	Link	1.9%	1.13, 1.12, 1.11, 1.10, 1.9, 1.8, 6.3
Oxford 018	Greater Leys	Link	0.9%	1.13, 1.12, 1.11, 1.10
Oxford 020*	Lye Valley & Cowley East	Link	11.8%	2.1, 1.2, 1.3, 1.4, 1.6, 6.5, 6.4
Oxford 019*	Cowley North	Link	0.6%	2.1, 1.2, 1.3, 5.2, 5.3, 5.4

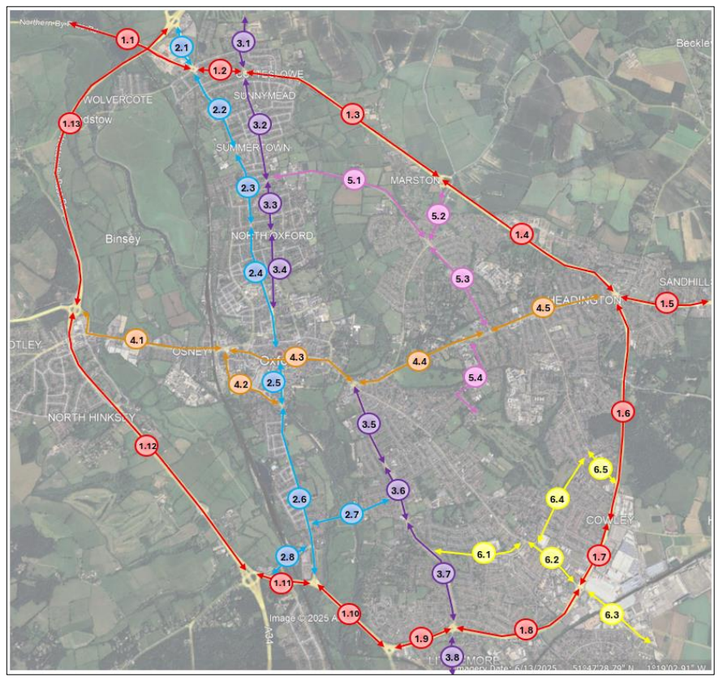
Link No. + Assignment Percentage											
1.1	0%	2.1	42%	3.1	0%	4.1	35%	5.1	0%	6.1	6%
1.2	37%	2.2	3%	3.2	3%	4.2	28%	5.2	21%	6.2	0%
1.3	34%	2.3	3%	3.3	0%	4.3	0%	5.3	20%	6.3	2%
1.4	13%	2.4	0%	3.4	0%	4.4	0%	5.4	8%	6.4	12%
1.5	2%	2.5	0%	3.5	5%	4.5	0%			6.5	12%
1.6	12%	2.6	1%	3.6	6%						
1.7	0%	2.7	6%	3.7	6%						
1.8	2%	2.8	7%	3.8	5%						
1.9	13%										
1.10	14%										
1.11	14%										
1.12	21%										
1.13	56%										

*In 2021, Oxford 013 from Census 2011 was split in two to form Oxford 019 and 020. In terms of employment from Oxford 013, this has been moved to Oxford 020 as from inspection, majority of warehousing and retail located in this new MSOA.

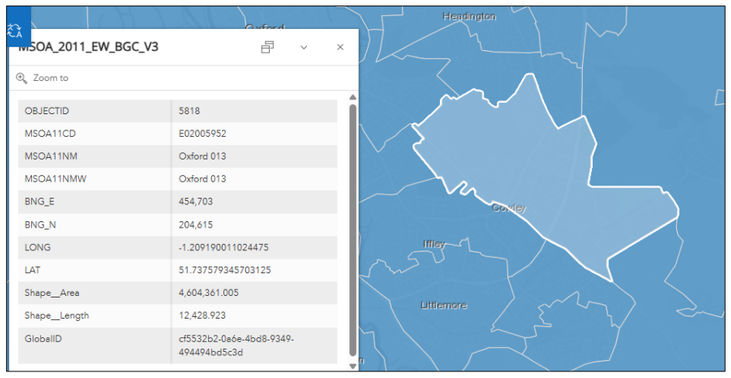
MSOA Location Plan:



Link Location Plan:



2011 Census - Oxford 013



Link Flow Calculations

24hr development flows

AQMA/SAC	Key Location		DS2A Year 2031 OxSRFI Total Vehicles	DS2A Year 2031 OxSRFI Light Vehicles	DS2A Year 2031 OxSRFI HGVs	DS2A_wTP Year 2031 OxSRFI Total Vehicles	DS2A_wTP Year 2031 OxSRFI Light Vehicles	DS2A_wTP Year 2031 OxSRFI HGVs	DS3A Year 2034 OxSRFI Total Vehicles	DS3A Year 2034 OxSRFI Light Vehicles	DS3A Year 2034 OxSRFI HGVs	DS3A_wTP Year 2034 OxSRFI Total Vehicles	DS3A_wTP Year 2034 OxSRFI Light Vehicles	DS3A_wTP Year 2034 OxSRFI HGVs	DS4A Year 2042 OxSRFI Total Vehicles	DS4A Year 2042 OxSRFI Light Vehicles	DS4A Year 2042 OxSRFI HGVs	DS4A_wTP Year 2042 OxSRFI Total Vehicles	DS4A_wTP Year 2042 OxSRFI Light Vehicles	DS4A_wTP Year 2042 OxSRFI HGVs
Oxford	Oxford AQMA	To	48	25	23	46	24	23	156	77	78	143	65	78	135	62	73	125	52	73
		From	49	23	26	48	22	26	156	72	85	145	60	85	143	59	84	133	49	84
Oxford Meadow SAC	A40 West	To	21	0	21	21	0	21	73	0	73	73	0	72	68	0	68	68	0	68
		From	25	0	25	25	0	25	82	2	80	82	2	80	82	3	80	82	2	80

*** A40 West Traffic Assigned manually 100% to links 1.1 and 2.1.

Information from Tetra Tech. A40 West traffic double counted within Oxford AQMA flows.			DS2A 2031 OxSRFI Total Vehicles	DS2A 2031 OxSRFI HGVs	DS2A_wTP 2031 OxSRFI Total Vehicles	DS2A_wTP 2031 OxSRFI HGVs	DS3A 2034 OxSRFI Total Vehicles	DS3A 2034 OxSRFI HGVs	DS3A_wTP 2034 OxSRFI Total Vehicles	DS3A_wTP 2034 OxSRFI HGVs	DS4A 2042 OxSRFI Total Vehicles	DS4A 2042 OxSRFI HGVs	DS4A_wTP 2042 OxSRFI Total Vehicles	DS4A_wTP 2042 OxSRFI HGVs
Oxford	Oxford AQMA	To	68.7	43.4	67.8	43.4	228.4	150.9	215.5	150.6	202.9	141.0	193.2	141.1
		From	74.8	51.1	73.5	51.1	238.7	164.9	226.8	164.9	225.0	163.5	215.2	163.6
Oxford Meadow SAC	A40 West	To	20.9	20.9	21.3	20.9	72.8	72.6	72.5	72.5	68.1	67.9	68.1	67.9
		From	25.3	24.9	25.3	24.9	82.5	80.4	82.2	80.4	82.5	79.6	82.1	79.7

Key:	XXXX	Calcuated from Total Veh minus HGV

Thresholds:
1) 25 HDV AADT
2) 100 LDV AADT

Links exceeding thresholds: **10**

Link Flows

Link No.	Description	Development Flows: Light Veh %	Heavy Veh %	2031 DS2A Lights	2031 DS2A HGVs	2031 DS2A Total	2031 DS2A_wTP Lights	2031 DS2A_wTP HGVs	2031 DS2A_wTP Total	2034 DS3A Lights	2034 DS3A HGVs	2034 DS3A Total	2034 DS3A wTP Lights	2034 DS3A wTP HGVs	2034 DS3A wTP Total	2042 DS4A Lights	2042 DS4A HGVs	2042 DS4A Total	2042 DS4A wTP Lights	2042 DS4A wTP HGVs	2042 DS4A wTP Total
1.1	A40 Northern By Pass Road, west of Wolvercote Roundabout	0%	0%	0	46	**46**	1	46	**47**	2	153	**155**	2	153	**155**	3	147	**151**	3	148	**150**
1.2	A40 North Way, between Wolvercote Roundabout and Banbury Road	34%	37%	17	18	**35**	16	18	**34**	51	60	**112**	43	60	**103**	42	58	**100**	35	58	**93**
1.3	A40 North Way, between Banbury Road and B4150 Marsh Lane	31%	34%	15	17	**32**	14	17	**31**	46	55	**101**	38	55	**94**	37	53	**91**	31	54	**85**
1.4	A40 North Way, between B4150 Marsh Lane and Headington Roundabout	10%	13%	5	6	**11**	5	6	**11**	15	21	**36**	13	21	**34**	12	20	**32**	10	20	**30**
1.5	A40 London Road, east of Headington Roundabout	5%	2%	2	1	**3**	2	1	**3**	7	3	**10**	6	3	**9**	6	3	**9**	5	3	**8**
1.6	A4142 Eastern By-Pass Road, between Headington Roundabout and Horspath Driftway	5%	12%	3	6	**8**	2	6	**8**	8	19	**27**	7	19	**26**	6	19	**25**	5	19	**24**
1.7	A4142 Eastern By-Pass Road, between Horspath Driftway and Garsington Road	0%	0%	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
1.8	A4142 Eastern By-Pass Road, between Garsington Road and Littlemore Roundabout	4%	2%	2	1	**3**	2	1	**3**	6	3	**9**	5	3	**8**	5	3	**8**	4	3	**7**
1.9	A4142 Eastern By-Pass Road, between Littlemore Roundabout and Heyford Hill Roundabout	17%	13%	8	6	**15**	8	7	**14**	25	22	**47**	21	22	**43**	20	21	**41**	17	21	**38**
1.10	A423 Eastern By-Pass Road, between Heyford Hill Roundabout and Kennington Roundabout	21%	14%	10	7	**17**	9	7	**16**	31	23	**54**	26	23	**49**	25	22	**47**	21	22	**43**
1.11	A423 Southern By-Pass Road, between Kennington Roundabout and the A34	21%	14%	10	7	**17**	9	7	**16**	31	23	**54**	26	23	**49**	25	22	**47**	21	22	**43**
1.12	A34 Southern By-Pass Round, between A423 and A420	36%	21%	17	10	**28**	16	10	**27**	53	34	**87**	44	34	**79**	43	33	**76**	36	33	**69**
1.13	A34 Southern By-Pass Road, between A420 and Woodstock Road	40%	56%	19	27	**47**	18	27	**46**	59	91	**150**	50	91	**141**	48	88	**136**	40	88	**128**
2.1	A4114 Woodstock Road, between A34 and A40 Northern By Pass Road	56%	42%	27	66	**94**	26	66	**93**	85	221	**306**	71	221	**292**	70	213	**283**	59	213	**272**
2.2	A4114 Woodstock Road, between A40 Northern By Pass Road and South Parade	18%	3%	9	1	**10**	8	1	**10**	27	5	**32**	23	5	**27**	22	5	**26**	18	5	**23**
2.3	A4114 Woodstock Road, between South Parade and Canterbury Road	18%	3%	9	1	**10**	8	1	**10**	27	5	**32**	23	5	**27**	22	5	**26**	18	5	**23**
2.4	A4114 Woodstock Road, between Canterbury Road and St Giles'	0%	0%	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
2.5	A420 St Aldate's, between High Street and Thames Street	0%	0%	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
2.6	A4144 Abingdon Road, between Thames Street and A423 Southern By-Pass Road	3%	1%	2	0	**2**	1	0	**2**	5	2	**6**	4	2	**6**	4	2	**5**	3	2	**5**
2.7	B4495 Weirs Lane / Donnington Bridge Road, between A4114 and Iffley Road	12%	6%	6	3	**9**	5	3	**8**	18	10	**27**	15	10	**24**	14	9	**24**	12	9	**21**
2.8	Old Abingdon Road, between A4114 Abingdon Road and A423 Southern By-Pass Road	15%	7%	7	3	**11**	7	3	**10**	22	11	**34**	19	11	**30**	18	11	**29**	15	11	**26**
3.1	A4165 Banbury Road, north of A40 Cutteslowe Roundabout	0%	0%	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
3.2	A4165 Banbury Road, between A40 Cutteslowe Roundabout and Marston Ferry Road	4%	3%	2	1	**3**	2	1	**3**	6	5	**10**	5	5	**10**	5	5	**9**	4	5	**8**
3.3	A4165 Banbury Road, between Marston Ferry Road and St Margaret's Road	14%	0%	7	0	**7**	7	0	**7**	22	0	**22**	18	0	**18**	17	0	**17**	15	0	**15**
3.4	A4165 Banbury Road, between St Margaret's Road and St Giles'	14%	0%	7	0	**7**	7	0	**7**	22	0	**22**	18	0	**18**	17	0	**17**	15	0	**15**
3.5	A4158 Iffley Road, between The Plain Roundabout and Magdelen Road	8%	5%	4	2	**6**	4	2	**6**	12	8	**20**	10	8	**18**	10	7	**17**	8	7	**16**
3.6	A4158 Iffley Road, between Magdelen Road and Cornwallis Road	12%	6%	6	3	**9**	5	3	**8**	18	10	**27**	15	10	**24**	14	9	**24**	12	9	**21**
3.7	A4158 Iffley Road, between Cornwallis Road and A4142 Littlemore Roundabout	6%	6%	3	3	**6**	3	3	**6**	9	10	**19**	7	10	**18**	7	10	**17**	6	10	**16**
3.8	Oxford Road, south of A4142 Littlemore Roundabout	7%	5%	3	2	**6**	3	2	**6**	10	9	**19**	9	8	**17**	8	8	**16**	7	8	**15**
4.1	A420 / West Way / Botley Road, between A34 Southern By-Pass Road and Oxford Railway Station	4%	35%	2	17	**19**	2	17	**19**	6	57	**63**	5	57	**62**	5	55	**60**	4	55	**59**
4.2	A420 Hollybrush Row / Oxpens Road / Thames Street	0%	28%	0	14	**14**	0	14	**14**	0	46	**46**	0	46	**46**	0	44	**44**	0	44	**44**
4.3	New Road / High Street / Magdalen, Bridge between Oxford Railway Station and The Plain Roundabout	0%	0%	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
4.4	A420 St Clement's Street, between The Plain Roundabout and B4495 Headley Way	0%	0%	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
4.5	A420 Headington Road, between B4495 Headley Way and A40 Headington Roundabout	0%	0%	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
5.1	Marston Ferry Road / Cherwell Drive, between A4165 Banbury Road and B4150 Marsh Lane	0%	0%	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
5.2	B4150 Marsh Lane, between Cherwell Drive and A40 North Way	20%	21%	10	10	**20**	9	10	**20**	30	35	**65**	26	35	**60**	25	34	**58**	21	34	**54**
5.3	Cherwell Drive / Headley Way, between B4150 Marsh Lane and A420 Headington Road	16%	20%	8	10	**18**	8	10	**17**	24	33	**58**	20	33	**54**	20	32	**52**	17	32	**49**
5.4	Gipsy Lane and Warneford Lane, south of A420 Headington Road	10%	8%	5	4	**9**	5	4	**8**	16	12	**28**	13	12	**25**	13	12	**24**	11	12	**22**
6.1	B4495 Church Cowley Road, between Henley Avenue and Oxford Road	6%	6%	3	3	**6**	3	3	**6**	9	10	**19**	7	10	**18**	7	10	**17**	6	10	**16**
6.2	Oxford Road, between Between Towns Road and A4142 Eastern By-Pass Road	0%	0%	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
6.3	Garsington Road / Watlinton Road, south of A4142 Eastern By-Pass Road	4%	2%	2	1	**3**	2	1	**3**	6	3	**9**	5	3	**8**	5	3	**8**	4	3	**7**
6.4	Hallow Way, between Oxford Road and Horspath Driftway	5%	12%	3	6	**8**	2	6	**8**	8	19	**27**	7	19	**26**	6	19	**25**	5	19	**24**
6.5	Horsepath Driftway, between Hallow Way and A4143 Eastern By-Pass Road	5%	12%	3	6	**8**	2	6	**8**	8	19	**27**	7	19	**26**	6	19	**25**	5	19	**24**

XX% Oxford AQMA % + 100% of A40 traffic manually

Link	FILTERING: 2031 DS2A Light	2031 DS2A HGV	2031 DS2A_wTP Light	2031 DS2A_wTP HGV	2034 DS3A Light	2034 DS3A HGV	2034 DS3A wTP Light	2034 DS3A wTP HGV	2042 DS4A Light	2042 DS4A HGV	2042 DS4A wTP Light	2042 DS4A wTP HGV	
1.1	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	1
1.2	No	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	1
1.3	No	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	1
1.4	No	No	No	No	No	No	No	No	No	No	No	No	
1.5	No	No	No	No	No	No	No	No	No	No	No	No	
1.6	No	No	No	No	No	No	No	No	No	No	No	No	
1.7	No	No	No	No	No	No	No	No	No	No	No	No	
1.8	No	No	No	No	No	No	No	No	No	No	No	No	
1.9	No	No	No	No	No	No	No	No	No	No	No	No	
1.10	No	No	No	No	No	No	No	No	No	No	No	No	
1.11	No	No	No	No	No	No	No	No	No	No	No	No	
1.12	No	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	1
1.13	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	1
2.1	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	1
2.2	No	No	No	No	No	No	No	No	No	No	No	No	
2.3	No	No	No	No	No	No	No	No	No	No	No	No	
2.4	No	No	No	No	No	No	No	No	No	No	No	No	
2.5	No	No	No	No	No	No	No	No	No	No	No	No	
2.6	No	No	No	No	No	No	No	No	No	No	No	No	
2.7	No	No	No	No	No	No	No	No	No	No	No	No	
2.8	No	No	No	No	No	No	No	No	No	No	No	No	
3.1	No	No	No	No	No	No	No	No	No	No	No	No	
3.2	No	No	No	No	No	No	No	No	No	No	No	No	
3.3	No	No	No	No	No	No	No	No	No	No	No	No	
3.4	No	No	No	No	No	No	No	No	No	No	No	No	
3.5	No	No	No	No	No	No	No	No	No	No	No	No	
3.6	No	No	No	No	No	No	No	No	No	No	No	No	
3.7	No	No	No	No	No	No	No	No	No	No	No	No	
3.8	No	No	No	No	No	No	No	No	No	No	No	No	
4.1	No	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	1
4.2	No	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	1
4.3	No	No	No	No	No	No	No	No	No	No	No	No	
4.4	No	No	No	No	No	No	No	No	No	No	No	No	
4.5	No	No	No	No	No	No	No	No	No	No	No	No	
5.1	No	No	No	No	No	No	No	No	No	No	No	No	
5.2	No	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	1
5.3	No	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	1
5.4	No	No	No	No	No	No	No	No	No	No	No	No	
6.1	No	No	No	No	No	No	No	No	No	No	No	No	
6.2	No	No	No	No	No	No	No	No	No	No	No	No	
6.3	No	No	No	No	No	No	No	No	No	No	No	No	
6.4	No	No	No	No	No	No	No	No	No	No	No	No	
6.5	No	No	No	No	No	No	No	No	No	No	No	No	

Link Flow

Link No.	Description	2031 Opening Year						2034 Completion Year						2042 Sensitivity Test (end of Local Plan period)					
		Reference Case		With OxSRFI		With OxSRFI with TP		Reference Case		With OxSRFI		With OxSRFI with TP		Reference Case		With OxSRFI		With OxSRFI with TP	
		Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV
1.1	A40 Northern By Pass Road, west of Wolvercote Roundabout	25142	2110	25188	2155	25188	2155	25726	2159	25882	2312	25881	2311	26951	2261	27101	2409	27101	2409
1.2	A40 North Way, between Wolvercote Roundabout and Banbury Road	28523	1207	28558	1225	28557	1225	29187	1235	29298	1295	29290	1295	30576	1294	30675	1352	30669	1352
1.3	A40 North Way, between Banbury Road and B4150 Marsh Lane	38952	1360	38984	1376	38983	1376	39858	1391	39959	1447	39952	1447	41755	1458	41846	1511	41840	1511
1.12	A34 Southern By-Pass Round, between A423 and A420	76484	8003	76511	8013	76510	8013	78263	8189	78350	8223	78342	8223	81987	8579	82063	8612	82057	8612
1.13	A34 Southern By-Pass Round, between A420 and Woodstock Road	84113	7805	84160	7832	84159	7832	86070	7987	86220	8078	86211	8078	90166	8367	90302	8455	90294	8455
2.1	A4114 Woodstock Road, between A34 and A40 Northern By Pass Road	34929	1773	35022	1839	35021	1839	35741	1814	36048	2035	36034	2035	37442	1900	37726	2113	37714	2113
4.1	A420 / West Way / Botley Road, between A34 Southern By-Pass Road and Oxford Railway Station	17575	674	17594	691	17594	691	17984	690	18047	747	18046	747	18840	722	18900	777	18899	777
4.2	A420 Hollybrush Row / Oxpens Road / Thames Street	15054	459	15054	473	15067	473	15404	470	15450	516	15450	516	16137	492	16181	536	16181	536
5.2	B4150 Marsh Lane, between Cherwell Drive and A40 North Way	0	0	20	10	20	10	0	0	65	35	60	35	0	0	58	34	54	34
5.3	Cherwell Drive / Headley Way, between B4150 Marsh Lane and A420 Headington Road	16225	447	16243	457	16243	457	16501	454	16559	488	16555	488	16886	465	16938	497	16935	497

XXX No reference case data available

APPENDIX 49

LINSIG RC1 RC1S TRAFFIC FLOWS

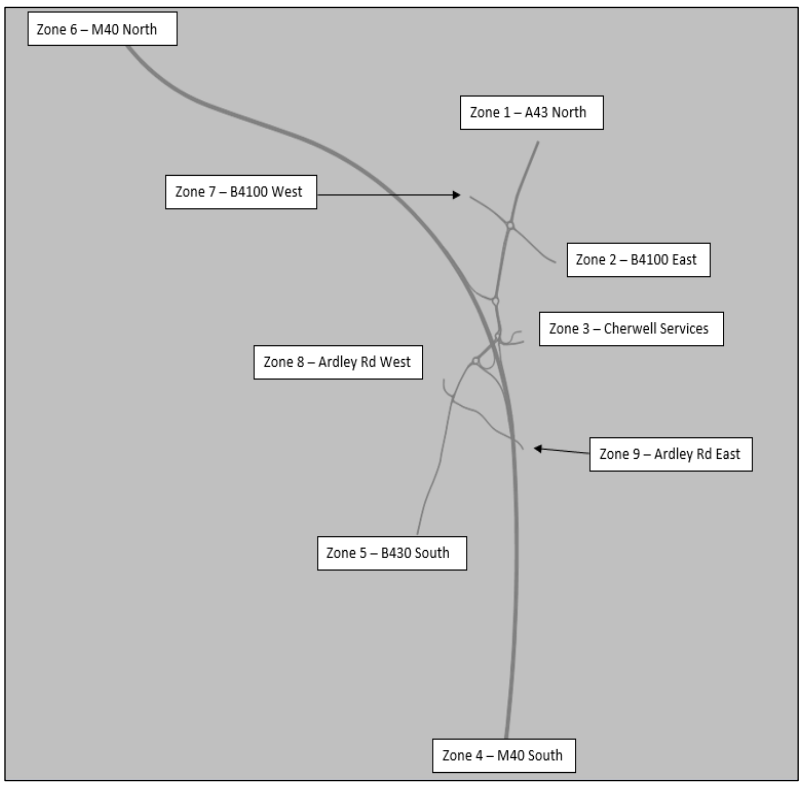
2031 AM Peak Reference Case (RC1) LIGHT VEHICLES (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	227	60	1070	331	0	14	1	35	**1738**
	2	233	0	0	2	13	185	254	0	0	**687**
	3	51	0	0	157	73	104	0	0	0	**385**
	4	938	2	208	0	2	2608	7	14	5	**3784**
	5	193	13	0	0	0	93	17	18	90	**424**
	6	0	285	128	3005	139	0	30	11	57	**3655**
	7	73	389	0	112	0	0	0	0	2	**577**
	8	5	1	0	2	41	10	0	0	43	**102**
	9	10	0	0	0	158	117	8	12	0	**306**
	Total	**1503**	**916**	**396**	**4347**	**759**	**3117**	**330**	**58**	**232**	**11657**

2031 AM Peak Reference Case (RC1) HEAVY VEHICLES (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	0	2	240	5	0	0	0	0	**247**
	2	16	0	0	0	0	0	12	0	0	**28**
	3	12	0	0	56	0	45	0	0	0	**113**
	4	137	0	16	0	0	352	0	0	0	**505**
	5	0	0	0	1	0	1	0	0	0	**2**
	6	0	16	59	546	0	0	0	0	0	**621**
	7	0	7	0	0	0	0	0	0	0	**7**
	8	0	0	0	0	8	0	0	0	0	**8**
	9	0	0	0	0	4	0	0	0	0	**4**
	Total	**166**	**23**	**77**	**843**	**17**	**397**	**12**	**0**	**0**	**1535**

2031 AM Peak Reference Case (RC1) TOTAL TRAFFIC (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	227	62	1310	336	0	14	1	35	**1985**
	2	249	0	0	2	13	185	266	0	0	**715**
	3	63	0	0	213	73	148	0	0	0	**498**
	4	1075	2	224	0	2	2960	7	14	5	**4289**
	5	193	13	0	1	0	94	17	18	90	**426**
	6	0	301	186	3550	139	0	30	11	57	**4276**
	7	73	397	0	112	0	0	0	0	2	**584**
	8	5	1	0	2	49	10	0	0	43	**110**
	9	10	0	0	0	163	117	8	12	0	**310**
	Total	**1668**	**939**	**473**	**5190**	**776**	**3514**	**342**	**58**	**232**	**13192**

2031 AM Peak Reference Case (RC1) TOTAL TRAFFIC (in pcus)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	227	64	1501	340	0	14	1	35	**2182**
	2	262	0	0	2	13	185	276	0	0	**737**
	3	73	0	0	257	73	184	0	0	0	**587**
	4	1184	2	237	0	2	3240	7	14	5	**4691**
	5	193	13	0	3	0	94	17	18	90	**428**
	6	0	314	233	3985	139	0	30	11	57	**4770**
	7	73	402	0	112	0	0	0	0	2	**590**
	8	5	1	0	2	55	10	0	0	43	**116**
	9	10	0	0	0	166	117	8	12	0	**313**
	Total	**1800**	**958**	**535**	**5862**	**789**	**3831**	**352**	**58**	**232**	**14415**

2031 AM Peak Reference Case (RC1) HEAVY VEHICLES (in pcus)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	0	4	431	9	0	0	0	0	**444**
	2	29	0	0	0	0	0	22	0	0	**51**
	3	22	0	0	100	0	80	0	0	0	**203**
	4	247	0	29	0	0	632	0	0	0	**907**
	5	0	0	0	2	0	1	0	0	0	**4**
	6	0	29	106	981	0	0	0	0	0	**1115**
	7	0	13	0	0	0	0	0	0	0	**13**
	8	0	0	0	0	14	0	0	0	0	**14**
	9	0	0	0	0	8	0	0	0	0	**8**
	Total	**298**	**42**	**139**	**1514**	**30**	**713**	**22**	**0**	**0**	**2758**

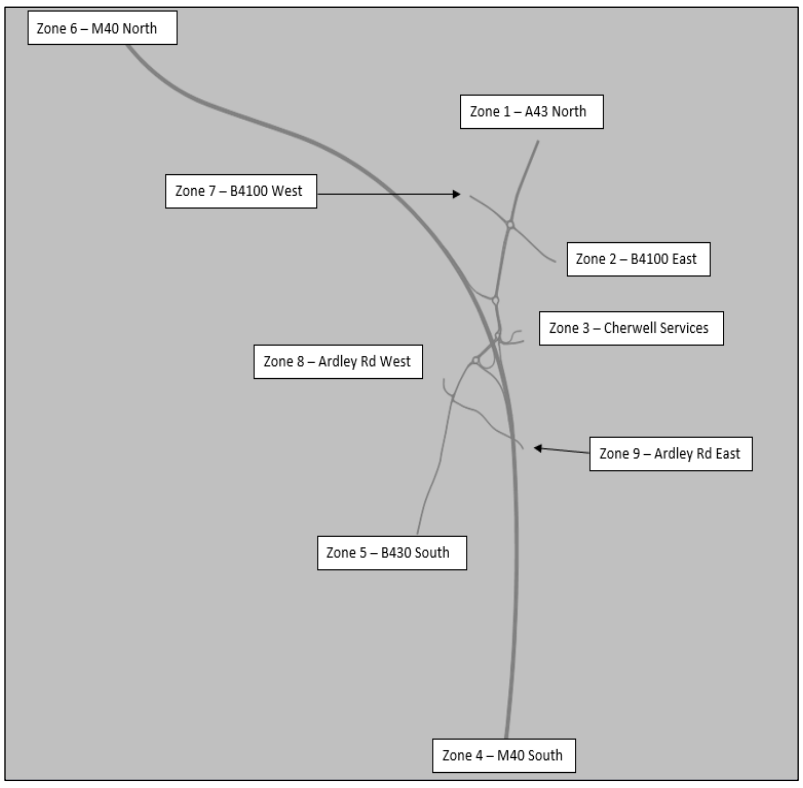


2031 AM Peak Reference Case (RC1) TOTAL TRAFFIC (in pcus)								
	A	**B**	**C**	**D**	**E**	**F**	**G**	**Total**
A	0	227	64	1501	376	0	14	**2182**
B	262	0	0	2	13	185	276	**737**
C	73	0	0	257	73	184	0	**587**
D	1184	2	237	0	21	0	7	**1451**
E	208	13	0	5	0	222	25	**473**
F	0	314	233	0	208	0	30	**785**
G	73	402	0	112	2	0	0	**590**
Total	**1800**	**958**	**535**	**1876**	**694**	**591**	**352**	**6805**

2031 PM Peak Reference Case (RC1) LIGHT VEHICLES (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	257	105	1126	146	0	68	3	20	**1726**
	2	384	0	0	4	5	220	261	4	0	**879**
	3	74	0	0	213	0	140	0	0	0	**428**
	4	1409	3	169	0	9	3559	1	67	0	**5216**
	5	140	3	0	0	0	119	0	71	61	**394**
	6	0	169	143	3044	100	0	0	15	41	**3512**
	7	62	247	0	50	1	0	0	0	0	**360**
	8	8	0	0	2	31	9	0	0	24	**73**
	9	0	0	0	0	8	83	0	31	0	**122**
	Total	**2077**	**678**	**416**	**4440**	**301**	**4130**	**330**	**192**	**146**	**12708**

2031 PM Peak Reference Case (RC1) HEAVY VEHICLES (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	10	2	99	0	0	0	0	0	**110**
	2	0	0	0	0	0	4	0	0	0	**5**
	3	13	0	0	48	0	38	0	0	0	**99**
	4	128	0	45	0	0	419	0	0	0	**592**
	5	0	0	0	22	0	0	0	1	0	**23**
	6	0	0	52	327	0	0	0	0	0	**379**
	7	0	5	0	0	0	0	0	0	0	**5**
	8	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	**0**
	Total	**141**	**15**	**99**	**495**	**0**	**462**	**0**	**1**	**0**	**1213**

2031 PM Peak Reference Case (RC1) TOTAL TRAFFIC (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	266	107	1225	146	0	68	3	20	**1836**
	2	384	0	0	4	5	224	261	4	0	**883**
	3	87	0	0	261	0	179	0	0	0	**527**
	4	1537	3	214	0	9	3978	1	67	0	**5808**
	5	140	3	0	22	0	119	0	72	61	**417**
	6	0	169	195	3371	100	0	0	15	41	**3890**
	7	62	252	0	50	1	0	0	0	0	**365**
	8	8	0	0	2	31	9	0	0	24	**73**
	9	0	0	0	0	8	83	0	31	0	**122**
	Total	**2218**	**692**	**515**	**4935**	**301**	**4591**	**330**	**193**	**146**	**13921**



2031 PM Peak Reference Case (RC1) TOTAL TRAFFIC (in pcus)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	274	108	1302	146	0	68	3	20	**1921**
	2	384	0	0	4	5	228	262	4	0	**887**
	3	98	0	0	298	0	209	0	0	0	**604**
	4	1636	3	249	0	9	4304	1	67	0	**6269**
	5	140	3	0	39	0	119	0	73	61	**435**
	6	0	169	235	3625	100	0	0	15	41	**4185**
	7	62	256	0	50	1	0	0	0	0	**369**
	8	8	0	0	2	31	9	0	0	24	**73**
	9	0	0	0	0	8	83	0	31	0	**122**
	Total	**2327**	**704**	**592**	**5320**	**301**	**4951**	**330**	**194**	**146**	**14865**

2031 PM Peak Reference Case (RC1) HEAVY VEHICLES (in pcus)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	17	3	176	0	0	0	0	0	**195**
	2	0	0	0	0	0	8	1	0	0	**8**
	3	23	0	0	85	0	68	0	0	0	**176**
	4	227	0	81	0	0	746	0	0	0	**1053**
	5	0	0	0	39	0	0	0	2	0	**41**
	6	0	0	93	581	0	0	0	0	0	**674**
	7	0	9	0	0	0	0	0	0	0	**9**
	8	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	**0**
	Total	**251**	**26**	**176**	**880**	**0**	**821**	**1**	**2**	**0**	**2157**

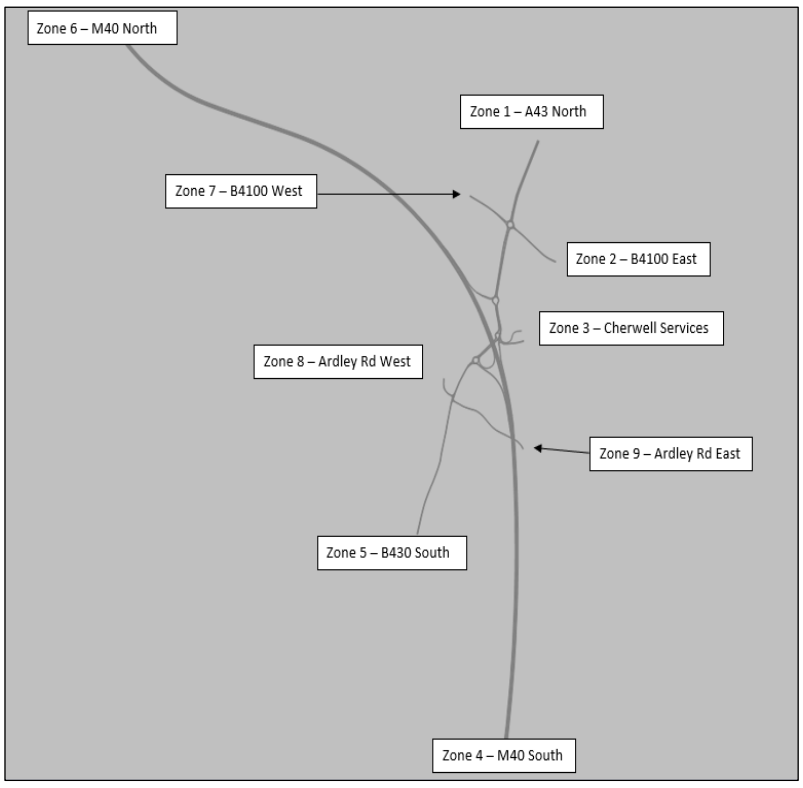
LinSig Network (see above)

2031 PM Peak Reference Case (RC1) TOTAL TRAFFIC (in pcus)								
	A	**B**	**C**	**D**	**E**	**F**	**G**	**Total**
A	0	274	108	1302	170	0	68	**1921**
B	384	0	0	4	10	228	262	**887**
C	98	0	0	298	0	209	0	**604**
D	1636	3	249	0	76	0	1	**1965**
E	148	3	0	40	0	211	0	**401**
F	0	169	235	0	156	0	0	**560**
G	62	256	0	50	1	0	0	**369**
Total	**2327**	**704**	**592**	**1695**	**413**	**647**	**330**	**6708**

2031 AM Peak Reference Case (RC1S) LIGHT VEHICLES (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	160	64	1085	270	59	18	10	35	**1701**
	2	195	0	6	6	12	243	283	0	0	**745**
	3	47	2	0	173	70	97	1	1	1	**391**
	4	846	6	147	27	35	2535	65	14	5	**3679**
	5	165	19	12	16	0	154	8	23	116	**513**
	6	44	199	134	2913	151	11	11	7	0	**3470**
	7	90	379	1	155	10	1	5	0	2	**643**
	8	10	1	2	0	78	14	2	0	65	**171**
	9	41	3	5	7	189	0	11	31	0	**287**
	Total	**1438**	**768**	**371**	**4382**	**814**	**3113**	**405**	**85**	**225**	**11601**

2031 AM Peak Reference Case (RC1S) HEAVY VEHICLES (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	22	24	269	27	6	12	0	0	**361**
	2	16	0	0	0	0	7	10	0	0	**33**
	3	17	0	0	47	1	17	1	0	0	**83**
	4	140	0	26	2	5	318	5	0	0	**497**
	5	5	0	0	8	0	0	9	4	2	**28**
	6	7	9	35	518	9	0	5	1	1	**584**
	7	11	23	0	11	0	0	0	0	0	**45**
	8	1	0	0	0	6	0	0	0	3	**10**
	9	1	0	0	0	6	1	1	1	0	**9**
	Total	**196**	**54**	**86**	**855**	**55**	**350**	**43**	**6**	**6**	**1651**

2031 AM Peak Reference Case (RC1S) TOTAL TRAFFIC (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	182	89	1354	297	65	30	10	35	**2062**
	2	211	0	6	6	12	250	294	0	0	**778**
	3	64	2	0	220	71	114	2	1	1	**474**
	4	986	6	173	29	40	2853	70	14	5	**4177**
	5	170	19	12	24	0	154	18	27	118	**541**
	6	51	208	169	3431	160	11	16	7	1	**4054**
	7	101	402	1	166	10	1	5	0	2	**688**
	8	11	1	2	0	84	14	2	0	68	**181**
	9	42	3	5	8	195	1	12	32	0	**296**
	Total	**1635**	**821**	**456**	**5237**	**869**	**3463**	**449**	**91**	**231**	**13252**



2031 AM Peak Reference Case (RC1S) TOTAL TRAFFIC (in pcus)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	200	108	1568	318	70	40	11	36	**2351**
	2	223	0	6	6	12	256	302	0	0	**805**
	3	78	2	0	257	72	128	3	1	1	**541**
	4	1097	6	194	31	45	3107	74	14	5	**4572**
	5	173	19	12	30	0	154	25	30	120	**563**
	6	57	215	197	3843	168	11	20	8	1	**4520**
	7	110	420	1	175	10	1	5	0	2	**724**
	8	11	1	2	1	89	14	2	0	70	**189**
	9	42	3	5	7	200	1	12	33	0	**303**
	Total	**1791**	**865**	**525**	**5918**	**913**	**3741**	**484**	**96**	**236**	**14569**

2031 AM Peak Reference Case (RC1S) HEAVY VEHICLES (in pcus)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	40	44	483	48	11	22	1	1	**650**
	2	28	0	0	0	0	13	19	0	0	**60**
	3	31	0	0	84	2	31	2	0	0	**150**
	4	251	0	47	4	10	572	9	0	0	**893**
	5	8	0	0	14	0	0	17	7	4	**50**
	6	13	16	63	930	17	0	9	1	1	**1050**
	7	20	41	0	20	0	0	0	0	0	**81**
	8	1	0	0	1	11	0	0	0	5	**18**
	9	1	0	0	0	11	1	1	2	0	**16**
	Total	**353**	**97**	**154**	**1536**	**99**	**628**	**79**	**11**	**11**	**2968**

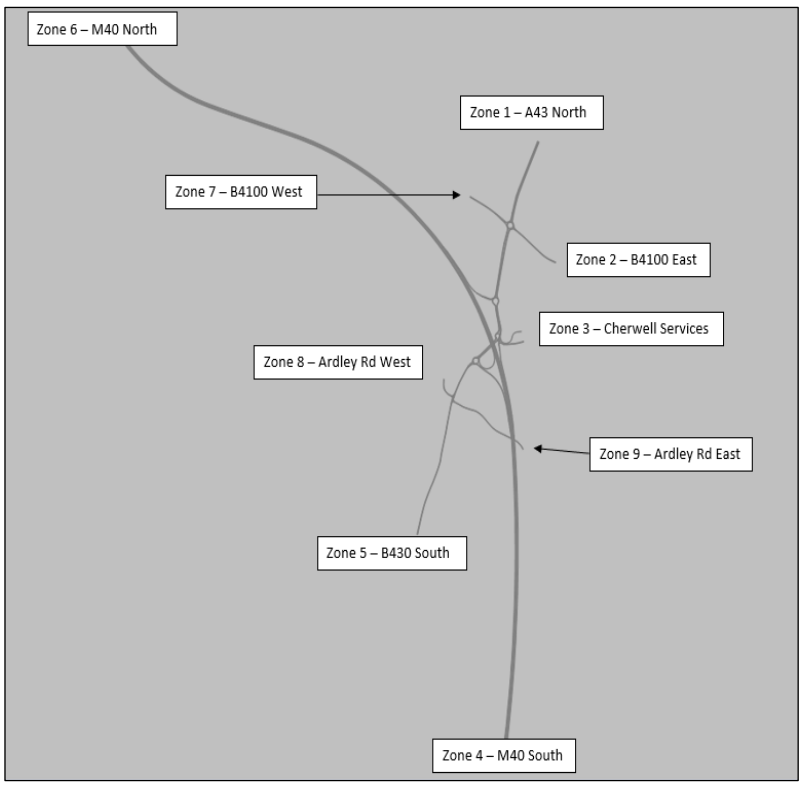
LinSig Network (see above)

2031 AM Peak Reference Case (RC1S) TOTAL TRAFFIC (in pcus)								
	A	**B**	**C**	**D**	**E**	**F**	**G**	**Total**
A	0	200	108	1568	364	70	40	**2351**
B	223	0	6	6	12	256	302	**805**
C	78	2	0	257	73	128	3	**541**
D	1097	6	194	31	63	0	74	**1466**
E	227	22	18	38	0	169	39	**513**
F	57	215	197	0	176	11	20	**677**
G	110	420	1	175	13	1	5	**724**
Total	**1791**	**865**	**525**	**2075**	**703**	**634**	**484**	**7077**

2031 PM Peak Reference Case (RC1S) LIGHT VEHICLES (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	2	274	87	1024	139	66	43	11	37	**1683**
	2	413	0	12	4	1	257	315	1	1	**1003**
	3	85	2	0	183	4	116	8	1	1	**401**
	4	1310	2	143	59	31	3517	39	64	7	**5171**
	5	256	4	9	11	0	185	15	70	85	**635**
	6	59	77	131	3032	102	10	23	13	0	**3446**
	7	78	289	1	64	0	0	9	1	0	**442**
	8	3	0	0	1	25	3	0	0	31	**64**
	9	12	0	1	1	37	0	1	58	0	**110**
	Total	**2218**	**649**	**384**	**4379**	**338**	**4154**	**452**	**218**	**161**	**12955**

2031PM Peak Reference Case (RC1S) HEAVY VEHICLES (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	10	6	109	7	5	11	0	0	**148**
	2	9	0	0	0	6	4	2	0	0	**21**
	3	13	0	0	44	2	28	0	0	0	**88**
	4	137	2	41	0	3	407	4	0	0	**594**
	5	3	0	2	28	0	3	0	1	2	**39**
	6	4	5	33	309	0	1	1	0	1	**353**
	7	5	10	0	3	1	0	0	0	0	**19**
	8	0	0	0	0	2	1	0	0	0	**3**
	9	1	0	0	0	1	0	0	0	0	**2**
	Total	**172**	**27**	**82**	**493**	**22**	**449**	**18**	**1**	**3**	**1267**

2031 PM Peak Reference Case (RC1S) TOTAL TRAFFIC (in vehs)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	2	284	93	1133	145	71	54	11	37	**1830**
	2	422	0	12	4	7	262	317	1	1	**1025**
	3	98	2	0	227	6	144	8	1	1	**488**
	4	1446	4	185	59	34	3924	43	64	7	**5765**
	5	259	4	11	39	0	188	15	71	87	**673**
	6	63	82	163	3341	102	11	24	13	1	**3799**
	7	83	299	1	67	1	0	9	1	0	**461**
	8	4	0	0	1	27	4	0	0	31	**67**
	9	13	0	1	1	38	0	1	58	0	**112**
	Total	**2390**	**675**	**466**	**4872**	**360**	**4604**	**470**	**220**	**164**	**14221**



2031 PM Peak Reference Case (RC1S) TOTAL TRAFFIC (in pcus)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	2	292	98	1219	151	75	63	11	37	**1948**
	2	429	0	12	4	12	265	319	1	1	**1042**
	3	109	2	0	262	7	166	8	1	2	**558**
	4	1556	6	217	59	36	4248	46	64	7	**6238**
	5	261	4	13	61	0	191	15	72	89	**706**
	6	66	86	189	3587	102	12	25	13	1	**4080**
	7	87	306	1	70	2	0	9	1	0	**476**
	8	3	0	0	1	29	4	0	0	31	**69**
	9	13	0	1	1	39	0	1	58	0	**113**
	Total	**2526**	**697**	**531**	**5264**	**377**	**4961**	**485**	**220**	**167**	**15230**

2031 PM Peak Reference Case (RC1S) HEAVY VEHICLES (in pcus)											
		To Zone (Destination)									
		1	2	3	4	5	6	7	8	9	**Total**
From Zone (Origin)	1	0	18	11	195	12	9	20	0	0	**265**
	2	16	0	0	0	11	8	4	0	0	**39**
	3	24	0	0	79	3	50	0	0	1	**157**
	4	246	4	74	0	5	731	7	0	0	**1067**
	5	5	0	4	50	0	6	0	2	4	**71**
	6	7	9	58	555	0	2	2	0	1	**634**
	7	9	17	0	6	2	0	0	0	0	**34**
	8	0	0	0	0	4	1	0	0	0	**5**
	9	1	0	0	0	2	0	0	0	0	**3**
	Total	**308**	**48**	**147**	**885**	**39**	**807**	**33**	**2**	**6**	**2275**

LinSig Network (see above)

2031 PM Peak Reference Case (RC1S) TOTAL TRAFFIC (in pcus)								
	A	**B**	**C**	**D**	**E**	**F**	**G**	**Total**
A	2	292	98	1219	198	75	63	**1948**
B	429	0	12	4	13	265	319	**1042**
C	109	2	0	262	10	166	8	**558**
D	1556	6	217	59	106	0	46	**1991**
E	277	4	14	63	0	195	16	**569**
F	66	86	189	0	116	12	25	**493**
G	87	306	1	70	3	0	9	**476**
Total	**2526**	**697**	**531**	**1677**	**446**	**713**	**485**	**7077**

APPENDIX 50

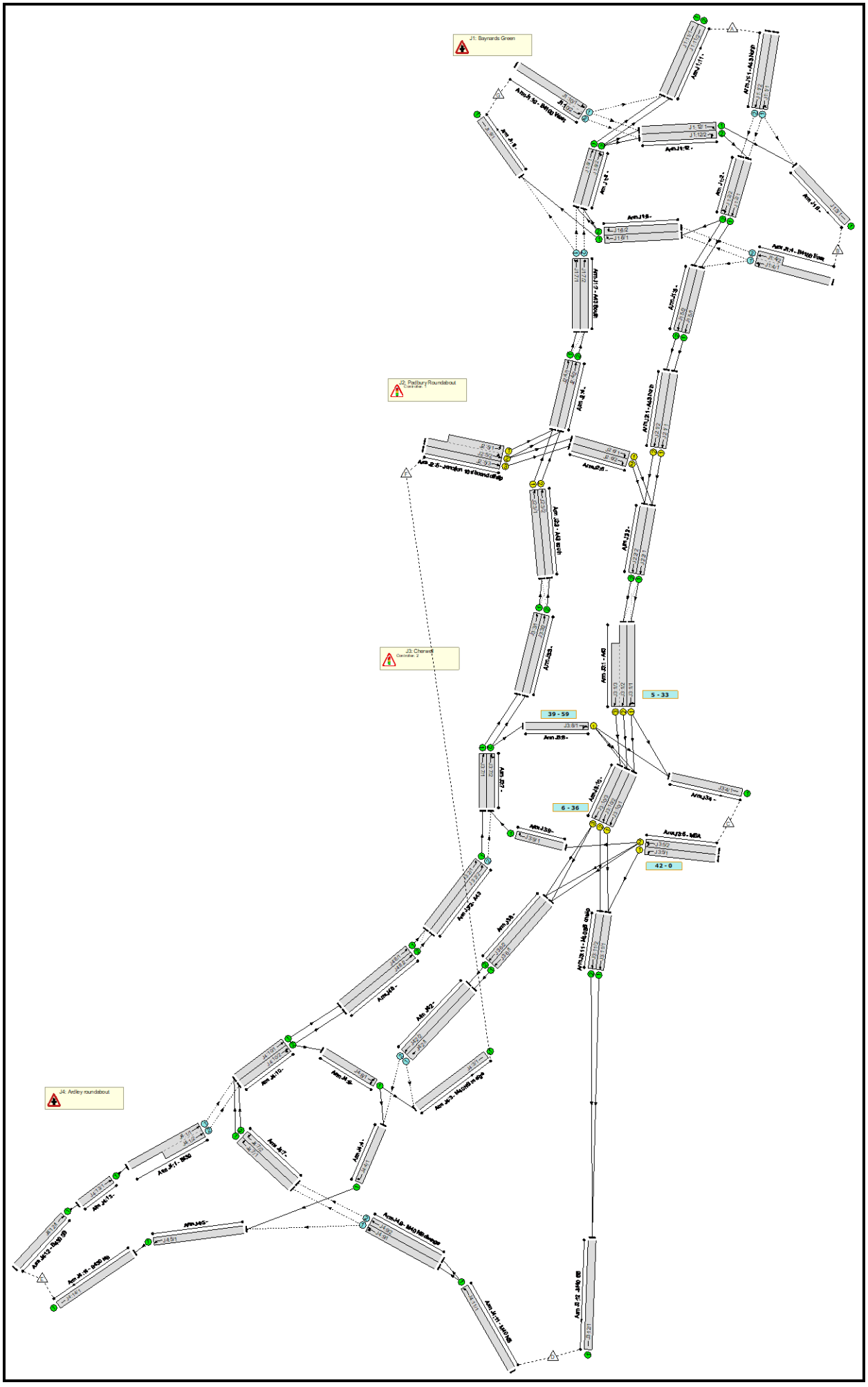
LINSIG MODELLING M40 J10 RC1 RC1S

Full Input Data And Results

User and Project Details

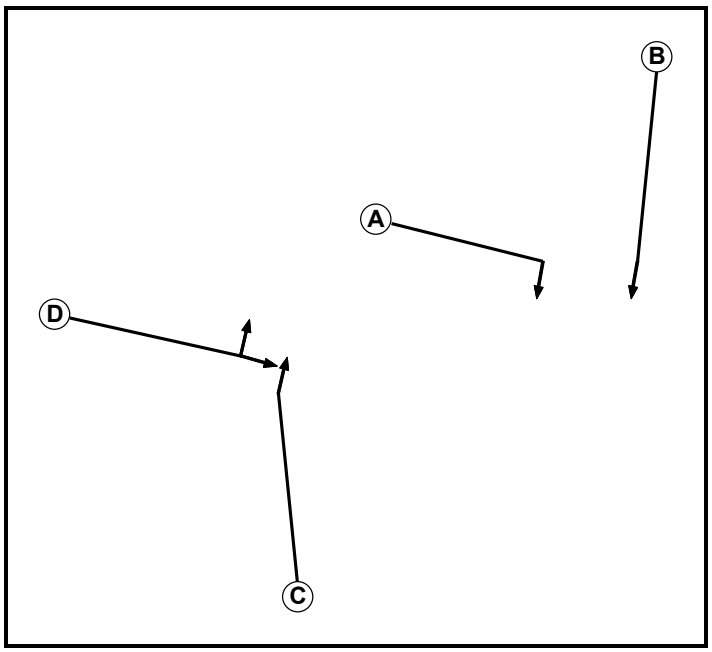
Project:	**Oxfordshire SRFI**
Title:	**M40 Junction 10 - Reference Case Network Model**
Location:	
Additional detail:	RC1 RC1S
File name:	260320 M40 J10 - RC1 RC1S.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

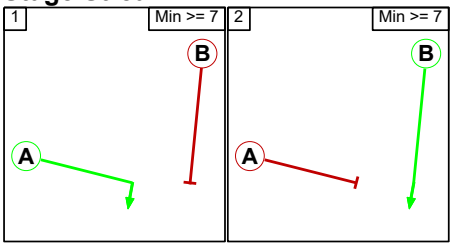
		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

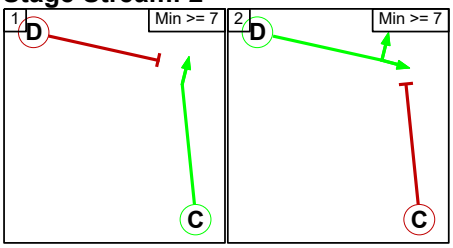
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

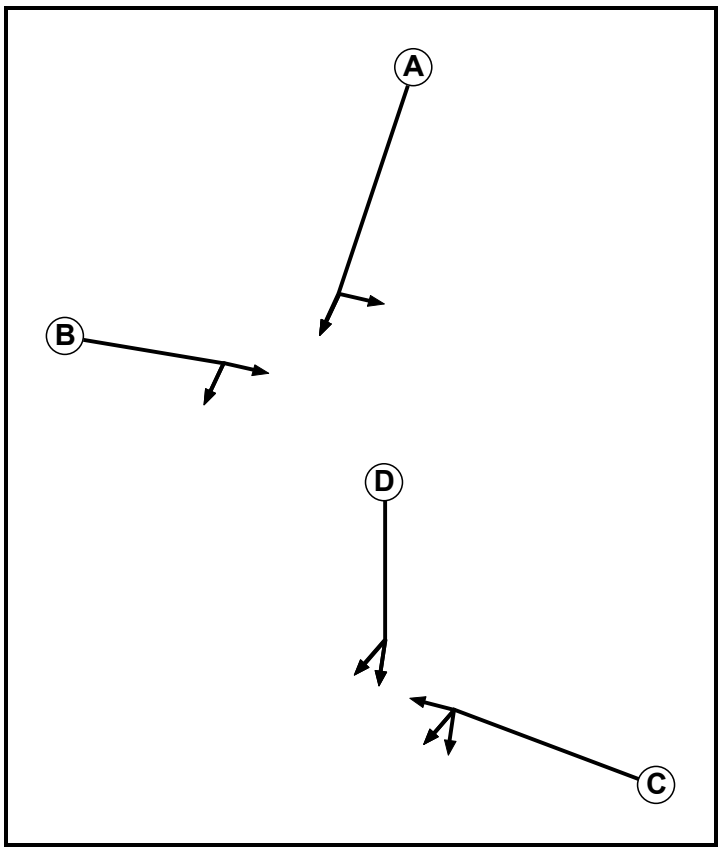
		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		6
	2	6	

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

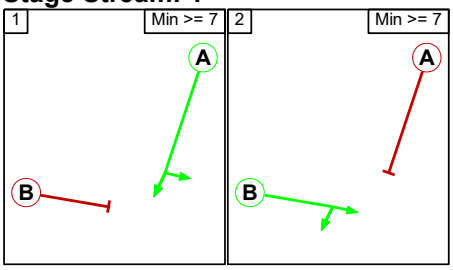
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

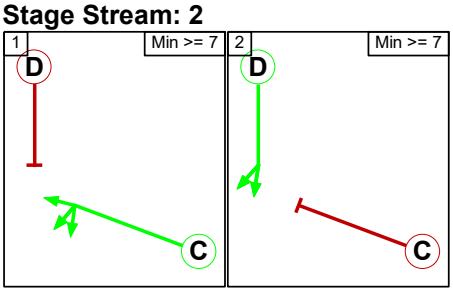
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		6
	2	6	

Give-Way Lane Input Data

Junction: J1: Baynards Green											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J1:1/1 (A43 North)	J1:2/1 (Ahead)	1233	0	J1:12/1	0.30	All	-	-	-	-	-
				J1:12/2	0.30	All					
	J1:3/1 (Left)	1233	0	J1:12/1	0.30	All					
J1:1/2 (A43 North)	J1:2/2 (Ahead)	1233	0	J1:12/1	0.30	All	-	-	-	-	-
				J1:12/2	0.30	All					
J1:4/1 (B4100 East)	J1:5/1 (Left)	729	0	J1:2/1	0.24	All	-	-	-	-	-
	J1:6/1 (Ahead)	729	0	J1:2/1	0.24	All					
				J1:2/2	0.24	All					
J1:4/2 (B4100 East)	J1:6/2 (Ahead)	729	0	J1:2/1	0.24	All	-	-	-	-	-
				J1:2/2	0.24	All					
J1:7/1 (A43 South)	J1:8/1 (Ahead)	1268	0	J1:6/1	0.31	All	-	-	-	-	-
				J1:6/2	0.31	All					
	J1:9/1 (Ahead)	1268	0	J1:6/1	0.31	All					
J1:7/2 (A43 South)	J1:8/2 (Ahead)	1268	0	J1:6/1	0.31	All	-	-	-	-	-
				J1:6/2	0.31	All					
J1:10/1 (B4100 West)	J1:11/1 (Left)	882	0	J1:8/1	0.25	All	-	-	-	-	-
	J1:12/1 (Ahead)	883	0	J1:8/1	0.25	All					
				J1:8/2	0.25	All					
J1:10/2 (B4100 West)	J1:12/2 (Ahead)	883	0	J1:8/1	0.25	All	-	-	-	-	-
				J1:8/2	0.25	All					

Junction: J2: Padbury Roundabout
There are no Opposed Lanes in this Junction

Junction: J3: Cherwell											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J3:2/2 (A43)	J3:7/2 (Ahead)	1030	0	J3:9/1	0.48	All	-	-	-	-	-

Junction: J4: Ardley roundabout											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J4:1/1 (B430)	J4:10/1 (Ahead)	1057	0	J4:7/1	0.28	All	-	-	-	-	-
J4:1/2 (B430)	J4:10/2 (Ahead)	1057	0	J4:7/1	0.28	All	-	-	-	-	-
				J4:7/2	0.28	All					
J4:2/1	J4:3/1 (U-Turn)	1205	0	J4:6/1	0.31	All	-	-	-	-	-
J4:2/2	J4:4/1 (Ahead)	1205	0	J4:6/1	0.31	All	-	-	-	-	-
J4:9/1 (M40 NB diverge)	J4:5/1 (Ahead)	1215	0	J4:4/1	0.32	All	-	-	-	-	-
	J4:7/1 (Ahead)	1215	0	J4:4/1	0.32	All					
J4:9/2 (M40 NB diverge)	J4:7/2 (Ahead)	1215	0	J4:4/1	0.32	All	-	-	-	-	-

Lane Input Data

Junction: J1: Baynards Green												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A43 North)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:1/2 (A43 North)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:2/1	U		2	3	10.1	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	10.1	Inf	-	-	-	-	-	-
J1:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (B4100 East)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2 (B4100 East)	O		2	3	5.0	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	17.4	User	2000	-	-	-	-	-
J1:5/2	U		2	3	17.4	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:6/2	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:7/1 (A43 South)	O		2	3	104.3	Inf	-	-	-	-	-	-
J1:7/2 (A43 South)	O		2	3	104.3	Inf	-	-	-	-	-	-
J1:8/1	U		2	3	8.2	Inf	-	-	-	-	-	-
J1:8/2	U		2	3	8.2	Inf	-	-	-	-	-	-
J1:9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:10/1 (B4100 West)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:10/2 (B4100 West)	O		2	3	3.5	Inf	-	-	-	-	-	-
J1:11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:12/1	U		2	3	7.8	Inf	-	-	-	-	-	-
J1:12/2	U		2	3	7.8	Inf	-	-	-	-	-	-

Junction: J2: Padbury Roundabout												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (A43 north)	U	B	2	3	95.7	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	50.00
J2:1/2 (A43 north)	U	B	2	3	95.7	Geom	-	3.65	0.00	N	Arm J2:2 Ahead	50.00
J2:2/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:2/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:3/1 (A43 south)	U	C	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J2:4 Ahead	30.00
J2:3/2 (A43 south)	U	C	2	3	52.2	Geom	-	3.65	0.00	N	Arm J2:4 Ahead	30.00
J2:4/1	U		2	3	13.0	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	13.0	Inf	-	-	-	-	-	-
J2:5/1 (Junction 10 s'bound offslip)	U	D	2	3	10.8	Geom	-	3.65	0.00	Y	Arm J2:4 Left	40.00
J2:5/2 (Junction 10 s'bound offslip)	U	D	2	3	95.7	Geom	-	3.65	0.00	N	Arm J2:4 Left	50.00
											Arm J2:6 Ahead	50.00
J2:5/3 (Junction 10 s'bound offslip)	U	D	2	3	95.7	Geom	-	3.65	0.00	N	Arm J2:6 Ahead	50.00
J2:6/1	U	A	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J2:2 Right	Inf
J2:6/2	U	A	2	3	8.7	Geom	-	3.65	0.00	N	Arm J2:2 Right	Inf

Junction: J3: Cherwell												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (A43)	U	A	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J3:4 Left	Inf
											Arm J3:10 Ahead	Inf
J3:1/2 (A43)	U	A	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J3:10 Ahead	Inf
J3:1/3 (A43)	U	A	2	3	12.2	Geom	-	3.65	0.00	Y	Arm J3:10 Ahead	Inf
J3:2/1 (A43)	U		2	3	41.7	Inf	-	-	-	-	-	-
J3:2/2 (A43)	O		2	3	41.7	Inf	-	-	-	-	-	-
J3:3/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:3/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1 (MSA)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:11 Left	30.00
J3:5/2 (MSA)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm J3:6 Left	40.00
											Arm J3:9 Ahead	Inf
J3:6/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:6/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:7/1	U		2	3	7.0	Inf	-	-	-	-	-	-
J3:7/2	U		2	3	7.0	Inf	-	-	-	-	-	-
J3:8/1	U	B	2	3	5.2	User	1850	-	-	-	-	-
J3:9/1	U		2	3	7.8	Inf	-	-	-	-	-	-
J3:10/1	U	D	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J3:11 Ahead	Inf
J3:10/2	U	D	2	3	8.7	Geom	-	3.65	0.00	N	Arm J3:11 Ahead	Inf
J3:10/3	U	D	2	3	8.7	Geom	-	3.65	0.00	N	Arm J3:6 Ahead	Inf
J3:11/1 (M40 SB onslip)	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:11/2 (M40 SB onslip)	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:12/1 (M40 SB)	U		2	3	173.9	Inf	-	-	-	-	-	-

Junction: J4: Ardley roundabout												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (B430)	O		2	3	165.2	Inf	-	-	-	-	-	-
J4:1/2 (B430)	O		2	3	8.7	Inf	-	-	-	-	-	-
J4:2/1	O		2	3	41.7	Inf	-	-	-	-	-	-
J4:2/2	O		2	3	41.7	Inf	-	-	-	-	-	-
J4:3/1 (M40 NB merge)	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:4/1	U		2	3	9.6	Inf	-	-	-	-	-	-
J4:5/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:6/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:7/1	U		2	3	7.8	Inf	-	-	-	-	-	-
J4:7/2	U		2	3	7.8	Inf	-	-	-	-	-	-
J4:8/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:8/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:9/1 (M40 NB diverge)	O		2	3	173.9	Inf	-	-	-	-	-	-
J4:9/2 (M40 NB diverge)	O		2	3	173.9	Inf	-	-	-	-	-	-
J4:10/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:10/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:11/1 (M40 NB)	U		2	3	104.3	Inf	-	-	-	-	-	-
J4:12/1 (B430 SB)	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:13/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J4:14/1 (B430 NB)	U		2	3	87.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 RC1 - AM'	08:00	09:00	01:00	
2: '2031 RC1 - PM'	17:00	18:00	01:00	
9: '2031 adjRC1 - AM'	08:00	09:00	01:00	
10: '2031 adjRC1 - PM'	17:00	18:00	01:00	

Scenario 1: '2031 RC1 - AM Peak' (FG1: '2031 RC1 - AM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	227	64	1501	376	0	14	2182
	B	262	0	0	2	13	185	276	738
	C	73	0	0	257	73	184	0	587
	D	1184	2	237	0	21	0	7	1451
	E	208	13	0	5	0	222	25	473
	F	0	314	233	0	208	0	30	785
	G	73	402	0	112	2	0	0	589
	Tot.	1800	958	534	1877	693	591	352	6805

Traffic Lane Flows

Lane	Scenario 1: 2031 RC1 - AM Peak
Junction: J1: Baynards Green	
J1:1/1	1102
J1:1/2	1080
J1:2/1	989
J1:2/2	1080
J1:3/1	958
J1:4/1 (with short)	738(In) 476(Out)
J1:4/2 (short)	262
J1:5/1	1189
J1:5/2	1066
J1:6/1	290
J1:6/2	262
J1:7/1	859
J1:7/2	997
J1:8/1	928
J1:8/2	1128
J1:9/1	352
J1:10/1 (with short)	589(In) 475(Out)
J1:10/2 (short)	114
J1:11/1	1001
J1:11/2	799
J1:12/1	731
J1:12/2	114
Junction: J2: Padbury Roundabout	
J2:1/1	1189
J2:1/2	1066
J2:2/1	1389
J2:2/2	1307
J2:3/1	829
J2:3/2	683
J2:4/1	1090
J2:4/2	766
J2:5/1 (short)	261
J2:5/2 (with short)	544(In) 283(Out)
J2:5/3	241
J2:6/1	200
J2:6/2	241
Junction: J3: Cherwell	
J3:1/1	993

J3:1/2 (with short)	1703(In) 919(Out)
J3:1/3 (short)	784
J3:2/1	1197
J3:2/2	484
J3:3/1	1197
J3:3/2	315
J3:4/1	534
J3:5/1	257
J3:5/2	330
J3:6/1	369
J3:6/2	672
J3:7/1	1197
J3:7/2	557
J3:8/1	242
J3:9/1	73
J3:10/1	697
J3:10/2	923
J3:10/3	784
J3:11/1	954
J3:11/2	923
J3:12/1	1877
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	473(In) 246(Out)
J4:1/2 (short)	227
J4:2/1	369
J4:2/2	672
J4:3/1	591
J4:4/1	672
J4:5/1	693
J4:6/1	222
J4:7/1	818
J4:7/2	612
J4:8/1	1064
J4:8/2	617
J4:9/1	839
J4:9/2	612
J4:10/1	1064
J4:10/2	839
J4:11/1	1451
J4:12/1	473
J4:13/1	473
J4:14/1	693

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (A43 North Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (B4100 East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (B4100 East Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1	This lane uses a directly entered Saturation Flow						2000	2000
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1 (A43 South Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (A43 South Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1 (B4100 West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/2 (B4100 West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	29.3 %	2058	2058
				Arm J2:6 Ahead	50.00	70.7 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	29.9 %	1980	1980
				Arm J3:10 Ahead	Inf	70.1 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	77.9 %	2045	2045
				Arm J3:9 Ahead	Inf	22.1 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1	Infinite Saturation Flow						Inf	Inf
J4:2/2	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 RC1 - PM Peak' (FG2: '2031 RC1 - PM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	274	108	1302	170	0	68	1922
	B	384	0	0	4	10	228	262	888
	C	98	0	0	298	0	209	0	605
	D	1636	3	249	0	76	0	1	1965
	E	148	3	0	40	0	211	0	402
	F	0	169	235	0	156	0	0	560
	G	62	256	0	50	1	0	0	369
	Tot.	2328	705	592	1694	413	648	331	6711

Traffic Lane Flows

Lane	Scenario 2: 2031 RC1 - PM Peak
Junction: J1: Baynards Green	
J1:1/1	948
J1:1/2	974
J1:2/1	725
J1:2/2	974
J1:3/1	705
J1:4/1 (with short)	888(In) 504(Out)
J1:4/2 (short)	384
J1:5/1	967
J1:5/2	906
J1:6/1	330
J1:6/2	384
J1:7/1	1019
J1:7/2	1039
J1:8/1	1210
J1:8/2	1231
J1:9/1	331
J1:10/1 (with short)	369(In) 318(Out)
J1:10/2 (short)	51
J1:11/1	1272
J1:11/2	1056
J1:12/1	431
J1:12/2	51
Junction: J2: Padbury Roundabout	
J2:1/1	967
J2:1/2	906
J2:2/1	1162
J2:2/2	1102
J2:3/1	1019
J2:3/2	870
J2:4/1	1134
J2:4/2	924
J2:5/1 (short)	115
J2:5/2 (with short)	364(In) 249(Out)
J2:5/3	196
J2:6/1	195
J2:6/2	196
Junction: J3: Cherwell	
J3:1/1	852

J3:1/2 (with short)	1412(In) 847(Out)
J3:1/3 (short)	565
J3:2/1	1493
J3:2/2	587
J3:3/1	1493
J3:3/2	396
J3:4/1	592
J3:5/1	298
J3:5/2	307
J3:6/1	437
J3:6/2	337
J3:7/1	1493
J3:7/2	685
J3:8/1	289
J3:9/1	98
J3:10/1	515
J3:10/2	881
J3:10/3	565
J3:11/1	813
J3:11/2	881
J3:12/1	1694
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	402(In) 151(Out)
J4:1/2 (short)	251
J4:2/1	437
J4:2/2	337
J4:3/1	648
J4:4/1	337
J4:5/1	413
J4:6/1	211
J4:7/1	930
J4:7/2	959
J4:8/1	1081
J4:8/2	999
J4:9/1	1006
J4:9/2	959
J4:10/1	1081
J4:10/2	1210
J4:11/1	1965
J4:12/1	402
J4:13/1	402
J4:14/1	413

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (A43 North Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (B4100 East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (B4100 East Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1	This lane uses a directly entered Saturation Flow						2000	2000
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1 (A43 South Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (A43 South Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1 (B4100 West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/2 (B4100 West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	21.7 %	2058	2058
				Arm J2:6 Ahead	50.00	78.3 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	40.3 %	1980	1980
				Arm J3:10 Ahead	Inf	59.7 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	68.1 %	2053	2053
				Arm J3:9 Ahead	Inf	31.9 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1	Infinite Saturation Flow						Inf	Inf
J4:2/2	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 RC1 sensitivity - AM Peak' (FG9: '2031 adjRC1 - AM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	200	108	1568	364	70	40	2350
	B	223	0	6	6	12	256	302	805
	C	78	2	0	257	73	128	3	541
	D	1097	6	194	31	63	0	74	1465
	E	227	22	18	38	0	169	39	513
	F	57	215	197	0	176	11	20	676
	G	110	420	1	175	13	1	0	720
	Tot.	1792	865	524	2075	701	635	478	7070

Traffic Lane Flows

Lane	Scenario 9: 2031 RC1 sensitivity - AM Peak
Junction: J1: Baynards Green	
J1:1/1	1186
J1:1/2	1164
J1:2/1	1176
J1:2/2	1164
J1:3/1	865
J1:4/1 (with short)	805(In) 582(Out)
J1:4/2 (short)	223
J1:5/1	1456
J1:5/2	1124
J1:6/1	342
J1:6/2	223
J1:7/1	889
J1:7/2	951
J1:8/1	864
J1:8/2	1063
J1:9/1	478
J1:10/1 (with short)	720(In) 530(Out)
J1:10/2 (short)	190
J1:11/1	974
J1:11/2	818
J1:12/1	665
J1:12/2	190
Junction: J2: Padbury Roundabout	
J2:1/1	1456
J2:1/2	1124
J2:2/1	1658
J2:2/2	1306
J2:3/1	813
J2:3/2	735
J2:4/1	1048
J2:4/2	792
J2:5/1 (short)	235
J2:5/2 (with short)	494(In) 259(Out)
J2:5/3	182
J2:6/1	202
J2:6/2	182
Junction: J3: Cherwell	
J3:1/1	1059

J3:1/2 (with short)	1905(In) 1002(Out)
J3:1/3 (short)	903
J3:2/1	1239
J3:2/2	507
J3:3/1	1239
J3:3/2	309
J3:4/1	524
J3:5/1	257
J3:5/2	284
J3:6/1	466
J3:6/2	638
J3:7/1	1239
J3:7/2	590
J3:8/1	281
J3:9/1	83
J3:10/1	747
J3:10/2	1071
J3:10/3	903
J3:11/1	1004
J3:11/2	1071
J3:12/1	2075
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	513(In) 288(Out)
J4:1/2 (short)	225
J4:2/1	466
J4:2/2	638
J4:3/1	635
J4:4/1	638
J4:5/1	701
J4:6/1	169
J4:7/1	794
J4:7/2	608
J4:8/1	1082
J4:8/2	664
J4:9/1	857
J4:9/2	608
J4:10/1	1082
J4:10/2	833
J4:11/1	1465
J4:12/1	513
J4:13/1	513
J4:14/1	701

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (A43 North Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (B4100 East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (B4100 East Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1	This lane uses a directly entered Saturation Flow						2000	2000
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1 (A43 South Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (A43 South Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1 (B4100 West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/2 (B4100 West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	22.0 %	2058	2058
				Arm J2:6 Ahead	50.00	78.0 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	29.5 %	1980	1980
				Arm J3:10 Ahead	Inf	70.5 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	70.8 %	2051	2051
				Arm J3:9 Ahead	Inf	29.2 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1	Infinite Saturation Flow						Inf	Inf
J4:2/2	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 RC1 sensitivity - PM Peak' (FG10: '2031 adjRC1 - PM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	292	98	1219	198	75	63	1945
	B	429	0	12	4	13	265	319	1042
	C	109	2	0	262	10	166	8	557
	D	1556	6	217	59	106	0	46	1990
	E	277	4	14	63	0	195	16	569
	F	66	86	189	0	116	12	25	494
	G	87	306	1	70	3	0	0	467
	Tot.	2524	696	531	1677	446	713	477	7064

Traffic Lane Flows

Lane	Scenario 10: 2031 RC1 sensitivity - PM Peak
Junction: J1: Baynards Green	
J1:1/1	969
J1:1/2	976
J1:2/1	751
J1:2/2	976
J1:3/1	696
J1:4/1 (with short)	1042(In) 613(Out)
J1:4/2 (short)	429
J1:5/1	1045
J1:5/2	913
J1:6/1	382
J1:6/2	429
J1:7/1	1103
J1:7/2	1098
J1:8/1	1222
J1:8/2	1313
J1:9/1	477
J1:10/1 (with short)	467(In) 393(Out)
J1:10/2 (short)	74
J1:11/1	1309
J1:11/2	1215
J1:12/1	404
J1:12/2	74
Junction: J2: Padbury Roundabout	
J2:1/1	1045
J2:1/2	913
J2:2/1	1221
J2:2/2	1054
J2:3/1	1041
J2:3/2	983
J2:4/1	1189
J2:4/2	1012
J2:5/1 (short)	148
J2:5/2 (with short)	353(In) 205(Out)
J2:5/3	141
J2:6/1	176
J2:6/2	141
Junction: J3: Cherwell	

J3:1/1	806
J3:1/2 (with short)	1469(In) 787(Out)
J3:1/3 (short)	682
J3:2/1	1702
J3:2/2	556
J3:3/1	1702
J3:3/2	322
J3:4/1	531
J3:5/1	262
J3:5/2	295
J3:6/1	518
J3:6/2	340
J3:7/1	1702
J3:7/2	675
J3:8/1	353
J3:9/1	119
J3:10/1	545
J3:10/2	870
J3:10/3	682
J3:11/1	807
J3:11/2	870
J3:12/1	1677
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	569(In) 297(Out)
J4:1/2 (short)	272
J4:2/1	518
J4:2/2	340
J4:3/1	713
J4:4/1	340
J4:5/1	446
J4:6/1	195
J4:7/1	915
J4:7/2	969
J4:8/1	1212
J4:8/2	1046
J4:9/1	1021
J4:9/2	969
J4:10/1	1212
J4:10/2	1241
J4:11/1	1990
J4:12/1	569
J4:13/1	569
J4:14/1	446

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (A43 North Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1 (B4100 East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (B4100 East Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1	This lane uses a directly entered Saturation Flow						2000	2000
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1 (A43 South Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (A43 South Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1 (B4100 West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/2 (B4100 West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	14.1 %	2058	2058
				Arm J2:6 Ahead	50.00	85.9 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

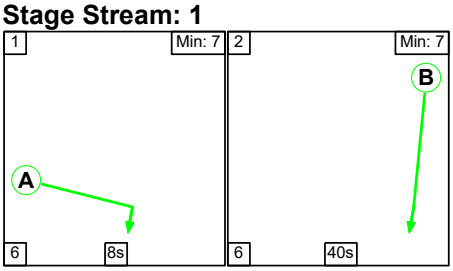
Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	37.2 %	1980	1980
				Arm J3:10 Ahead	Inf	62.8 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	59.7 %	2059	2059
				Arm J3:9 Ahead	Inf	40.3 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1	Infinite Saturation Flow						Inf	Inf
J4:2/2	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf

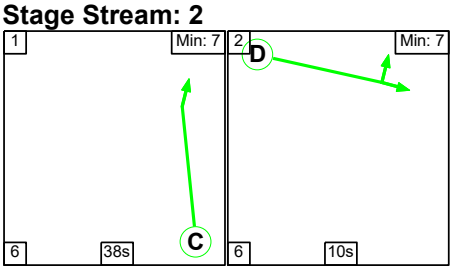
Scenario 1: '2031 RC1 - AM Peak' (FG1: '2031 RC1 - AM', Plan 1: 'Network Plan 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

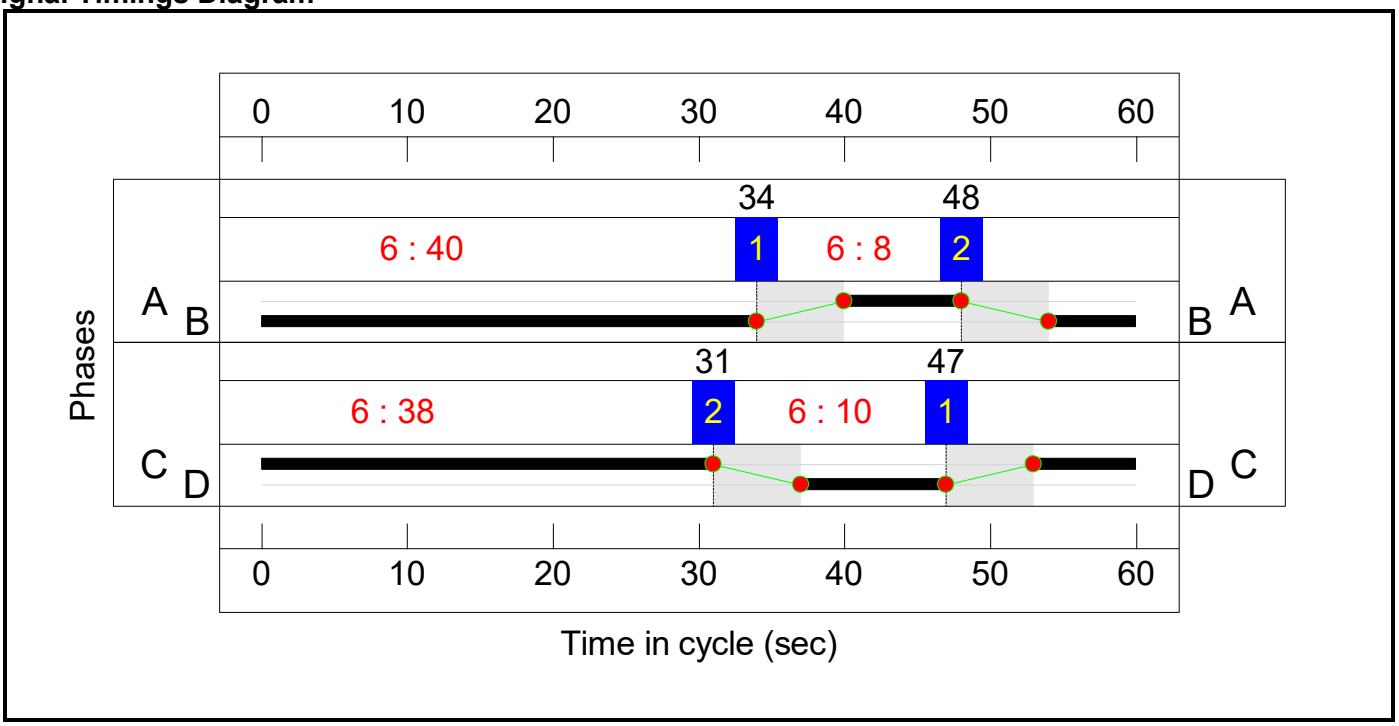
Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	34	48

Stage Stream: 2

Stage	1	2
Duration	38	10
Change Point	47	31

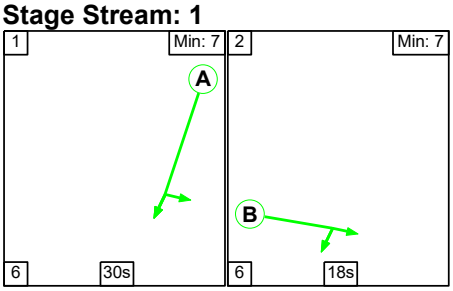
Signal Timings Diagram



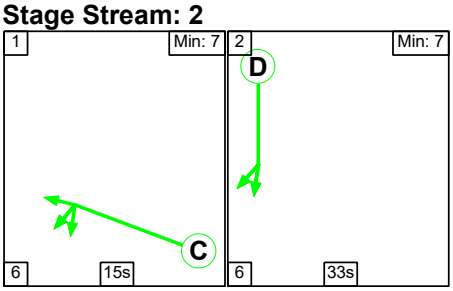
Controller :C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

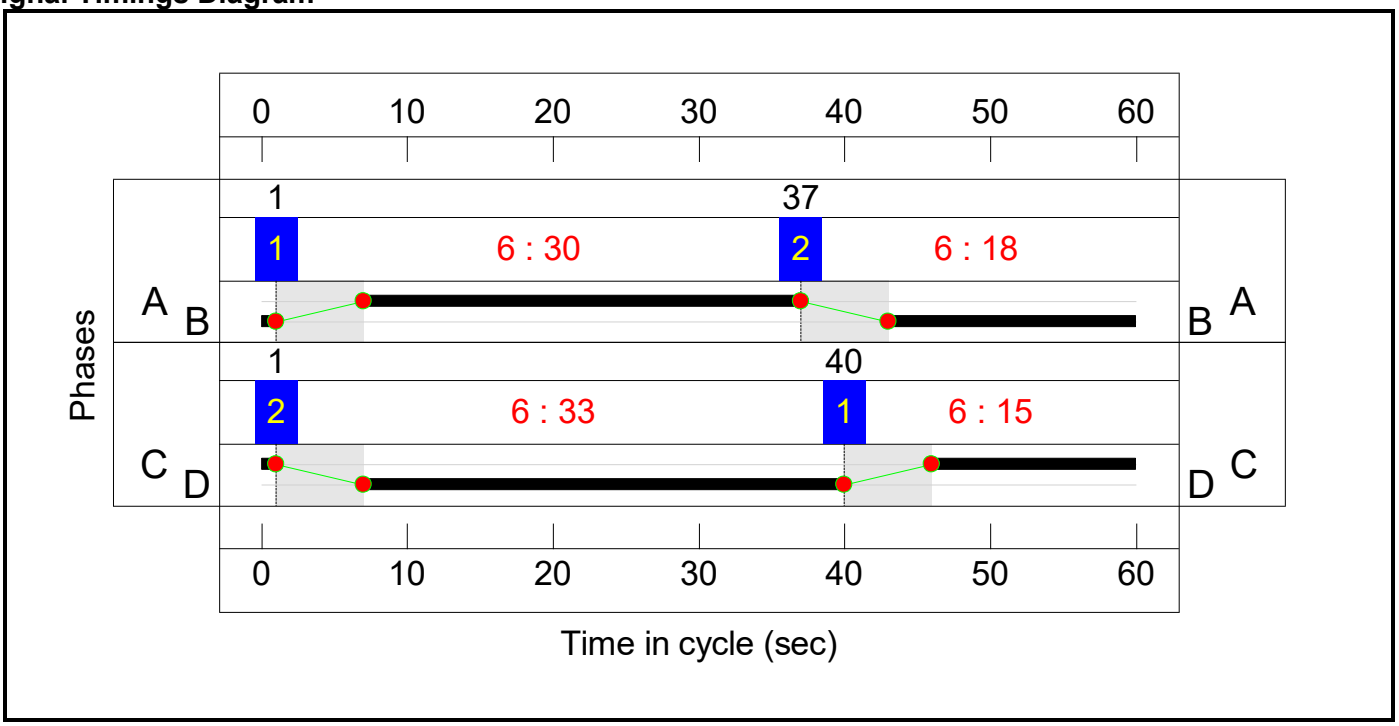
Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	1	37

Stage Stream: 2

Stage	1	2
Duration	15	33
Change Point	40	1

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**139.4%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**139.4%**
1/1	A43 North Ahead Left	O	N/A	N/A	-		-	-	-	1102	Inf	1002	109.9%
1/2	A43 North Ahead	O	N/A	N/A	-		-	-	-	1080	Inf	979	110.3%
4/1+4/2	B4100 East Left Ahead	O	N/A	N/A	-		-	-	-	738	Inf : Inf	342+188	139.4 : 139.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1189	2000	2000	52.7%
7/1	A43 South Ahead Ahead2	O	N/A	N/A	-		-	-	-	859	Inf	1151	74.6%
7/2	A43 South Ahead	O	N/A	N/A	-		-	-	-	997	Inf	1139	87.5%
10/1+10/2	B4100 West Left Ahead	O	N/A	N/A	-		-	-	-	589	Inf : Inf	412+99	115.2 : 115.2%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.2%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1189	1922	1313	80.2%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1066	2058	1406	68.7%
3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	38	-	829	1886	1226	67.6%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	38	-	683	2019	1312	52.0%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	10	-	544	2058:1908	377+350	75.0 : 74.6%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	10	-	241	2058	377	63.9%
6/1	Right	U	1:1	N/A	C1:A		1	8	-	200	1980	297	67.3%
6/2	Right	U	1:1	N/A	C1:A		1	8	-	241	2120	318	75.8%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.8%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	30	-	993	1980	1023	90.6%

1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	30	-	1703	1980:1980	890+759	93.8 : 90.0%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	484	Inf	995	48.6%
5/1	MSA Left	U	2:2	N/A	C2:C		1	15	-	257	1871	499	51.5%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	15	-	330	2045	545	60.5%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	18	-	242	1850	586	41.3%
10/1	Ahead	U	2:2	N/A	C2:D		1	33	-	697	1980	1122	56.7%
10/2	Ahead	U	2:2	N/A	C2:D		1	33	-	923	2120	1201	69.8%
10/3	Ahead	U	2:2	N/A	C2:D		1	33	-	784	2120	1201	56.9%
J4: Ardley roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	473	Inf : Inf	828+657	29.7 : 34.6%
2/1	U-Turn	O	N/A	N/A	-		-	-	-	369	Inf	1136	27.2%
2/2	Ahead	O	N/A	N/A	-		-	-	-	672	Inf	1136	55.5%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	839	Inf	1013	82.8%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	612	Inf	1013	60.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**9806**	**0**	**0**	**40.8**	**286.8**	**0.0**	**327.6**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**5984**	**0**	**0**	**17.6**	**263.8**	**0.0**	**281.4**	**-**	**-**	**-**	**-**
1/1	1102	1002	1002	0	0	4.2	54.9	-	59.1	193.1	53.6	54.9	108.4
1/2	1080	979	979	0	0	4.2	55.1	-	59.3	197.8	54.0	55.1	109.1
4/1+4/2	738	547	1094	0	0	6.0	106.0	-	112.0	546.5	22.1	106.0	128.1
5/1	1053	1053	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
7/1	859	859	859	0	0	0.3	1.5	-	1.8	7.6	10.9	1.5	12.4
7/2	997	997	997	0	0	0.2	3.4	-	3.6	12.9	8.2	3.4	11.6
10/1+10/2	589	526	1052	0	0	2.5	42.4	-	44.9	274.6	19.5	42.4	61.9
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**11.4**	**7.0**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
1/1	1053	1053	-	-	-	2.0	2.0	-	4.0	13.6	11.8	2.0	13.8
1/2	967	967	-	-	-	1.5	1.1	-	2.6	9.8	9.4	1.1	10.5
3/1	829	829	-	-	-	1.3	1.0	-	2.4	10.4	7.5	1.0	8.6
3/2	683	683	-	-	-	1.0	0.5	-	1.6	8.2	5.7	0.5	6.3
5/2+5/1	544	544	-	-	-	3.5	1.5	-	5.0	32.9	4.4	1.5	5.9
5/3	241	241	-	-	-	1.5	0.9	-	2.4	35.7	3.7	0.9	4.6
6/1	200	200	-	-	-	0.3	0.0	-	0.3	5.1	0.3	0.0	0.3
6/2	241	241	-	-	-	0.3	0.0	-	0.3	3.8	0.3	0.0	0.3
J3: Cherwell	**-**	**-**	**484**	**0**	**0**	**11.5**	**11.9**	**0.0**	**23.4**	**-**	**-**	**-**	**-**
1/1	926	926	-	-	-	2.7	4.4	-	7.1	27.7	14.3	4.4	18.7
1/2+1/3	1518	1518	-	-	-	4.6	5.3	-	9.9	23.6	27.7	5.3	33.0
2/2	484	484	484	0	0	0.0	0.5	-	0.5	3.5	0.0	0.5	0.5
5/1	257	257	-	-	-	1.3	0.5	-	1.9	26.1	3.6	0.5	4.2
5/2	330	330	-	-	-	1.8	0.8	-	2.5	27.5	4.8	0.8	5.5
8/1	242	242	-	-	-	1.1	0.4	-	1.4	21.3	3.2	0.4	3.5
10/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

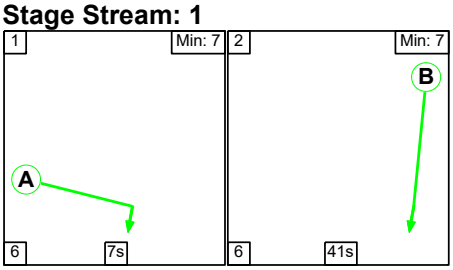
10/2	839	839	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
10/3	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley roundabout	**-**	**-**	**3337**	**0**	**0**	**0.2**	**4.2**	**0.0**	**4.4**	**-**	**-**	**-**	**-**
1/1+1/2	473	473	946	0	0	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
2/1	310	310	310	0	0	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
2/2	631	631	631	0	0	0.2	0.6	-	0.9	4.9	7.3	0.6	7.9
9/1	839	839	839	0	0	0.0	2.3	-	2.3	10.1	0.0	2.3	2.3
9/2	612	612	612	0	0	0.0	0.8	-	0.8	4.5	0.0	0.8	0.8

C1	Stream: 1 PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	7.14	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):	11.30	Cycle Time (s):	60
C2	Stream: 1 PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	18.51	Cycle Time (s):	60
C2	Stream: 2 PRC for Signalled Lanes (%):	28.9	Total Delay for Signalled Lanes (pcuHr):	4.41	Cycle Time (s):	60
	PRC Over All Lanes (%):	-54.9	Total Delay Over All Lanes(pcuHr):	327.57		

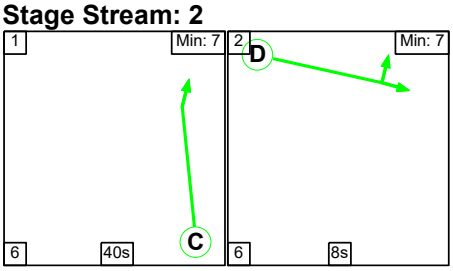
Scenario 2: '2031 RC1 - PM Peak' (FG2: '2031 RC1 - PM', Plan 1: 'Network Plan 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

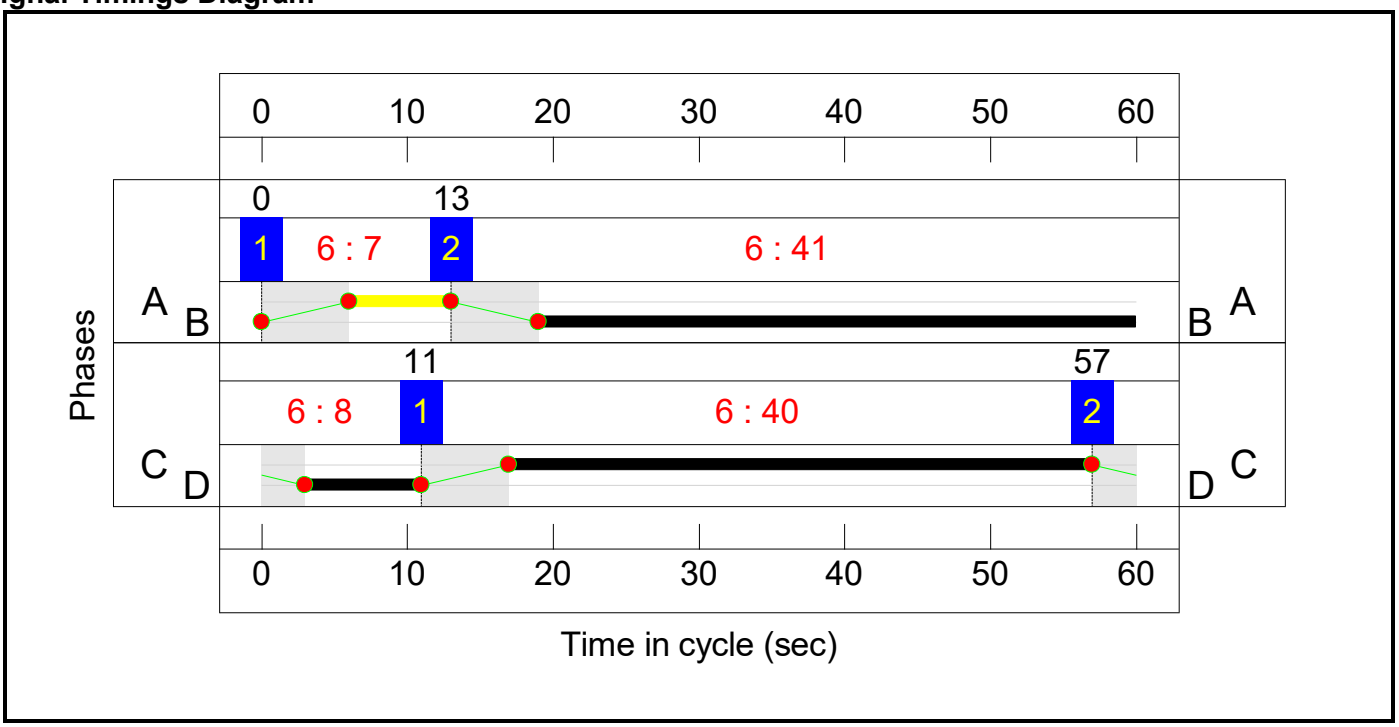
Stage Stream: 1

Stage	1	2
Duration	7	41
Change Point	0	13

Stage Stream: 2

Stage	1	2
Duration	40	8
Change Point	11	57

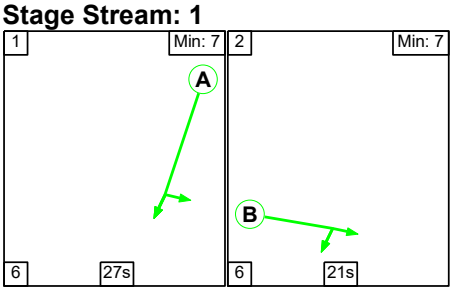
Signal Timings Diagram



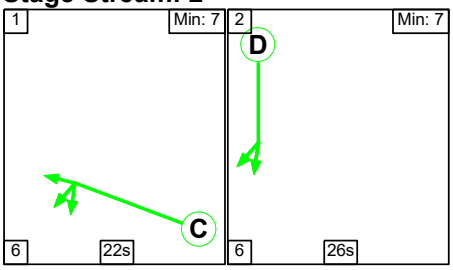
Controller :C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

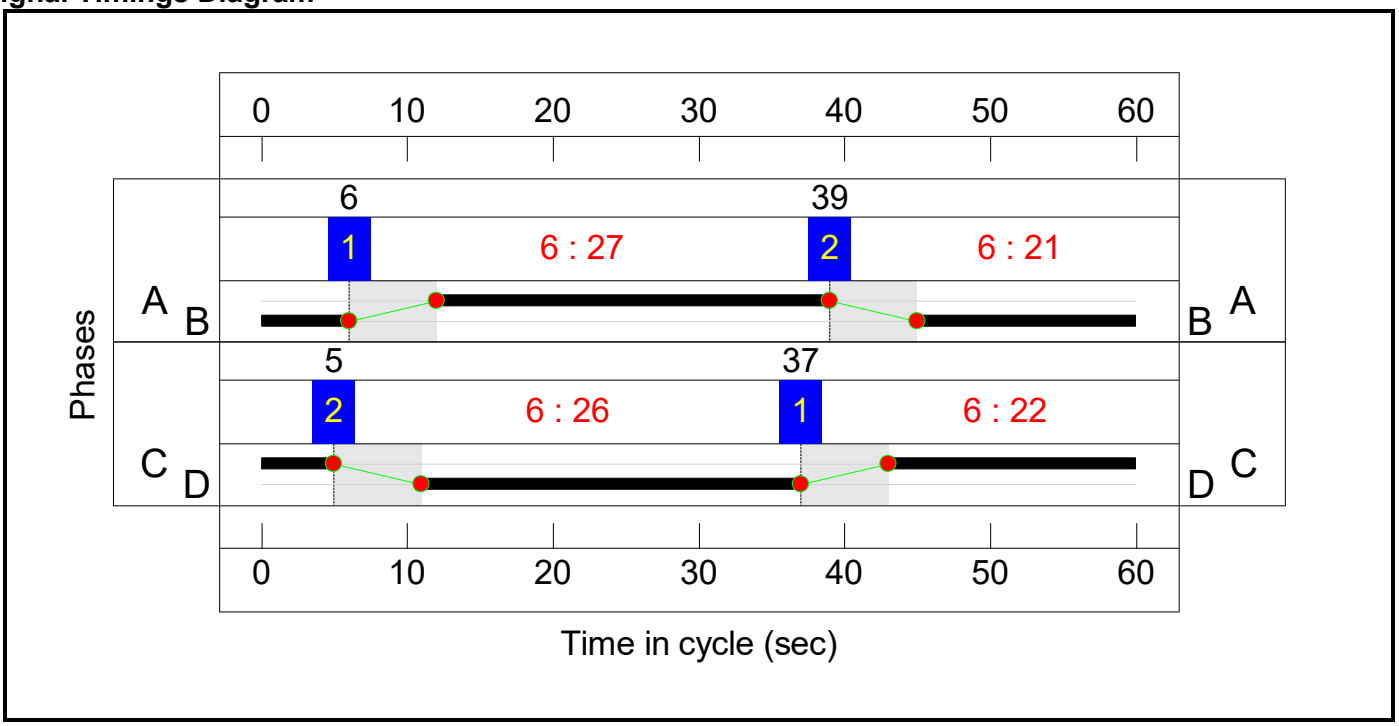
Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	6	39

Stage Stream: 2

Stage	1	2
Duration	22	26
Change Point	37	5

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**125.2%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**125.2%**
1/1	A43 North Ahead Left	O	N/A	N/A	-		-	-	-	948	Inf	1093	86.8%
1/2	A43 North Ahead	O	N/A	N/A	-		-	-	-	974	Inf	1088	89.5%
4/1+4/2	B4100 East Left Ahead	O	N/A	N/A	-		-	-	-	888	Inf : Inf	403+321	125.2 : 119.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	967	2000	2000	45.9%
7/1	A43 South Ahead Ahead2	O	N/A	N/A	-		-	-	-	1019	Inf	1082	94.1%
7/2	A43 South Ahead	O	N/A	N/A	-		-	-	-	1039	Inf	1082	96.0%
10/1+10/2	B4100 West Left Ahead	O	N/A	N/A	-		-	-	-	369	Inf : Inf	319+51	99.7 : 99.7%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.7%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	967	1922	1345	68.3%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	906	2058	1441	62.9%
3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	40	-	1019	1886	1289	79.1%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	40	-	870	2019	1380	63.1%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	8	-	364	2058:1908	309+177	80.7 : 65.0%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	8	-	196	2058	309	63.5%
6/1	Right	U	1:1	N/A	C1:A		1	7	-	195	1980	264	73.9%
6/2	Right	U	1:1	N/A	C1:A		1	7	-	196	2120	283	69.3%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.8%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	27	-	852	1980	924	92.2%

1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	27	-	1412	1980:1980	848+566	99.8 : 91.4%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	587	Inf	983	59.7%
5/1	MSA Left	U	2:2	N/A	C2:C		1	22	-	298	1871	717	41.5%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	22	-	307	2053	787	39.0%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	21	-	289	1850	678	42.6%
10/1	Ahead	U	2:2	N/A	C2:D		1	26	-	515	1980	891	57.8%
10/2	Ahead	U	2:2	N/A	C2:D		1	26	-	881	2120	954	92.3%
10/3	Ahead	U	2:2	N/A	C2:D		1	26	-	565	2120	954	54.2%
J4: Ardley roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	402	Inf : Inf	318+528	47.5 : 47.5%
2/1	U-Turn	O	N/A	N/A	-		-	-	-	437	Inf	1140	34.3%
2/2	Ahead	O	N/A	N/A	-		-	-	-	337	Inf	1140	29.4%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	1006	Inf	1108	90.8%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	959	Inf	1108	86.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**10248**	**0**	**0**	**36.7**	**148.9**	**0.0**	**185.6**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**6166**	**0**	**0**	**9.7**	**116.7**	**0.0**	**126.4**	**-**	**-**	**-**	**-**
1/1	948	948	948	0	0	0.0	3.1	-	3.1	11.9	2.4	3.1	5.5
1/2	974	974	974	0	0	0.0	4.0	-	4.0	14.7	0.0	4.0	4.0
4/1+4/2	888	724	1448	0	0	6.9	84.7	-	91.5	371.1	25.1	84.7	109.8
5/1	918	918	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/1	1019	1019	1019	0	0	1.6	6.6	-	8.3	29.2	15.6	6.6	22.2
7/2	1039	1039	1039	0	0	1.0	8.6	-	9.6	33.2	15.7	8.6	24.3
10/1+10/2	369	369	738	0	0	0.2	9.3	-	9.5	92.3	5.0	9.3	14.3
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**10.1**	**6.9**	**0.0**	**17.1**	**-**	**-**	**-**	**-**
1/1	918	918	-	-	-	1.3	1.1	-	2.4	9.4	8.7	1.1	9.7
1/2	906	906	-	-	-	1.2	0.8	-	2.1	8.2	8.1	0.8	8.9
3/1	1019	1019	-	-	-	2.0	1.9	-	3.9	13.6	11.8	1.9	13.6
3/2	870	870	-	-	-	1.4	0.9	-	2.3	9.3	8.6	0.9	9.4
5/2+5/1	364	364	-	-	-	2.4	1.5	-	3.9	38.6	4.0	1.5	5.5
5/3	196	196	-	-	-	1.3	0.9	-	2.2	39.7	3.0	0.9	3.9
6/1	195	195	-	-	-	0.3	0.0	-	0.3	5.1	0.3	0.0	0.3
6/2	196	196	-	-	-	0.2	0.0	-	0.2	3.2	0.2	0.0	0.2
J3: Cherwell	**-**	**-**	**587**	**0**	**0**	**16.8**	**16.7**	**0.0**	**33.5**	**-**	**-**	**-**	**-**
1/1	852	852	-	-	-	3.8	5.2	-	8.9	37.8	12.7	5.2	17.9
1/2+1/3	1364	1364	-	-	-	7.5	9.7	-	17.2	45.5	21.3	9.7	31.1
2/2	587	587	587	0	0	0.0	0.7	-	0.7	4.5	0.0	0.7	0.7
5/1	298	298	-	-	-	1.1	0.4	-	1.5	17.9	3.6	0.4	4.0
5/2	307	307	-	-	-	1.1	0.3	-	1.5	17.2	3.7	0.3	4.0
8/1	289	289	-	-	-	1.1	0.4	-	1.5	18.8	3.6	0.4	4.0
10/1	515	515	-	-	-	0.6	0.0	-	0.6	4.2	1.2	0.0	1.2

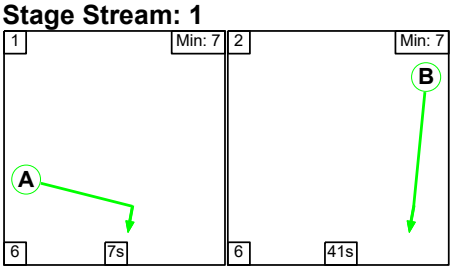
10/2	880	880	-	-	-	1.2	0.0	-	1.2	4.7	3.0	0.0	3.0
10/3	517	517	-	-	-	0.4	0.0	-	0.4	2.8	0.8	0.0	0.8
J4: Ardley roundabout	**-**	**-**	**3495**	**0**	**0**	**0.1**	**8.6**	**0.0**	**8.6**	**-**	**-**	**-**	**-**
1/1+1/2	402	402	804	0	0	0.0	0.5	-	0.5	4.0	0.0	0.5	0.5
2/1	391	391	391	0	0	0.0	0.3	-	0.3	2.4	0.0	0.3	0.3
2/2	335	335	335	0	0	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
9/1	1006	1006	1006	0	0	0.1	4.5	-	4.6	16.5	7.0	4.5	11.5
9/2	959	959	959	0	0	0.0	3.1	-	3.1	11.7	4.3	3.1	7.4

C1	Stream: 1 PRC for Signalled Lanes (%):	21.8	Total Delay for Signalled Lanes (pcuHr):	4.90	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	12.18	Cycle Time (s):	60
C2	Stream: 1 PRC for Signalled Lanes (%):	-10.9	Total Delay for Signalled Lanes (pcuHr):	27.69	Cycle Time (s):	60
C2	Stream: 2 PRC for Signalled Lanes (%):	-2.5	Total Delay for Signalled Lanes (pcuHr):	5.10	Cycle Time (s):	60
	PRC Over All Lanes (%):	-39.1	Total Delay Over All Lanes(pcuHr):	185.62		

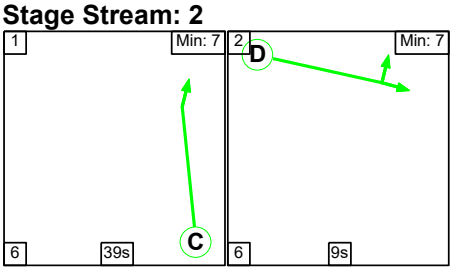
Scenario 9: '2031 RC1 sensitivity - AM Peak' (FG9: '2031 adjRC1 - AM', Plan 1: 'Network Plan 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

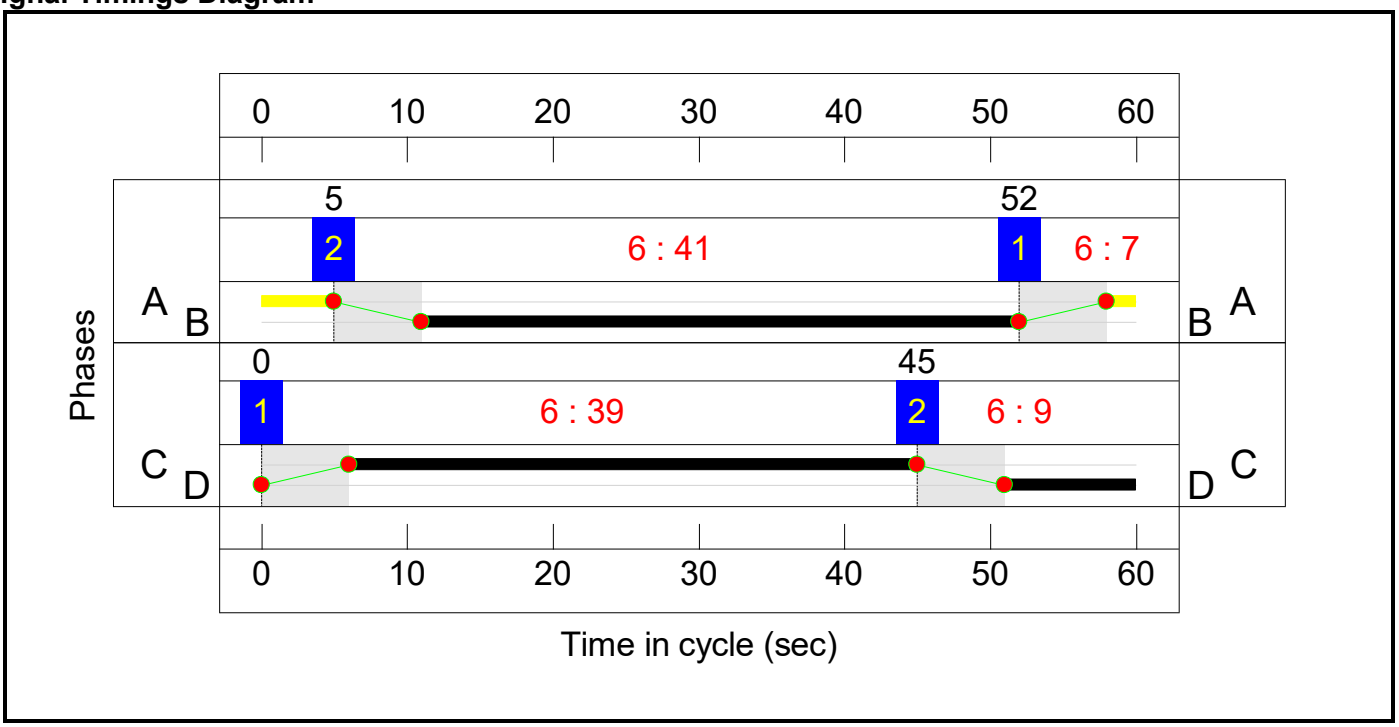
Stage Stream: 1

Stage	1	2
Duration	7	41
Change Point	52	5

Stage Stream: 2

Stage	1	2
Duration	39	9
Change Point	0	45

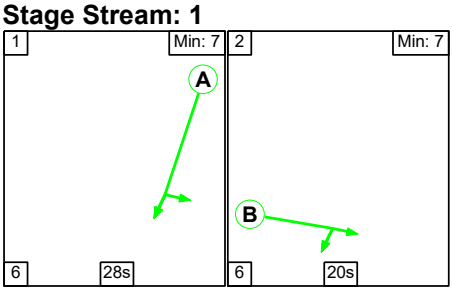
Signal Timings Diagram



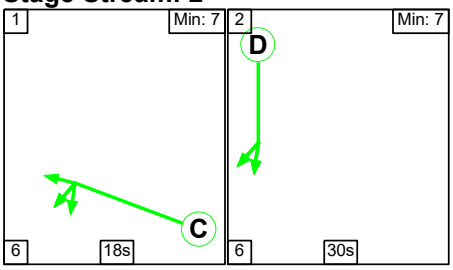
Controller :C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

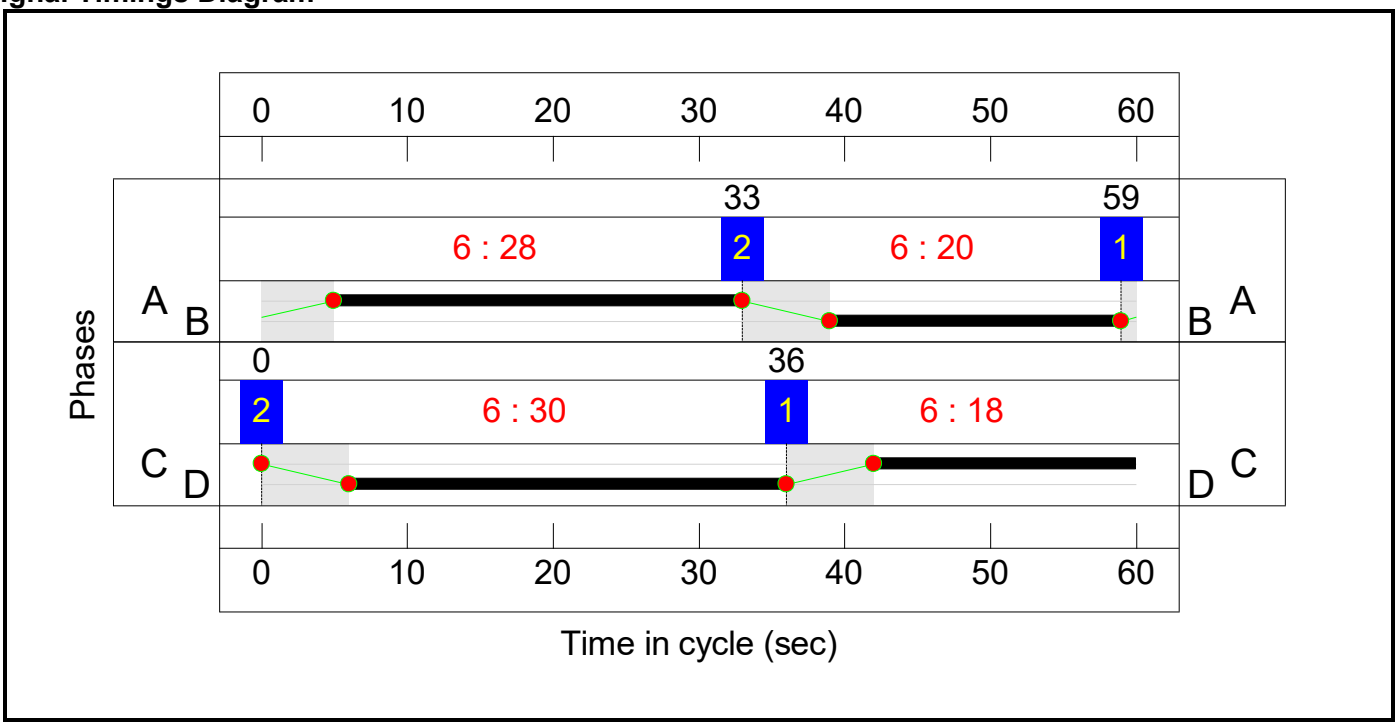
Stage Stream: 1

Stage	1	2
Duration	28	20
Change Point	59	33

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	36	0

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**179.1%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**179.1%**
1/1	A43 North Ahead Left	O	N/A	N/A	-		-	-	-	1186	Inf	1002	118.4%
1/2	A43 North Ahead	O	N/A	N/A	-		-	-	-	1164	Inf	976	119.2%
4/1+4/2	B4100 East Left Ahead	O	N/A	N/A	-		-	-	-	805	Inf : Inf	325+124	179.1 : 179.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1456	2000	2000	58.9%
7/1	A43 South Ahead Ahead2	O	N/A	N/A	-		-	-	-	889	Inf	1180	75.3%
7/2	A43 South Ahead	O	N/A	N/A	-		-	-	-	951	Inf	1167	81.5%
10/1+10/2	B4100 West Left Ahead	O	N/A	N/A	-		-	-	-	720	Inf : Inf	463+166	114.5 : 114.5%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.6%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	1456	1922	1345	87.6%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	1124	2058	1441	65.5%
3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	39	-	813	1886	1257	64.7%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	39	-	735	2019	1346	54.6%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	9	-	494	2058:1908	343+318	75.5 : 73.9%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	9	-	182	2058	343	53.1%
6/1	Right	U	1:1	N/A	C1:A		1	7	-	202	1980	264	76.5%
6/2	Right	U	1:1	N/A	C1:A		1	7	-	182	2120	283	64.4%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.6%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	28	-	1059	1980	957	96.8%

1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	28	-	1905	1980:1980	851+767	100.6 : 90.6%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	507	Inf	990	51.2%
5/1	MSA Left	U	2:2	N/A	C2:C		1	18	-	257	1871	592	43.4%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	18	-	284	2051	649	43.7%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	20	-	281	1850	647	43.4%
10/1	Ahead	U	2:2	N/A	C2:D		1	30	-	747	1980	1023	62.0%
10/2	Ahead	U	2:2	N/A	C2:D		1	30	-	1071	2120	1095	84.5%
10/3	Ahead	U	2:2	N/A	C2:D		1	30	-	903	2120	1095	63.5%
J4: Ardley roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	513	Inf : Inf	835+664	34.5 : 33.9%
2/1	U-Turn	O	N/A	N/A	-		-	-	-	466	Inf	1153	28.2%
2/2	Ahead	O	N/A	N/A	-		-	-	-	638	Inf	1153	49.6%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	857	Inf	1032	83.0%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	608	Inf	1032	58.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**9917**	**0**	**0**	**58.9**	**459.5**	**0.0**	**518.3**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**6023**	**0**	**0**	**31.7**	**424.6**	**0.0**	**456.3**	**-**	**-**	**-**	**-**
1/1	1186	1002	1002	0	0	7.5	95.3	-	102.8	312.0	59.3	95.3	154.6
1/2	1164	976	976	0	0	7.8	96.8	-	104.6	323.5	58.2	96.8	155.0
4/1+4/2	805	449	899	0	0	13.1	178.9	-	192.0	858.6	29.8	178.9	208.8
5/1	1179	1179	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
7/1	889	889	889	0	0	0.3	1.5	-	1.8	7.2	9.8	1.5	11.4
7/2	951	951	951	0	0	0.2	2.2	-	2.4	9.1	8.8	2.2	10.9
10/1+10/2	720	653	1306	0	0	2.9	49.2	-	52.0	260.2	26.5	49.2	75.7
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**10.6**	**7.9**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
1/1	1179	1179	-	-	-	2.2	3.4	-	5.6	17.2	14.5	3.4	17.9
1/2	943	943	-	-	-	1.3	0.9	-	2.2	8.6	8.6	0.9	9.6
3/1	813	813	-	-	-	1.3	0.9	-	2.2	9.9	8.1	0.9	9.0
3/2	735	735	-	-	-	1.1	0.6	-	1.7	8.1	6.7	0.6	7.3
5/2+5/1	494	494	-	-	-	3.3	1.5	-	4.7	34.4	4.1	1.5	5.6
5/3	182	182	-	-	-	1.2	0.6	-	1.7	34.0	2.7	0.6	3.3
6/1	202	202	-	-	-	0.2	0.0	-	0.2	2.8	3.2	0.0	3.2
6/2	182	182	-	-	-	0.2	0.0	-	0.2	3.1	2.8	0.0	2.8
J3: Cherwell	**-**	**-**	**507**	**0**	**0**	**16.4**	**23.0**	**0.0**	**39.4**	**-**	**-**	**-**	**-**
1/1	926	926	-	-	-	4.3	9.4	-	13.7	53.4	14.4	9.4	23.8
1/2+1/3	1553	1553	-	-	-	8.1	11.9	-	20.0	46.4	22.4	11.9	34.3
2/2	507	507	507	0	0	0.0	0.5	-	0.5	3.7	0.0	0.5	0.5
5/1	257	257	-	-	-	1.2	0.4	-	1.5	21.6	3.4	0.4	3.7
5/2	284	284	-	-	-	1.3	0.4	-	1.7	21.2	3.7	0.4	4.1
8/1	281	281	-	-	-	1.2	0.4	-	1.5	19.8	3.5	0.4	3.9
10/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

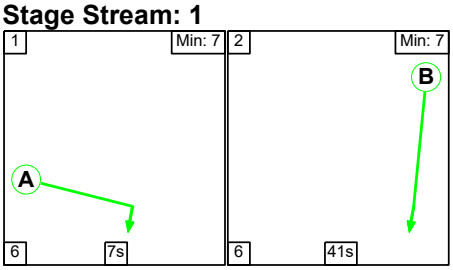
10/2	926	926	-	-	-	0.3	0.0	-	0.3	1.3	1.2	0.0	1.2
10/3	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley roundabout	**-**	**-**	**3388**	**0**	**0**	**0.1**	**4.0**	**0.0**	**4.1**	**-**	**-**	**-**	**-**
1/1+1/2	513	513	1026	0	0	0.0	0.3	-	0.3	1.8	0.0	0.3	0.3
2/1	324	324	324	0	0	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
2/2	572	572	572	0	0	0.1	0.5	-	0.6	3.5	4.2	0.5	4.7
9/1	857	857	857	0	0	0.0	2.4	-	2.4	10.0	3.6	2.4	6.0
9/2	608	608	608	0	0	0.0	0.7	-	0.7	4.2	0.0	0.7	0.7

C1	Stream: 1 PRC for Signalled Lanes (%):	2.7	Total Delay for Signalled Lanes (pcuHr):	8.20	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	10.32	Cycle Time (s):	60
C2	Stream: 1 PRC for Signalled Lanes (%):	-11.8	Total Delay for Signalled Lanes (pcuHr):	35.30	Cycle Time (s):	60
C2	Stream: 2 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	3.56	Cycle Time (s):	60
	PRC Over All Lanes (%):	-99.1	Total Delay Over All Lanes(pcuHr):	518.33		

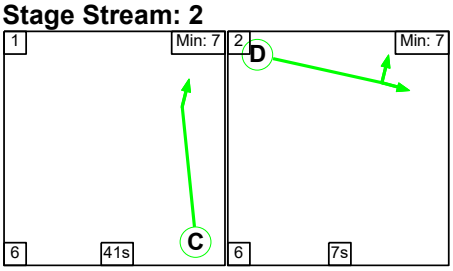
Scenario 10: '2031 RC1 sensitivity - PM Peak' (FG10: '2031 adjRC1 - PM', Plan 1: 'Network Plan 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

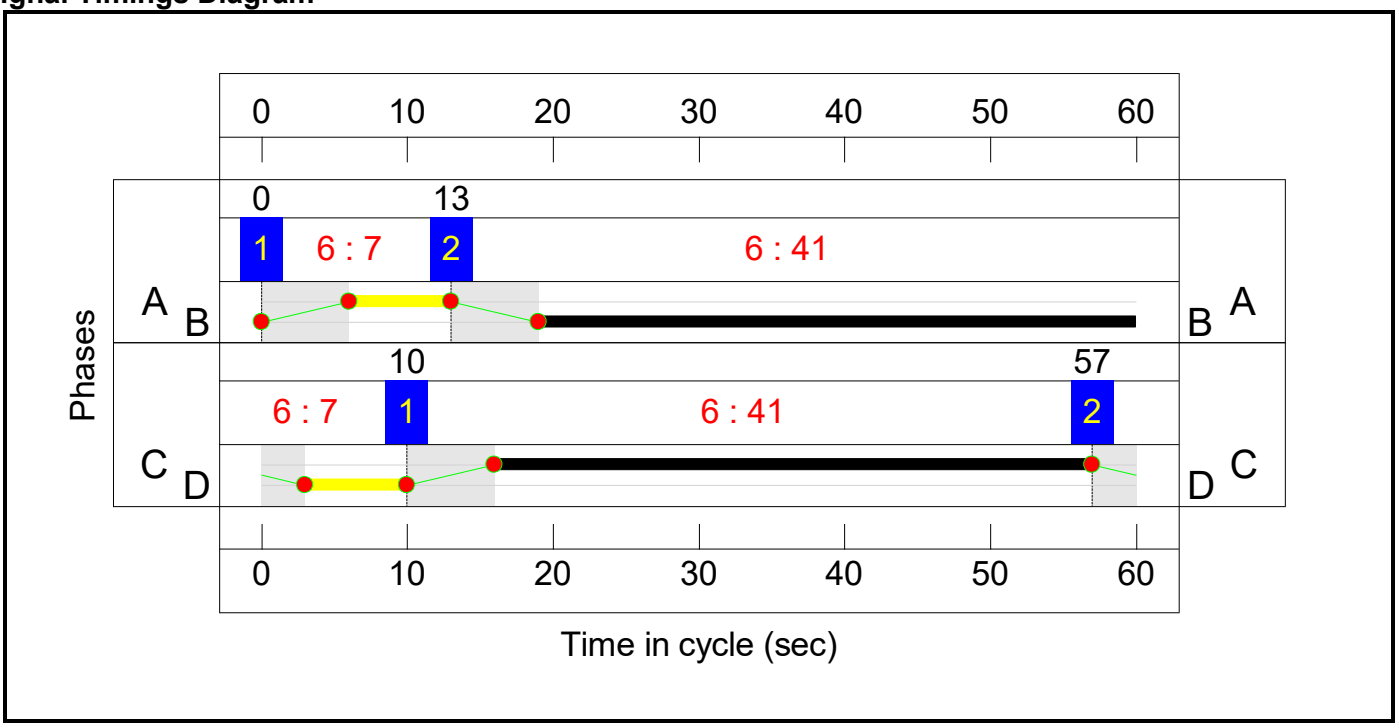
Stage Stream: 1

Stage	1	2
Duration	7	41
Change Point	0	13

Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	10	57

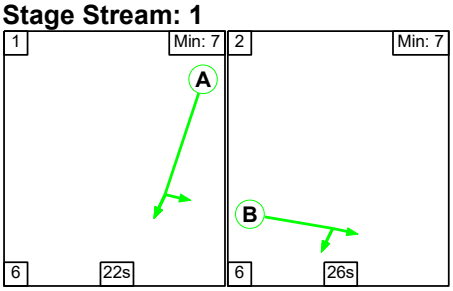
Signal Timings Diagram



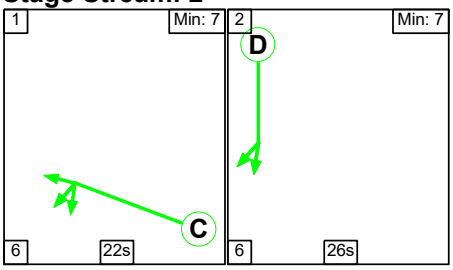
Controller :C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

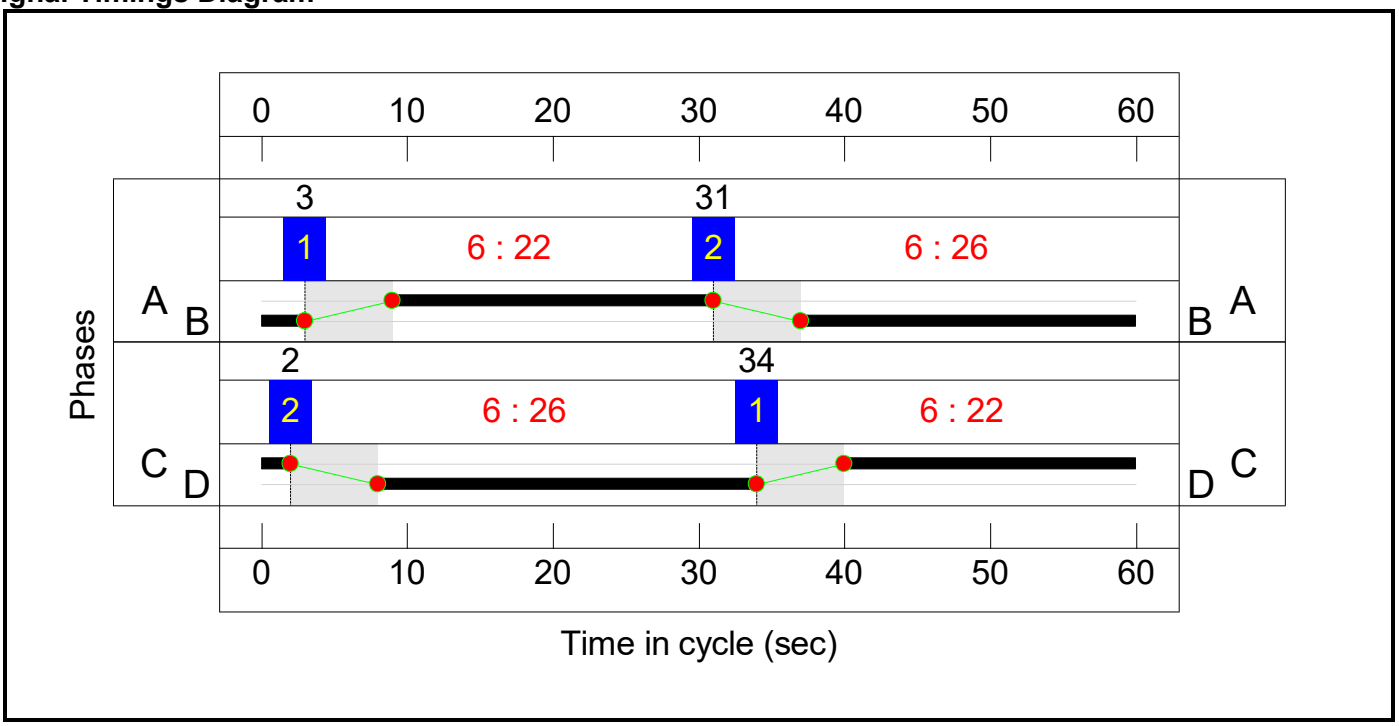
Stage Stream: 1

Stage	1	2
Duration	22	26
Change Point	3	31

Stage Stream: 2

Stage	1	2
Duration	22	26
Change Point	34	2

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**154.8%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**154.8%**
1/1	A43 North Ahead Left	O	N/A	N/A	-		-	-	-	969	Inf	1114	87.0%
1/2	A43 North Ahead	O	N/A	N/A	-		-	-	-	976	Inf	1090	89.6%
4/1+4/2	B4100 East Left Ahead	O	N/A	N/A	-		-	-	-	1042	Inf : Inf	396+315	154.8 : 136.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1045	2000	2000	46.9%
7/1	A43 South Ahead Ahead2	O	N/A	N/A	-		-	-	-	1103	Inf	1095	100.7%
7/2	A43 South Ahead	O	N/A	N/A	-		-	-	-	1098	Inf	1087	101.0%
10/1+10/2	B4100 West Left Ahead	O	N/A	N/A	-		-	-	-	467	Inf : Inf	319+60	123.1 : 123.1%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.9%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	1045	1922	1345	69.8%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	913	2058	1441	63.4%
3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	41	-	1041	1886	1320	78.9%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	41	-	983	2019	1413	69.6%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	7	-	353	2058:1908	274+254	74.7 : 58.2%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	7	-	141	2058	274	51.4%
6/1	Right	U	1:1	N/A	C1:A		1	7	-	176	1980	264	66.7%
6/2	Right	U	1:1	N/A	C1:A		1	7	-	141	2120	283	49.9%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.5%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	22	-	806	1980	759	105.5%

1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	22	-	1469	1980:1980	748+648	105.1 : 90.0%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	556	Inf	973	57.2%
5/1	MSA Left	U	2:2	N/A	C2:C		1	22	-	262	1871	717	36.5%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	22	-	295	2059	789	37.4%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	26	-	353	1850	832	42.4%
10/1	Ahead	U	2:2	N/A	C2:D		1	26	-	545	1980	891	60.9%
10/2	Ahead	U	2:2	N/A	C2:D		1	26	-	870	2120	954	87.3%
10/3	Ahead	U	2:2	N/A	C2:D		1	26	-	682	2120	954	59.0%
J4: Ardley roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.9%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	569	Inf : Inf	703+529	42.3 : 51.4%
2/1	U-Turn	O	N/A	N/A	-		-	-	-	518	Inf	1144	36.1%
2/2	Ahead	O	N/A	N/A	-		-	-	-	340	Inf	1144	28.5%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	1021	Inf	1111	91.9%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	969	Inf	1111	87.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**10754**	**0**	**0**	**52.9**	**337.0**	**0.0**	**389.9**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**6331**	**0**	**0**	**20.8**	**259.4**	**0.0**	**280.2**	**-**	**-**	**-**	**-**
1/1	969	969	969	0	0	0.0	3.2	-	3.2	11.9	0.0	3.2	3.2
1/2	976	976	976	0	0	0.0	4.0	-	4.0	14.8	0.0	4.0	4.0
4/1+4/2	1042	711	1422	0	0	13.8	167.0	-	180.9	624.8	33.4	167.0	200.4
5/1	939	939	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/1	1103	1095	1095	0	0	2.0	18.8	-	20.8	67.8	39.8	18.8	58.5
7/2	1098	1087	1087	0	0	1.9	19.6	-	21.5	70.4	40.2	19.6	59.8
10/1+10/2	467	391	782	0	0	3.1	46.4	-	49.5	381.4	19.5	46.4	65.8
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**9.8**	**6.5**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
1/1	939	939	-	-	-	1.4	1.1	-	2.5	9.7	9.1	1.1	10.3
1/2	913	913	-	-	-	1.2	0.9	-	2.1	8.3	8.1	0.9	9.0
3/1	1041	1041	-	-	-	2.0	1.8	-	3.8	13.1	11.8	1.8	13.6
3/2	983	983	-	-	-	1.6	1.1	-	2.7	10.1	9.8	1.1	10.9
5/2+5/1	353	353	-	-	-	2.4	1.0	-	3.4	34.9	3.2	1.0	4.2
5/3	141	141	-	-	-	0.9	0.5	-	1.5	37.6	2.2	0.5	2.7
6/1	176	176	-	-	-	0.1	0.0	-	0.1	2.7	0.2	0.0	0.2
6/2	141	141	-	-	-	0.1	0.0	-	0.1	1.6	0.1	0.0	0.1
J3: Cherwell	**-**	**-**	**556**	**0**	**0**	**22.1**	**61.8**	**0.0**	**84.0**	**-**	**-**	**-**	**-**
1/1	801	759	-	-	-	5.8	28.0	-	33.8	151.8	14.0	28.0	42.0
1/2+1/3	1369	1313	-	-	-	12.5	32.3	-	44.8	117.7	21.3	32.3	53.5
2/2	556	556	556	0	0	0.0	0.7	-	0.7	4.3	0.0	0.7	0.7
5/1	262	262	-	-	-	1.0	0.3	-	1.3	17.2	3.1	0.3	3.4
5/2	295	295	-	-	-	1.1	0.3	-	1.4	17.0	3.5	0.3	3.8
8/1	353	353	-	-	-	1.1	0.4	-	1.5	14.8	3.9	0.4	4.3
10/1	543	543	-	-	-	0.2	0.0	-	0.2	1.4	0.7	0.0	0.7

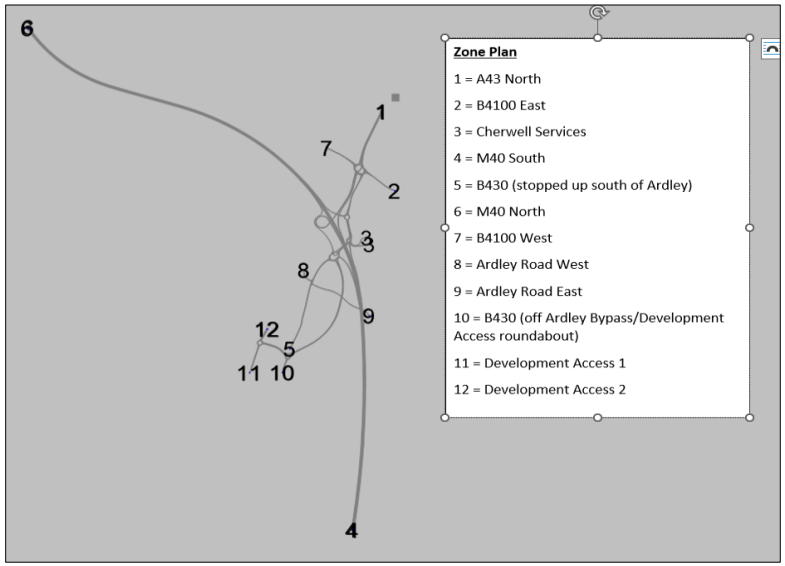
10/2	833	833	-	-	-	0.5	0.0	-	0.5	2.0	1.4	0.0	1.4
10/3	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley roundabout	**-**	**-**	**3867**	**0**	**0**	**0.2**	**9.3**	**0.0**	**9.5**	**-**	**-**	**-**	**-**
1/1+1/2	569	569	1138	0	0	0.0	0.4	-	0.4	2.7	0.0	0.4	0.4
2/1	413	413	413	0	0	0.0	0.3	-	0.3	2.5	0.0	0.3	0.3
2/2	326	326	326	0	0	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
9/1	1021	1021	1021	0	0	0.1	5.1	-	5.2	18.4	8.2	5.1	13.3
9/2	969	969	969	0	0	0.0	3.3	-	3.3	12.3	5.7	3.3	8.9

C1	Stream: 1 PRC for Signalled Lanes (%):	29.0	Total Delay for Signalled Lanes (pcuHr):	4.82	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	14.1	Total Delay for Signalled Lanes (pcuHr):	11.44	Cycle Time (s):	60
C2	Stream: 1 PRC for Signalled Lanes (%):	-17.2	Total Delay for Signalled Lanes (pcuHr):	80.00	Cycle Time (s):	60
C2	Stream: 2 PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	3.31	Cycle Time (s):	60
	PRC Over All Lanes (%):	-72.0	Total Delay Over All Lanes(pcuHr):	389.92		

APPENDIX 51

LINSIG DS1 DS1S TRAFFIC FLOWS

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	366	56	1252	0	0	34	1	1	403	227	**2340**
	2	213	0	0	4	0	39	241	0	0	7	62	**564**
	3	51	0	0	223	0	104	0	0	0	8	0	**385**
	4	925	1	208	0	2	2571	5	12	0	0	22	**3746**
	5	0	0	0	4	0	0	0	0	19	0	39	**62**
	6	0	188	128	2877	0	0	3	11	18	309	101	**3635**
	7	71	288	0	91	0	0	0	0	0	26	16	**491**
	8	3	1	0	21	0	10	0	0	13	58	28	**133**
	9	1	0	0	0	6	148	0	8	0	0	1	**165**
	10	112	2	0	0	4	152	22	17	0	0	384	**693**
	11	13	2	0	1	2	5	2	2	11	58	0	**97**
	Total	**1388**	**847**	**392**	**4472**	**14**	**3028**	**307**	**52**	**62**	**868**	**880**	**12311**



HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	0	4	403	0	0	0	0	0	8	31	**445**
	2	28	0	0	0	0	0	22	0	0	0	7	**57**
	3	22	0	0	100	0	80	0	0	0	0	0	**203**
	4	219	0	29	0	0	591	0	0	0	0	188	**1026**
	5	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	28	106	981	0	0	0	0	0	1	112	**1227**
	7	0	13	0	0	0	0	0	0	0	0	2	**15**
	8	0	0	0	0	0	0	0	0	0	14	0	**14**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	27	0	0	0	0	40	0	0	0	0	0	**67**
	11	31	5	0	174	0	103	2	0	0	0	0	**316**
	Total	**328**	**46**	**138**	**1657**	**0**	**814**	**24**	**0**	**0**	**23**	**339**	**3370**

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	366	60	1654	0	0	34	1	1	411	258	**2785**
	2	241	0	0	4	0	39	263	0	0	7	69	**622**
	3	73	0	0	323	0	184	0	0	0	8	0	**587**
	4	1143	1	237	0	2	3162	5	12	0	0	210	**4772**
	5	0	0	0	4	0	0	0	0	19	0	39	**62**
	6	0	216	233	3858	0	0	3	11	18	310	213	**4862**
	7	71	301	0	91	0	0	0	0	0	26	18	**506**
	8	3	1	0	21	0	10	0	0	13	71	28	**147**
	9	1	0	0	0	6	148	0	8	0	0	1	**165**
	10	139	2	0	0	4	192	22	17	0	0	384	**760**
	11	44	7	0	175	2	108	4	3	11	58	0	**413**
	Total	**1716**	**893**	**530**	**6130**	**14**	**3842**	**331**	**52**	**62**	**891**	**1220**	**15681**

TOTAL VEHICLES (PCUs)										
		To Zone (Destination)								
		A	B	C	D	E	F	G	H	Total
From Zone (Origin)	A	0	366	60	1654	2	0	34	669	**2785**
	B	241	0	0	4	0	39	263	76	**622**
	C	73	0	0	323	0	184	0	8	**587**
	D	1143	1	237	0	14	0	5	210	**1610**
	E	5	1	0	25	0	158	0	140	**328**
	F	0	216	233	0	29	0	3	523	**1004**
	G	71	301	0	91	0	0	0	43	**506**
	H	184	9	0	175	37	300	26	0	**731**
	Total	**1716**	**893**	**530**	**2272**	**83**	**681**	**331**	**1668**	**8174**

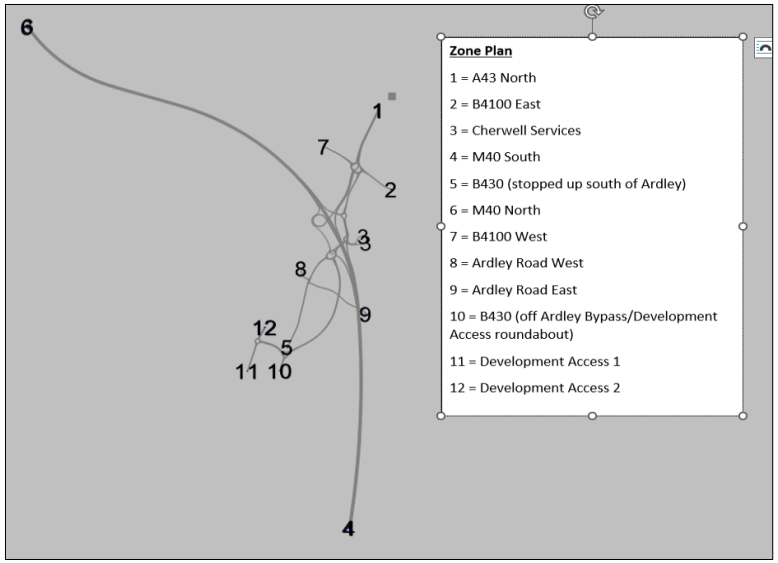
Site Access				
	A	B	C	Total
A	0	384	376	760
B	58	0	355	413
C	833	835	0	1668
Total	891	1220	731	2841

M40 Junction 10 Trip Matrices - 2031 OxSRFI DS1 Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	274	105	1133	0	0	44	2	1	126	72	**1757**
	2	326	0	0	10	0	97	277	4	0	1	25	**740**
	3	74	0	0	213	0	140	0	0	0	0	0	**428**
	4	1570	8	169	0	2	3469	35	42	0	0	3	**5298**
	5	0	0	0	1	0	0	0	0	1	0	11	**13**
	6	0	217	143	3024	0	0	1	15	10	133	24	**3567**
	7	46	144	0	34	0	0	0	0	0	21	5	**251**
	8	8	0	0	22	0	9	0	0	12	9	3	**63**
	9	5	0	0	0	2	107	0	6	0	0	1	**121**
	10	216	1	0	0	0	270	0	68	0	0	151	**706**
	11	288	27	0	27	50	120	0	54	54	419	0	**1038**
	Total	**2533**	**672**	**417**	**4464**	**53**	**4213**	**357**	**190**	**78**	**710**	**295**	13982

HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	17	3	176	0	0	0	0	0	0	32	**228**
	2	0	0	0	0	0	5	1	0	0	0	7	**13**
	3	23	0	0	85	0	68	0	0	0	0	0	**176**
	4	224	0	80	0	0	686	0	0	0	0	169	**1159**
	5	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	0	93	581	0	0	0	0	0	0	101	**775**
	7	0	9	0	0	0	0	0	0	0	0	2	**11**
	8	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	0	0	0	0	0	52	0	2	0	0	0	**54**
	11	30	5	0	155	0	92	2	0	0	0	0	**284**
	Total	**278**	**31**	**175**	**997**	**0**	**903**	**3**	**2**	**0**	**0**	**312**	2700

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	291	108	1309	0	0	44	2	1	126	104	**1985**
	2	326	0	0	10	0	102	278	4	0	1	32	**753**
	3	98	0	0	298	0	209	0	0	0	0	0	**604**
	4	1794	8	249	0	2	4156	35	42	0	0	172	**6457**
	5	0	0	0	1	0	0	0	0	1	0	11	**13**
	6	0	217	235	3604	0	0	1	15	10	134	125	**4342**
	7	46	153	0	34	0	0	0	0	0	21	7	**262**
	8	8	0	0	22	0	9	0	0	12	9	3	**63**
	9	5	0	0	0	2	107	0	6	0	0	1	**121**
	10	216	1	0	0	0	322	0	70	0	0	151	**760**
	11	318	31	0	182	50	212	2	54	54	419	0	**1322**
	Total	**2811**	**702**	**592**	**5461**	**53**	**5116**	**360**	**193**	**78**	**710**	**607**	16682



TOTAL VEHICLES (PCUs)										
		To Zone (Destination)								
		A	B	C	D	E	F	G	H	Total
From Zone (Origin)	A	0	291	108	1309	3	0	44	230	**1985**
	B	326	0	0	10	4	102	278	34	**753**
	C	98	0	0	298	0	209	0	0	**604**
	D	1794	8	249	0	44	0	35	172	**2301**
	E	13	0	0	23	0	116	0	24	**177**
	F	0	217	235	0	25	0	1	259	**738**
	G	46	153	0	34	0	0	0	28	**262**
	H	534	33	0	182	228	534	2	0	**1512**
	Total	**2811**	**702**	**592**	**1856**	**304**	**960**	**360**	**747**	8332

Site Access				
	A	B	C	Total
A	0	151	609	760
B	419	0	903	1322
C	291	456	0	747
Total	710	607	1512	2829

M40 Junction 10 Trip Matrices - 2031 OxSRFI DS1 Scenario - PM Peak Hour

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	299	60	1267	0	59	39	9	1	403	227	**2365**
	2	175	0	6	8	0	96	270	0	0	7	62	**624**
	3	47	2	0	239	0	97	1	1	1	8	0	**395**
	4	833	4	147	27	34	2497	64	12	1	0	22	**3641**
	5	0	6	12	19	0	61	0	5	45	0	39	**188**
	6	44	102	134	2786	12	11	0	6	0	309	101	**3505**
	7	87	278	1	134	10	1	5	0	0	26	16	**558**
	8	9	1	2	12	36	13	2	0	35	58	28	**195**
	9	33	3	5	7	36	31	3	27	0	0	1	**146**
	10	112	2	0	0	4	152	22	17	0	0	384	**693**
	11	13	2	0	1	2	5	2	2	11	58	0	**97**
	Total	**1353**	**698**	**366**	**4500**	**135**	**3024**	**407**	**80**	**94**	**868**	**880**	**12405**

HEAVY VEHICLES (vehicles)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	22	24	253	22	6	12	0	0	5	15	**360**
	2	16	0	0	0	0	7	10	0	0	0	4	**36**
	3	17	0	0	47	1	17	1	0	0	0	0	**83**
	4	124	0	26	2	5	296	5	0	0	0	94	**553**
	5	5	0	0	7	0	0	9	4	2	0	0	**27**
	6	7	8	35	518	9	0	5	1	1	1	56	**640**
	7	11	23	0	11	0	0	0	0	0	0	1	**46**
	8	1	0	0	0	0	0	0	0	3	8	0	**12**
	9	1	0	0	0	2	1	1	1	0	0	0	**5**
	10	15	0	0	0	0	22	0	0	0	0	0	**38**
	11	16	3	0	87	0	51	1	0	0	0	0	**158**
	Total	**212**	**56**	**85**	**925**	**40**	**401**	**44**	**6**	**6**	**13**	**170**	**1957**

HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	40	43	455	40	11	22	1	1	8	28	**649**
	2	28	0	0	0	0	13	18	0	0	0	6	**65**
	3	31	0	0	84	2	31	2	0	0	0	0	**150**
	4	223	0	47	4	10	531	9	0	0	0	168	**992**
	5	8	0	0	12	0	0	17	7	4	0	0	**48**
	6	13	15	63	930	17	0	9	1	1	1	100	**1150**
	7	20	41	0	20	0	0	0	0	0	0	2	**83**
	8	1	0	0	1	0	0	0	0	5	14	0	**21**
	9	1	0	0	0	4	1	1	2	0	0	0	**9**
	10	27	0	0	0	0	40	0	0	0	0	0	**67**
	11	28	5	0	157	0	92	2	0	0	0	0	**284**
	Total	**380**	**101**	**153**	**1663**	**73**	**719**	**80**	**11**	**11**	**23**	**304**	**3518**

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	339	103	1722	40	70	61	10	2	411	255	**3014**
	2	203	0	6	8	0	109	288	0	0	7	68	**689**
	3	78	2	0	323	2	128	3	1	1	8	0	**545**
	4	1056	4	194	31	44	3028	73	12	1	0	190	**4633**
	5	8	6	12	31	0	61	17	12	49	0	39	**236**
	6	57	117	197	3716	29	11	9	7	1	310	201	**4655**
	7	107	319	1	154	10	1	5	0	0	26	18	**641**
	8	10	1	2	13	36	13	2	0	40	72	28	**216**
	9	34	3	5	7	40	32	4	29	0	0	1	**155**
	10	139	2	0	0	4	192	22	17	0	0	384	**760**
	11	41	7	0	158	2	97	4	2	11	58	0	**381**
	Total	**1733**	**799**	**519**	**6163**	**208**	**3743**	**487**	**91**	**105**	**891**	**1184**	**15923**

TOTAL VEHICLES (PCUs)										
		To Zone (Destination)								
		A	B	C	D	E	F	G	H	Total
From Zone (Origin)	A	0	339	103	1722	52	70	61	666	**3014**
	B	203	0	6	8	0	109	288	74	**689**
	C	78	2	0	323	4	128	3	8	**545**
	D	1056	4	194	31	57	0	73	190	**1605**
	E	52	10	18	52	0	106	23	140	**400**
	F	57	117	197	0	37	0	9	511	**928**
	G	107	319	1	154	11	5	5	43	**645**
	H	180	8	0	158	37	289	26	0	**698**
	Total	**1733**	**799**	**519**	**2447**	**198**	**708**	**487**	**1633**	**8523**

Site Access				
	A	B	C	Total
A	0	384	375	760
B	58	0	323	381
C	833	800	0	1633
Total	891	1184	698	2773

M40 Junction 10 Trip Matrices - 2031 OxSRFI DS1S Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	2	292	88	1031	0	66	19	9	17	126	72	**1722**
	2	354	0	12	10	0	134	331	1	1	1	25	**869**
	3	85	2	0	183	4	116	8	1	1	0	0	**401**
	4	1471	8	144	59	24	3428	73	39	7	0	3	**5254**
	5	116	1	9	13	0	65	15	0	25	0	11	**255**
	6	59	125	131	3011	2	10	24	13	0	133	24	**3532**
	7	62	186	1	48	0	0	9	1	0	21	5	**334**
	8	4	0	0	21	0	3	0	0	19	9	3	**59**
	9	18	0	1	1	30	0	1	33	0	0	1	**85**
	10	216	1	0	0	0	270	0	68	0	0	151	**706**
	11	288	27	0	27	50	120	0	54	54	419	0	**1038**
	Total	**2674**	**643**	**385**	**4403**	**110**	**4212**	**480**	**218**	**124**	**710**	**295**	**14254**

HEAVY VEHICLES (vehicles)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	10	6	109	7	5	11	0	0	0	16	**164**
	2	9	0	0	0	6	3	2	0	0	0	4	**23**
	3	13	0	0	44	2	28	0	0	0	0	0	**88**
	4	135	2	41	0	3	374	4	0	0	0	85	**643**
	5	3	0	2	6	0	3	0	0	2	0	0	**16**
	6	4	5	33	309	0	1	1	0	1	0	51	**404**
	7	5	10	0	3	1	0	0	0	0	0	1	**20**
	8	0	0	0	0	2	1	0	0	0	0	0	**3**
	9	1	0	0	0	1	0	0	0	0	0	0	**2**
	10	0	0	0	0	0	29	0	1	0	0	0	**30**
	11	15	2	0	78	0	46	1	0	0	0	0	**142**
	Total	**185**	**29**	**81**	**549**	**22**	**490**	**19**	**1**	**3**	**0**	**156**	**1535**

HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	18	11	196	12	9	20	0	0	0	29	**295**
	2	16	0	0	0	11	5	4	0	0	0	6	**42**
	3	24	0	0	79	3	50	0	0	1	0	0	**157**
	4	243	4	73	0	5	671	7	0	0	0	152	**1155**
	5	5	0	4	11	0	6	0	0	4	0	0	**30**
	6	7	9	58	555	0	2	2	0	1	0	91	**725**
	7	9	17	0	6	2	0	0	0	0	0	2	**36**
	8	0	0	0	0	4	1	0	0	0	0	0	**5**
	9	1	0	0	0	2	0	0	0	0	0	0	**3**
	10	0	0	0	0	0	53	0	2	0	0	0	**55**
	11	27	4	0	140	0	82	2	0	0	0	0	**255**
	Total	**332**	**52**	**146**	**987**	**39**	**879**	**35**	**2**	**6**	**0**	**280**	**2758**

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	2	310	99	1227	12	75	39	9	17	126	101	**2017**
	2	370	0	12	10	11	139	335	1	1	1	31	**911**
	3	109	2	0	262	7	166	8	1	2	0	0	**558**
	4	1714	12	217	59	29	4099	80	39	7	0	155	**6409**
	5	121	1	13	24	0	71	15	0	29	0	11	**285**
	6	66	134	189	3566	2	12	26	13	1	133	115	**4257**
	7	71	203	1	54	2	0	9	1	0	21	7	**370**
	8	4	0	0	21	4	4	0	0	19	9	3	**64**
	9	19	0	1	1	32	0	1	33	0	0	1	**88**
	10	216	1	0	0	0	323	0	70	0	0	151	**761**
	11	315	31	0	167	50	202	2	54	54	419	0	**1293**
	Total	**3006**	**695**	**531**	**5390**	**149**	**5091**	**515**	**220**	**130**	**710**	**575**	**17012**

TOTAL VEHICLES (PCUs)										
		To Zone (Destination)								
		A	B	C	D	E	F	G	H	Total
From Zone (Origin)	A	2	310	99	1227	39	75	39	227	**2017**
	B	370	0	12	10	12	139	335	32	**911**
	C	109	2	0	262	10	166	8	0	**558**
	D	1714	12	217	59	74	0	80	155	**2310**
	E	143	2	14	45	0	75	16	24	**319**
	F	66	134	189	0	16	0	26	248	**679**
	G	71	203	1	54	3	9	9	28	**379**
	H	531	32	0	167	227	525	2	0	**1484**
	Total	**3006**	**695**	**531**	**1824**	**381**	**990**	**515**	**715**	**8657**

Site Access				
	A	B	C	Total
A	0	151	610	761
B	419	0	874	1293
C	291	424	0	715
Total	710	575	1484	2769

M40 Junction 10 Trip Matrices - 2031 OxSRFI DS1S Scenario - PM Peak Hour

APPENDIX 52

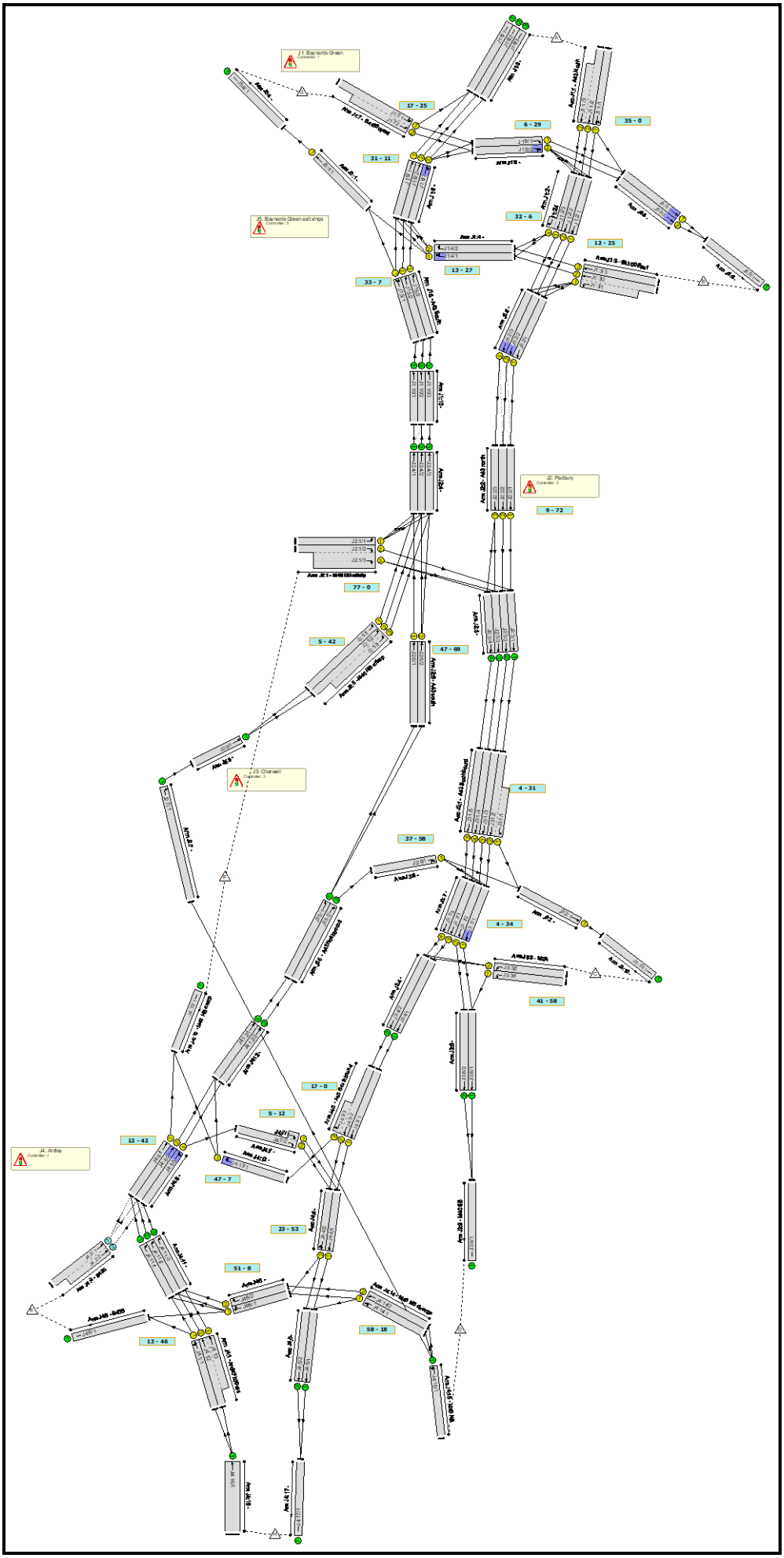
LINSIG MODELLING M40 J10 DS1 DS1S

Full Input Data And Results

Project and User Details

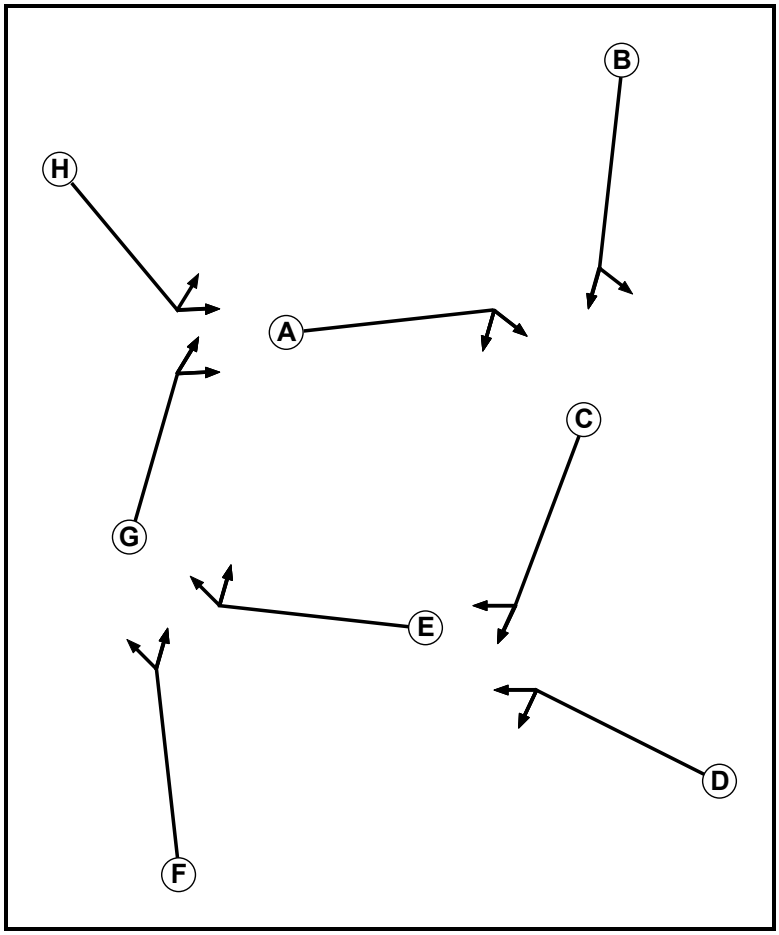
Project:	**Oxfordshire SRFI**
Title:	**M40 Junction 10 - Embedded highway works**
Location:	M40 Junction 10 and Baynards Green complex
Additional detail:	DS1, DS1 sensitivity
File name:	260320 M40J10 Embedded mitigation - DS1 DS1S.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



Controller :C1 - Baynards Green

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Phase Intergreens Matrix

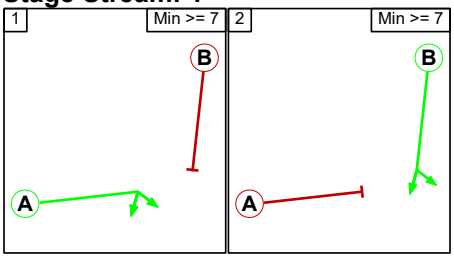
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		6	-	-	-	-	-	-
	B	6		-	-	-	-	-	-
	C	-	-		6	-	-	-	-
	D	-	-	7		-	-	-	-
	E	-	-	-	-		6	-	-
	F	-	-	-	-	6		-	-
	G	-	-	-	-	-	-		6
	H	-	-	-	-	-	-	6	

Phases in Stage

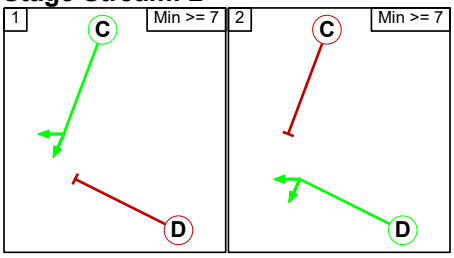
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

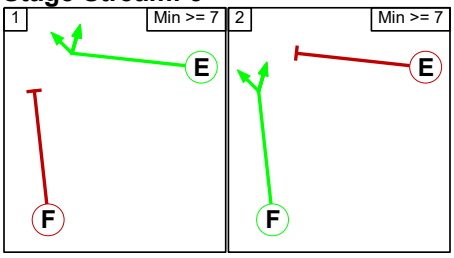
Stage Stream: 1



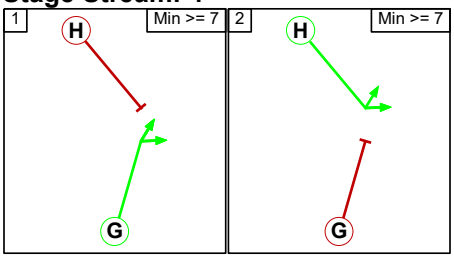
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2
1		6
2	6	

Stage Stream: 2

From Stage \ To Stage	1	2
1		6
2	7	

Stage Stream: 3

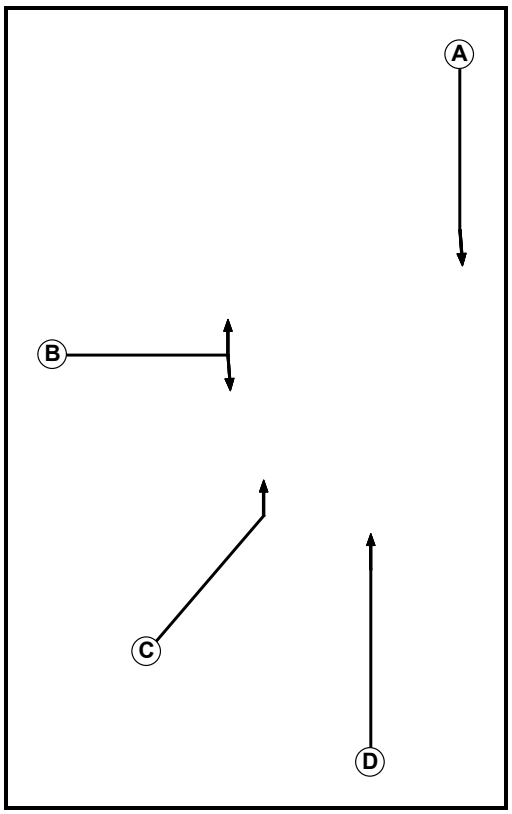
From Stage \ To Stage	1	2
1		6
2	6	

Stage Stream: 4

From Stage \ To Stage	1	2
1		6
2	6	

Controller :C2 - Padbury

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	6
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7

Phase Intergreens Matrix

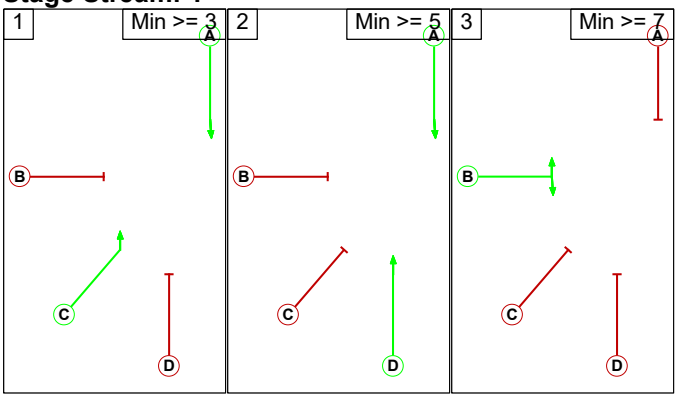
		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	-	-
	B	9		5	7
	C	-	8		5
	D	-	8	5	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1
2	3	A	Losing	3	3

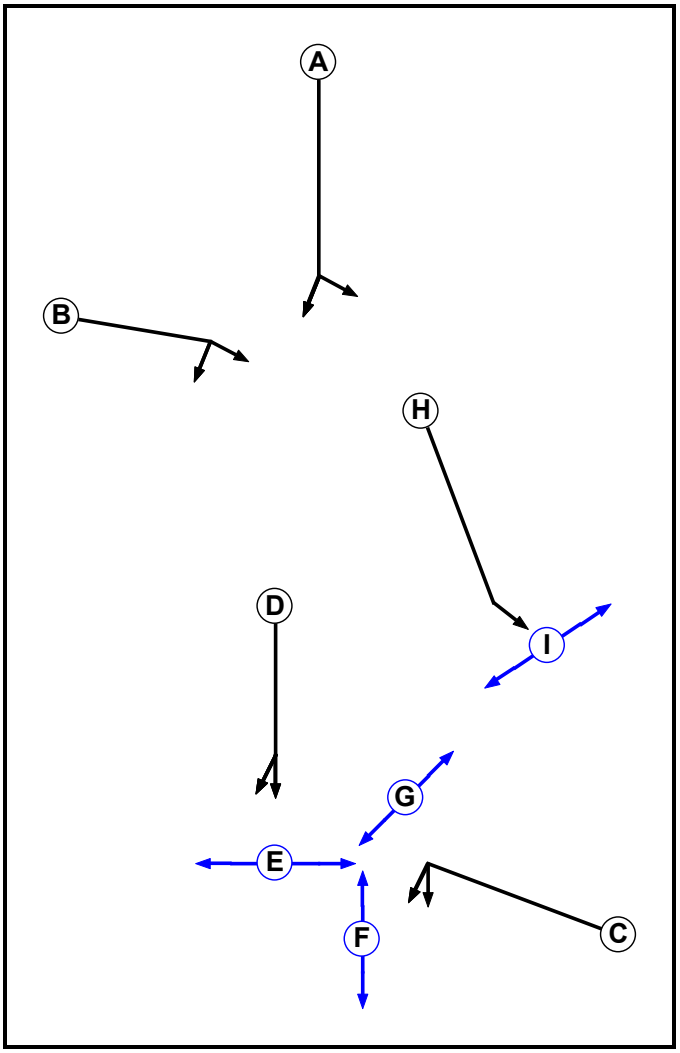
Prohibited Stage Change

Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1		5	8
	2	5		8
	3	9	9	

Controller :C3 - Cherwell

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Pedestrian	2		5	5
F	Pedestrian	2		5	5
G	Pedestrian	2		5	5
H	Traffic	3		7	7
I	Pedestrian	3		5	5

Phase Intergreens Matrix

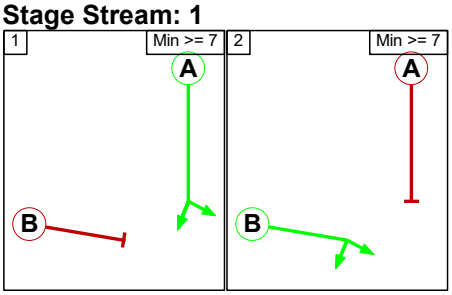
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		6	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-
C	-	-		6	-	6	6	-	-
D	-	-	7		7	-	-	-	-
E	-	-	-	6		-	-	-	-
F	-	-	6	-	-		-	-	-
G	-	-	6	-	-	-		-	-
H	-	-	-	-	-	-	-		6
I	-	-	-	-	-	-	-	6	

Phases in Stage

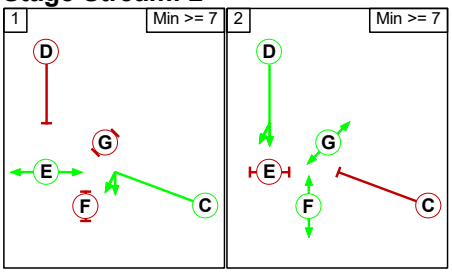
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C E
2	2	D F G
3	1	H
3	2	I

Stage Diagram

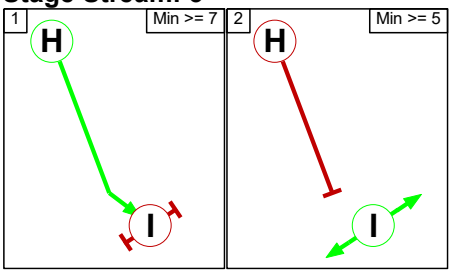
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

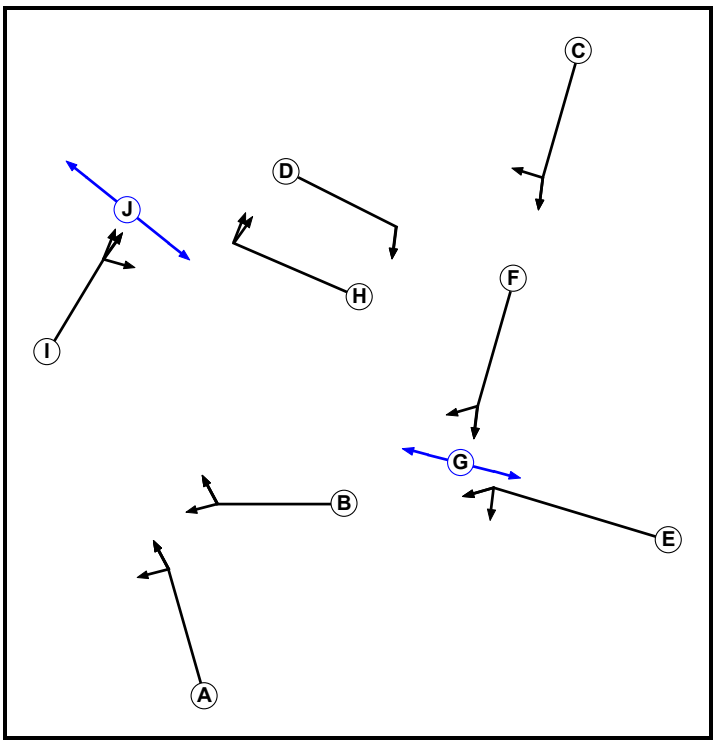
	To Stage		
From Stage		1	2
	1		6
	2	7	

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		6
	2	6	

Controller :C4 - Ardley

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	4
F	Traffic	3		7	7
G	Pedestrian	3		7	7
H	Traffic	4		7	4
I	Traffic	4		7	6
J	Pedestrian	4		7	7

Phase Intergreens Matrix

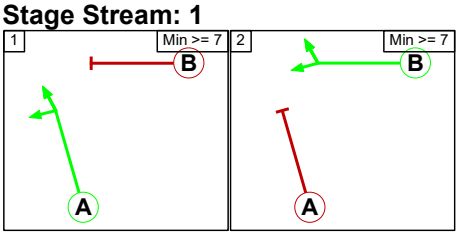
		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		5	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-
	C	-	-		5	-	-	-	-	-	-
	D	-	-	5		-	-	-	-	-	-
	E	-	-	-	-		5	-	-	-	-
	F	-	-	-	-	5		5	-	-	-
	G	-	-	-	-	-	8		-	-	-
	H	-	-	-	-	-	-	-		5	-
	I	-	-	-	-	-	-	-	5		5
	J	-	-	-	-	-	-	-	-	8	

Phases in Stage

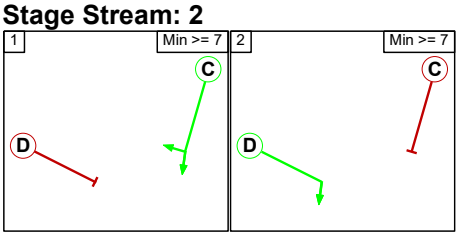
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E G
3	2	F
4	1	I
4	2	H J

Stage Diagram

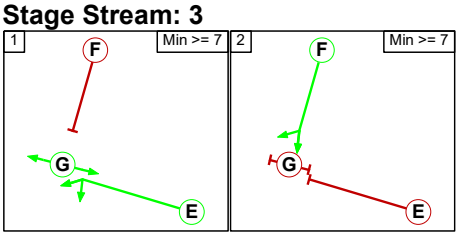
Stage Stream: 1



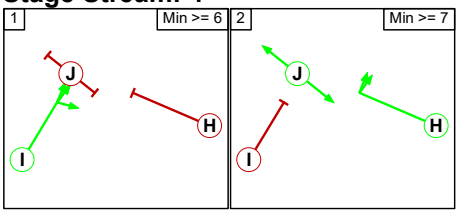
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	I	Losing	1	1
2	1	H	Losing	3	3

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

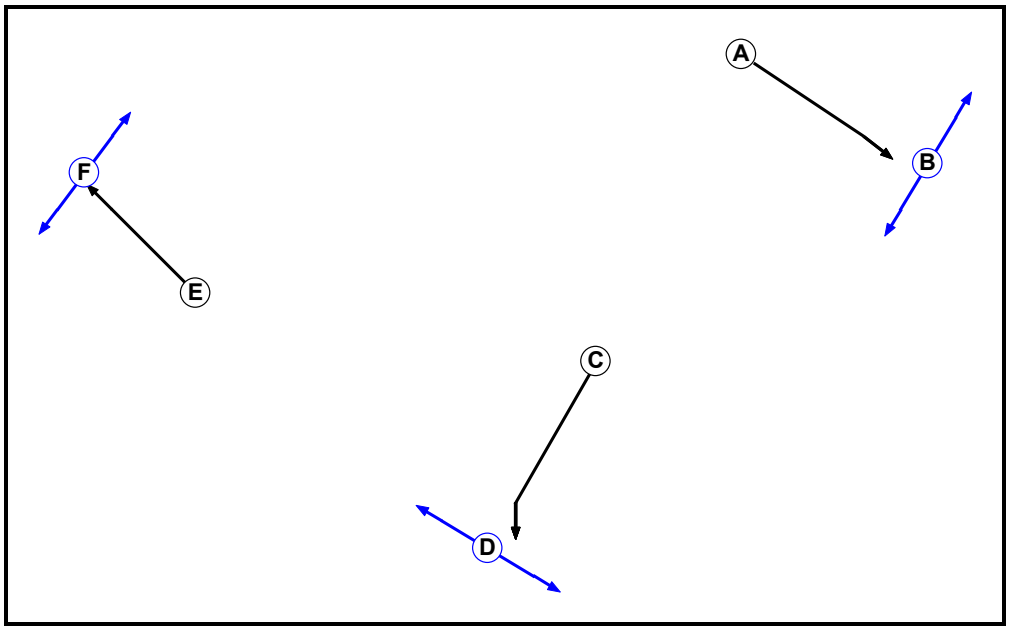
		To Stage	
		1	2
From Stage	1		8
	2	5	

Stage Stream: 4

From Stage	To Stage 1	To Stage 2
1		6
2	8	

Controller :C5 - Baynards Green exit xings

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Pedestrian	1		5	5
C	Traffic	2		7	7
D	Pedestrian	2		7	7
E	Traffic	3		7	7
F	Pedestrian	3		5	5

Phase Intergreens Matrix

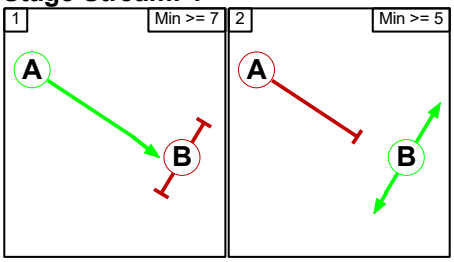
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		5	-	-	-	-
	B	6		-	-	-	-
	C	-	-		5	-	-
	D	-	-	7		-	-
	E	-	-	-	-		5
	F	-	-	-	-	5	

Phases in Stage

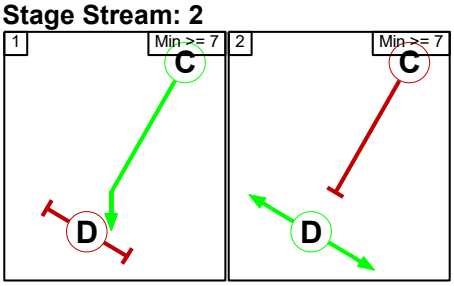
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F

Stage Diagram

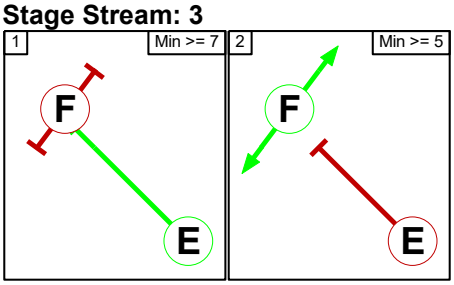
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	6	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	7	

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		5
	2	5	

Give-Way Lane Input Data

Junction: J1: Baynards Green
There are no Opposed Lanes in this Junction

Junction: J2: Padbury
There are no Opposed Lanes in this Junction

Junction: J3: Cherwell
There are no Opposed Lanes in this Junction

Junction: J4: Ardley											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J4:2/1 (B430)	J4:8/1 (Ahead)	1000	0	J4:11/1	0.33	All	-	-	-	-	-
				J4:11/2	0.33	All					
	J4:8/2 (Ahead)	1000	0	J4:11/1	0.33	All					
				J4:11/2	0.33	All					
J4:2/2 (B430)	J4:8/3 (Ahead)	1000	0	J4:11/1	0.33	All	-	-	-	-	-
				J4:11/2	0.33	All					
				J4:11/3	0.33	All					

Junction: J5: Baynards Green exit xings
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: J1: Baynards Green												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:2 Ahead	45.00
											Arm J5:3 Left	45.00
J1:1/2 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	45.00
J1:1/3 (A43 North)	U	B	2	3	26.1	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	45.00
J1:2/1	U	C	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J5:2 Ahead	50.00
J1:2/2	U	C	1	3	10.4	Geom	-	4.00	0.00	N	Arm J5:2 Ahead	50.00
J1:2/3	U	C	1	3	10.4	Geom	-	4.00	0.00	N	Arm J5:2 Ahead	50.00
J1:2/4	U	C	1	3	2.1	Geom	-	4.00	0.00	Y	Arm J1:4 Right	30.00
J1:3/1 (B4100 East)	U	D	2	3	13.9	Geom	-	3.65	0.00	Y	Arm J5:2 Left	30.00
J1:3/2 (B4100 East)	U	D	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:4 Ahead	50.00
J1:3/3 (B4100 East)	U	D	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:4 Ahead	50.00
J1:4/1	U	E	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J1:6 Right	Inf
											Arm J5:1 Ahead	40.00
J1:4/2	U	E	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:6 Right	35.00
J1:5/1 (A43 South)	U	F	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J1:6 Ahead	55.00
											Arm J5:1 Ahead	55.00
J1:5/2 (A43 South)	U	F	2	3	52.2	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	50.00
J1:5/3 (A43 South)	U	F	2	3	52.2	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	50.00
J1:6/1	U	G	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J1:8 Ahead	35.00
J1:6/2	U	G	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:8 Ahead	35.00
J1:6/3	U	G	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:8 Ahead	35.00
											Arm J1:9 Right	30.00

J1:7/1 (B4100 West)	U	H	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:8 Left	30.00
											Arm J1:9 Ahead	40.00
J1:7/2 (B4100 West)	U	H	2	3	15.7	Geom	-	3.65	0.00	N	Arm J1:9 Ahead	40.00
J1:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/3	U		2	3	60.0	User	2000	-	-	-	-	-
J1:9/1	U	A	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J5:3 Ahead	35.00
J1:9/2	U	A	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:2 Right	30.00
											Arm J5:3 Ahead	35.00
J1:10/1	U		2	3	52.2	Inf	-	-	-	-	-	-
J1:10/2	U		2	3	52.2	Inf	-	-	-	-	-	-
J1:10/3	U		2	3	52.2	Inf	-	-	-	-	-	-

Junction: J2: Padbury												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (M40 SB offslip)	U	B	2	3	95.7	Geom	-	3.65	0.00	Y	Arm J2:4 Left	40.00
J2:1/2 (M40 SB offslip)	U	B	2	3	95.7	Geom	-	3.65	0.00	Y	Arm J2:3 Right	50.00
J2:1/3 (M40 SB offslip)	U	B	2	3	15.7	User	3400	-	-	-	-	-
J2:2/1 (A43 north)	U	A	2	3	109.6	Geom	-	3.65	0.00	Y	Arm J2:3 Ahead	Inf
J2:2/2 (A43 north)	U	A	2	3	109.6	Geom	-	3.65	0.00	N	Arm J2:3 Ahead	Inf
J2:2/3 (A43 north)	U	A	2	3	109.6	Geom	-	3.65	0.00	N	Arm J2:3 Ahead	Inf
J2:3/1	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:3/2	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:3/3	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:3/4	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:4/1	U		2	3	10.4	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	10.4	Inf	-	-	-	-	-	-
J2:4/3	U		2	3	10.4	Inf	-	-	-	-	-	-
J2:5/1 (M40 NB offslip)	U	C	2	3	173.9	Geom	-	3.65	0.00	Y	Arm J2:4 Left	Inf
J2:5/2 (M40 NB offslip)	U	C	2	3	173.9	Geom	-	3.65	0.00	N	Arm J2:4 Left	Inf
J2:5/3 (M40 NB offslip)	U	C	2	3	17.4	Geom	-	3.65	0.00	N	Arm J2:4 Left	Inf
J2:6/1 (A43 south)	U	D	2	3	57.4	Geom	-	3.65	0.00	Y	Arm J2:4 Ahead	Inf
J2:6/2 (A43 south)	U	D	2	3	57.4	Geom	-	3.65	0.00	N	Arm J2:4 Ahead	Inf
J2:7/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J2:8/1	U		2	3	52.2	Inf	-	-	-	-	-	-

Junction: J3: Cherwell												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (A43 Southbound)	U	A	2	3	9.6	Geom	-	3.62	0.00	Y	Arm J3:2 Left	Inf
J3:1/2 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.65	0.00	N	Arm J3:7 Ahead	Inf
J3:1/3 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.65	0.00	N	Arm J3:7 Ahead	Inf
J3:1/4 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J3:7 Ahead	Inf
J3:1/5 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.65	0.00	N	Arm J3:7 Ahead	Inf
J3:2/1	U	H	2	3	10.4	Geom	-	4.00	0.00	Y	Arm J3:10 Ahead	Inf
J3:3/1 (MSA)	U	C	2	3	60.0	Geom	-	4.50	0.00	Y	Arm J3:8 Left	15.00
J3:3/2 (MSA)	U	C	2	3	60.0	Geom	-	4.00	0.00	N	Arm J3:4 Left	30.00
J3:4/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:4/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:5/1 (A43 Northbound)	U		2	3	36.5	Inf	-	-	-	-	-	-
J3:5/2 (A43 Northbound)	U		2	3	36.5	Inf	-	-	-	-	-	-
J3:6/1	U	B	2	3	10.4	Geom	-	4.50	0.00	Y	Arm J3:2 Ahead	40.00
											Arm J3:7 Right	30.00
J3:7/1	U	D	0	3	8.7	Geom	-	4.00	0.00	Y	Arm J3:8 Ahead	Inf
J3:7/2	U	D	0	3	8.7	Geom	-	4.00	0.00	N	Arm J3:8 Ahead	Inf
J3:7/3	U	D	0	3	8.7	Geom	-	4.00	0.00	Y	Arm J3:4 Ahead	Inf
J3:7/4	U	D	0	3	8.7	Geom	-	4.00	0.00	N	Arm J3:4 Ahead	Inf
J3:8/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:8/2	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:9/1 (M40 SB)	U		2	3	173.9	Inf	-	-	-	-	-	-
J3:10/1	U		2	3	48.7	Inf	-	-	-	-	-	-

Junction: J4: Ardley

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Ardley bypass)	U	A	2	3	87.0	Geom	-	3.65	0.00	Y	Arm J4:9 Left	30.00
											Arm J4:11 Ahead	30.00
J4:1/2 (Ardley bypass)	U	A	2	3	87.0	Geom	-	3.65	0.00	N	Arm J4:11 Ahead	30.00
J4:1/3 (Ardley bypass)	U	A	2	3	12.2	Geom	-	3.65	0.00	N	Arm J4:11 Ahead	30.00
J4:2/1 (B430)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J4:8 Ahead	40.00
J4:2/2 (B430)	O		2	3	10.4	Geom	-	3.50	0.00	N	Arm J4:8 Ahead	Inf
J4:3/1 (A43 Southbound)	U	C	2	3	26.1	Geom	-	3.65	0.00	Y	Arm J4:4 Ahead	30.00
J4:3/2 (A43 Southbound)	U	C	2	3	26.1	Geom	-	3.65	0.00	N	Arm J4:4 Ahead	30.00
J4:3/3 (A43 Southbound)	U	C	2	3	6.3	Geom	-	3.65	0.00	N	Arm J4:13 Right	50.00
J4:4/1	U	F	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J4:5 Ahead	30.00
J4:4/2	U	F	1	3	10.4	Geom	-	4.00	0.00	N	Arm J4:5 Ahead	30.00
											Arm J4:6 Right	30.00
J4:5/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J4:5/2	U		2	3	87.0	Inf	-	-	-	-	-	-
J4:6/1	U	B	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J4:9 Ahead	40.00
											Arm J4:11 Right	40.00
J4:6/2	U	B	1	3	10.4	Geom	-	4.00	0.00	N	Arm J4:11 Right	40.00
J4:7/1	U	D	2	3	2.1	Geom	-	4.00	0.00	Y	Arm J4:4 Right	40.00
J4:7/2	U	D	2	3	12.2	Geom	-	4.00	0.00	N	Arm J4:4 Right	40.00
J4:8/1	U	I	2	3	13.9	Geom	-	4.00	0.00	Y	Arm J4:10 Ahead	Inf
J4:8/2	U	I	2	3	13.9	Geom	-	4.00	0.00	Y	Arm J4:12 Ahead	Inf
J4:8/3	U	I	2	3	13.9	Geom	-	4.00	0.00	N	Arm J4:7 Right	Inf
											Arm J4:12 Ahead	Inf
J4:9/1 (B430)	U		2	3	60.0	Inf	-	-	-	-	-	-

J4:10/1 (M40 NB onslip)	U		2	3	139.1	Inf	-	-	-	-	-	-
J4:11/1	U		2	3	13.9	Inf	-	-	-	-	-	-
J4:11/2	U		0	3	13.9	Inf	-	-	-	-	-	-
J4:11/3	U		0	3	13.9	Inf	-	-	-	-	-	-
J4:12/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:12/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:13/1	U	H	1	3	16.5	Geom	-	4.00	0.00	Y	Arm J4:10 Right	40.00
											Arm J4:12 Right	40.00
J4:14/1 (M40 NB diverge)	U	E	2	3	173.9	Geom	-	3.65	0.00	Y	Arm J4:5 Left	30.00
											Arm J4:6 Ahead	Inf
J4:14/2 (M40 NB diverge)	U	E	2	3	173.9	Geom	-	3.65	0.00	N	Arm J4:6 Ahead	30.00
J4:15/1 (M40 NB)	U		2	3	60.9	Inf	-	-	-	-	-	-
J4:16/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:17/1	U		2	3	173.9	Inf	-	-	-	-	-	-

Junction: J5: Baynards Green exit xings

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J5:1/1	U	E	2	3	11.3	Geom	-	3.65	0.00	Y	Arm J5:4 Ahead	Inf
J5:2/1	U	C	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	Inf
J5:2/2	U	C	2	3	8.7	Geom	-	3.65	0.00	N	Arm J2:2 Ahead	Inf
J5:2/3	U	C	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	Inf
J5:3/1	U	A	2	3	11.3	Geom	-	3.60	0.00	Y	Arm J5:5 Ahead	Inf
J5:3/2	U	A	2	3	11.3	Geom	-	3.60	0.00	N	Arm J5:5 Ahead	Inf
J5:4/1	U		2	3	48.7	Inf	-	-	-	-	-	-
J5:5/1	U		2	3	48.7	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 DS1 - AM'	08:00	09:00	01:00	
2: '2031 DS1 - PM'	17:00	18:00	01:00	
7: '2031 adjDS1 - AM'	08:00	09:00	01:00	
8: '2031 adjDS1 - PM'	17:00	18:00	01:00	

Scenario 1: '2031 DS1 - AM peak' (FG1: '2031 DS1 - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	366	60	1654	2	0	34	669	2785
	B	241	0	0	4	0	39	263	76	623
	C	73	0	0	323	0	184	0	8	588
	D	1143	1	237	0	14	0	5	210	1610
	E	5	1	0	25	0	158	0	140	329
	F	0	216	233	0	29	0	3	523	1004
	G	71	301	0	91	0	0	0	43	506
	H	184	9	0	175	37	300	26	0	731
	Tot.	1717	894	530	2272	82	681	331	1669	8176

Traffic Lane Flows

Lane	Scenario 1: 2031 DS1 - AM peak
Junction: J1: Baynards Green	
J1:1/1	1054
J1:1/2 (with short)	1731(In) 900(Out)
J1:1/3 (short)	831
J1:2/1	734
J1:2/2	944
J1:2/3 (with short)	875(In) 841(Out)
J1:2/4 (short)	34
J1:3/1 (short)	119
J1:3/2 (with short)	407(In) 288(Out)
J1:3/3	216
J1:4/1	322
J1:4/2	216
J1:5/1	504
J1:5/2	584
J1:5/3	578
J1:6/1	495
J1:6/2	735
J1:6/3	643
J1:7/1 (with short)	506(In) 250(Out)
J1:7/2 (short)	256
J1:8/1	566
J1:8/2	735
J1:8/3	416
J1:9/1	322
J1:9/2	340
J1:10/1	504
J1:10/2	584
J1:10/3	578
Junction: J2: Padbury	
J2:1/1	219
J2:1/2 (with short)	785(In) 233(Out)
J2:1/3 (short)	552
J2:2/1	888
J2:2/2	921
J2:2/3	829
J2:3/1	1121
J2:3/2	921

J2:3/3	649
J2:3/4	732
J2:4/1	552
J2:4/2	536
J2:4/3	578
J2:5/1	404
J2:5/2 (with short)	745(In) 425(Out)
J2:5/3 (short)	320
J2:6/1	145
J2:6/2	153
J2:7/1	1149
J2:8/1	1149
Junction: J3: Cherwell	
J3:1/1 (short)	293
J3:1/2 (with short)	1121(In) 828(Out)
J3:1/3	921
J3:1/4	649
J3:1/5	732
J3:2/1	530
J3:3/1	323
J3:3/2	265
J3:4/1	701
J3:4/2	945
J3:5/1	298
J3:5/2	437
J3:6/1	437
J3:7/1	924
J3:7/2	1025
J3:7/3	649
J3:7/4	732
J3:8/1	1247
J3:8/2	1025
J3:9/1	2272
J3:10/1	530
Junction: J4: Ardley	
J4:1/1	337
J4:1/2 (with short)	394(In) 219(Out)
J4:1/3 (short)	175
J4:2/1 (with short)	329(In) 164(Out)
J4:2/2 (short)	165
J4:3/1	701

J4:3/2 (with short)	945(In) 649(Out)
J4:3/3 (short)	296
J4:4/1	763
J4:4/2	727
J4:5/1	973
J4:5/2	696
J4:6/1	45
J4:6/2	237
J4:7/1 (short)	62
J4:7/2 (with short)	140(In) 78(Out)
J4:8/1	458
J4:8/2	225
J4:8/3	577
J4:9/1	82
J4:10/1	681
J4:11/1	300
J4:11/2	219
J4:11/3	412
J4:12/1	298
J4:12/2	437
J4:13/1	296
J4:14/1	224
J4:14/2	237
J4:15/1	1610
J4:16/1	731
J4:17/1	1669
Junction: J5: Baynards Green exit xings	
J5:1/1	331
J5:2/1	735
J5:2/2	947
J5:2/3	956
J5:3/1	688
J5:3/2	206
J5:4/1	331
J5:5/1	894

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	65.3 %	1916	1916
				Arm J5:3 Left	45.00	34.7 %		
J1:1/2 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	7.8 %	1948	1948
				Arm J5:1 Ahead	40.00	92.2 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	93.3 %	1927	1927
				Arm J5:1 Ahead	55.00	6.7 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	64.7 %	2061	2061
				Arm J1:9 Right	30.00	35.3 %		
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	28.4 %	1902	1902
				Arm J1:9 Ahead	40.00	71.6 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	39.4 %	2061	2061
				Arm J5:3 Ahead	35.00	60.6 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:10/3	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	54.2 %	1979	1979
				Arm J3:7 Right	30.00	45.8 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	11.0 %	1886	1886
				Arm J4:11 Ahead	30.00	89.0 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	95.7 %	2052	2052
				Arm J4:6 Right	30.00	4.3 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	24.3 %	2155	2155
				Arm J4:12 Ahead	Inf	75.7 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	75.3 %	1942	1942
				Arm J4:12 Right	40.00	24.7 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	93.8 %	1891	1891
				Arm J4:6 Ahead	Inf	6.2 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J5:5 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J5:5 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 DS1 - PM peak' (FG2: '2031 DS1 - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	291	108	1309	3	0	44	230	1985
	B	326	0	0	10	4	102	278	34	754
	C	98	0	0	298	0	209	0	0	605
	D	1794	8	249	0	44	0	35	172	2302
	E	13	0	0	23	0	116	0	24	176
	F	0	217	235	0	25	0	1	259	737
	G	46	153	0	34	0	0	0	28	261
	H	534	33	0	182	228	534	2	0	1513
	Tot.	2811	702	592	1856	304	961	360	747	8333

Traffic Lane Flows

Lane	Scenario 2: 2031 DS1 - PM peak
Junction: J1: Baynards Green	
J1:1/1	568
J1:1/2 (with short)	1417(In) 695(Out)
J1:1/3 (short)	722
J1:2/1	280
J1:2/2	717
J1:2/3 (with short)	759(In) 715(Out)
J1:2/4 (short)	44
J1:3/1 (short)	150
J1:3/2 (with short)	486(In) 336(Out)
J1:3/3	268
J1:4/1	380
J1:4/2	268
J1:5/1	806
J1:5/2	971
J1:5/3	958
J1:6/1	826
J1:6/2	1155
J1:6/3	1042
J1:7/1 (with short)	261(In) 126(Out)
J1:7/2 (short)	135
J1:8/1	872
J1:8/2	1155
J1:8/3	784
J1:9/1	167
J1:9/2	306
J1:10/1	806
J1:10/2	971
J1:10/3	958
Junction: J2: Padbury	
J2:1/1	218
J2:1/2 (with short)	519(In) 235(Out)
J2:1/3 (short)	284
J2:2/1	749
J2:2/2	712
J2:2/3	401
J2:3/1	984
J2:3/2	712

J2:3/3	288
J2:3/4	397
J2:4/1	993
J2:4/2	784
J2:4/3	958
J2:5/1	656
J2:5/2 (with short)	1181(In) 629(Out)
J2:5/3 (short)	552
J2:6/1	336
J2:6/2	344
J2:7/1	1837
J2:8/1	1837
Junction: J3: Cherwell	
J3:1/1 (short)	343
J3:1/2 (with short)	984(In) 641(Out)
J3:1/3	712
J3:1/4	288
J3:1/5	397
J3:2/1	592
J3:3/1	298
J3:3/2	307
J3:4/1	288
J3:4/2	704
J3:5/1	680
J3:5/2	454
J3:6/1	454
J3:7/1	747
J3:7/2	811
J3:7/3	288
J3:7/4	397
J3:8/1	1045
J3:8/2	811
J3:9/1	1856
J3:10/1	592
Junction: J4: Ardley	
J4:1/1	762
J4:1/2 (with short)	751(In) 569(Out)
J4:1/3 (short)	182
J4:2/1 (with short)	176(In) 129(Out)
J4:2/2 (short)	47
J4:3/1	288

J4:3/2 (with short)	704(In) 295(Out)
J4:3/3 (short)	409
J4:4/1	295
J4:4/2	312
J4:5/1	467
J4:5/2	280
J4:6/1	76
J4:6/2	249
J4:7/1 (short)	7
J4:7/2 (with short)	24(In) 17(Out)
J4:8/1	650
J4:8/2	582
J4:8/3	478
J4:9/1	304
J4:10/1	961
J4:11/1	534
J4:11/2	569
J4:11/3	431
J4:12/1	680
J4:12/2	454
J4:13/1	409
J4:14/1	216
J4:14/2	249
J4:15/1	2302
J4:16/1	1513
J4:17/1	747
Junction: J5: Baynards Green exit xings	
J5:1/1	360
J5:2/1	280
J5:2/2	727
J5:2/3	855
J5:3/1	458
J5:3/2	244
J5:4/1	360
J5:5/1	702

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	48.8 %	1916	1916
				Arm J5:3 Left	45.00	51.2 %		
J1:1/2 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	15.3 %	1953	1953
				Arm J5:1 Ahead	40.00	84.7 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	95.3 %	1927	1927
				Arm J5:1 Ahead	55.00	4.7 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	75.2 %	2063	2063
				Arm J1:9 Right	30.00	24.8 %		
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	36.5 %	1900	1900
				Arm J1:9 Ahead	40.00	63.5 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	20.3 %	2064	2064
				Arm J5:3 Ahead	35.00	79.7 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:10/3	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	54.8 %	1980	1980
				Arm J3:7 Right	30.00	45.2 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	29.9 %	1886	1886
				Arm J4:11 Ahead	30.00	70.1 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	89.7 %	2052	2052
				Arm J4:6 Right	30.00	10.3 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	5.0 %	2155	2155
				Arm J4:12 Ahead	Inf	95.0 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	76.0 %	1942	1942
				Arm J4:12 Right	40.00	24.0 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	79.6 %	1904	1904
				Arm J4:6 Ahead	Inf	20.4 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J5:5 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J5:5 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2031 DS1 sensitivity - AM peak' (FG7: '2031 adjDS1 - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	339	103	1722	52	70	61	666	3013
	B	203	0	6	8	0	109	288	74	688
	C	78	2	0	323	4	128	3	8	546
	D	1056	4	194	31	57	0	73	190	1605
	E	52	10	18	52	0	106	23	140	401
	F	57	117	197	0	37	0	9	511	928
	G	107	319	1	154	11	5	5	43	645
	H	180	8	0	158	37	289	26	0	698
	Tot.	1733	799	519	2448	198	707	488	1632	8524

Traffic Lane Flows

Lane	Scenario 7: 2031 DS1 sensitivity - AM peak
Junction: J1: Baynards Green	
J1:1/1	1125
J1:1/2 (with short)	1888(In) 888(Out)
J1:1/3 (short)	1000
J1:2/1	860
J1:2/2	967
J1:2/3 (with short)	1066(In) 1000(Out)
J1:2/4 (short)	66
J1:3/1 (short)	197
J1:3/2 (with short)	522(In) 325(Out)
J1:3/3	166
J1:4/1	391
J1:4/2	166
J1:5/1	532
J1:5/2	593
J1:5/3	573
J1:6/1	435
J1:6/2	721
J1:6/3	611
J1:7/1 (with short)	645(In) 325(Out)
J1:7/2 (short)	320
J1:8/1	542
J1:8/2	721
J1:8/3	470
J1:9/1	328
J1:9/2	351
J1:10/1	532
J1:10/2	593
J1:10/3	573
Junction: J2: Padbury	
J2:1/1	183
J2:1/2 (with short)	745(In) 197(Out)
J2:1/3 (short)	548
J2:2/1	992
J2:2/2	1002
J2:2/3	1030
J2:3/1	1189

J2:3/2	1002
J2:3/3	729
J2:3/4	849
J2:4/1	583
J2:4/2	542
J2:4/3	573
J2:5/1	337
J2:5/2 (with short)	796(In) 416(Out)
J2:5/3 (short)	380
J2:6/1	183
J2:6/2	199
J2:7/1	1133
J2:8/1	1133
Junction: J3: Cherwell	
J3:1/1 (short)	307
J3:1/2 (with short)	1189(In) 882(Out)
J3:1/3	1002
J3:1/4	729
J3:1/5	849
J3:2/1	519
J3:3/1	323
J3:3/2	223
J3:4/1	755
J3:4/2	1046
J3:5/1	382
J3:5/2	453
J3:6/1	453
J3:7/1	998
J3:7/2	1127
J3:7/3	729
J3:7/4	849
J3:8/1	1321
J3:8/2	1127
J3:9/1	2448
J3:10/1	519
Junction: J4: Ardley	
J4:1/1	326
J4:1/2 (with short)	372(In) 214(Out)
J4:1/3 (short)	158
J4:2/1 (with short)	401(In) 191(Out)
J4:2/2 (short)	210

J4:3/1	755
J4:3/2 (with short)	1046(In) 651(Out)
J4:3/3 (short)	395
J4:4/1	818
J4:4/2	728
J4:5/1	1008
J4:5/2	624
J4:6/1	161
J4:6/2	225
J4:7/1 (short)	63
J4:7/2 (with short)	140(In) 77(Out)
J4:8/1	395
J4:8/2	299
J4:8/3	593
J4:9/1	198
J4:10/1	707
J4:11/1	289
J4:11/2	214
J4:11/3	383
J4:12/1	382
J4:12/2	453
J4:13/1	395
J4:14/1	247
J4:14/2	225
J4:15/1	1605
J4:16/1	698
J4:17/1	1632
Junction: J5: Baynards Green exit xings	
J5:1/1	488
J5:2/1	866
J5:2/2	975
J5:2/3	1183
J5:3/1	667
J5:3/2	132
J5:4/1	488
J5:5/1	799

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	69.9 %	1916	1916
				Arm J5:3 Left	45.00	30.1 %		
J1:1/2 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	9.5 %	1949	1949
				Arm J5:1 Ahead	40.00	90.5 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	74.8 %	1927	1927
				Arm J5:1 Ahead	55.00	25.2 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	76.9 %	2063	2063
				Arm J1:9 Right	30.00	23.1 %		
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	32.9 %	1901	1901
				Arm J1:9 Ahead	40.00	67.1 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	62.4 %	2058	2058
				Arm J5:3 Ahead	35.00	37.6 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:10/3	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	46.8 %	1978	1978
				Arm J3:7 Right	30.00	53.2 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	11.3 %	1886	1886
				Arm J4:11 Ahead	30.00	88.7 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	85.7 %	2052	2052
				Arm J4:6 Right	30.00	14.3 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	23.6 %	2155	2155
				Arm J4:12 Ahead	Inf	76.4 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	79.0 %	1942	1942
				Arm J4:12 Right	40.00	21.0 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	76.9 %	1907	1907
				Arm J4:6 Ahead	Inf	23.1 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J5:5 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J5:5 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 DS1 sensitivity - PM peak' (FG8: '2031 adjDS1 - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	2	310	99	1227	39	75	39	227	2018
	B	370	0	12	10	12	139	335	32	910
	C	109	2	0	262	10	166	8	0	557
	D	1714	12	217	59	74	0	80	155	2311
	E	143	2	14	45	0	75	16	24	319
	F	66	134	189	0	16	0	26	248	679
	G	71	203	1	54	3	9	9	28	378
	H	531	32	0	167	227	525	2	0	1484
	Tot.	3006	695	532	1824	381	989	515	714	8656

Traffic Lane Flows

Lane	Scenario 8: 2031 DS1 sensitivity - PM peak
Junction: J1: Baynards Green	
J1:1/1	563
J1:1/2 (with short)	1455(In) 717(Out)
J1:1/3 (short)	738
J1:2/1	259
J1:2/2	764
J1:2/3 (with short)	789(In) 739(Out)
J1:2/4 (short)	50
J1:3/1 (short)	205
J1:3/2 (with short)	603(In) 398(Out)
J1:3/3	307
J1:4/1	446
J1:4/2	309
J1:5/1	895
J1:5/2	1017
J1:5/3	965
J1:6/1	826
J1:6/2	1223
J1:6/3	1068
J1:7/1 (with short)	378(In) 167(Out)
J1:7/2 (short)	211
J1:8/1	897
J1:8/2	1223
J1:8/3	886
J1:9/1	190
J1:9/2	299
J1:10/1	895
J1:10/2	1017
J1:10/3	965
Junction: J2: Padbury	
J2:1/1	226
J2:1/2 (with short)	453(In) 189(Out)
J2:1/3 (short)	264
J2:2/1	725
J2:2/2	678
J2:2/3	564
J2:3/1	914

J2:3/2	678
J2:3/3	386
J2:3/4	442
J2:4/1	1057
J2:4/2	855
J2:4/3	965
J2:5/1	594
J2:5/2 (with short)	1212(In) 570(Out)
J2:5/3 (short)	642
J2:6/1	408
J2:6/2	437
J2:7/1	1806
J2:8/1	1806
Junction: J3: Cherwell	
J3:1/1 (short)	301
J3:1/2 (with short)	914(In) 613(Out)
J3:1/3	678
J3:1/4	386
J3:1/5	442
J3:2/1	532
J3:3/1	262
J3:3/2	295
J3:4/1	386
J3:4/2	737
J3:5/1	845
J3:5/2	502
J3:6/1	502
J3:7/1	744
J3:7/2	818
J3:7/3	386
J3:7/4	442
J3:8/1	1006
J3:8/2	818
J3:9/1	1824
J3:10/1	532
Junction: J4: Ardley	
J4:1/1	752
J4:1/2 (with short)	732(In) 565(Out)
J4:1/3 (short)	167
J4:2/1 (with short)	319(In) 236(Out)
J4:2/2 (short)	83

J4:3/1	386
J4:3/2 (with short)	737(In) 229(Out)
J4:3/3 (short)	508
J4:4/1	394
J4:4/2	245
J4:5/1	549
J4:5/2	165
J4:6/1	154
J4:6/2	276
J4:7/1 (short)	8
J4:7/2 (with short)	24(In) 16(Out)
J4:8/1	600
J4:8/2	726
J4:8/3	526
J4:9/1	381
J4:10/1	989
J4:11/1	525
J4:11/2	565
J4:11/3	443
J4:12/1	845
J4:12/2	502
J4:13/1	508
J4:14/1	229
J4:14/2	276
J4:15/1	2311
J4:16/1	1484
J4:17/1	714
Junction: J5: Baynards Green exit xings	
J5:1/1	515
J5:2/1	259
J5:2/2	786
J5:2/3	922
J5:3/1	500
J5:3/2	195
J5:4/1	515
J5:5/1	695

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	44.9 %	1916	1916
				Arm J5:3 Left	45.00	55.1 %		
J1:1/2 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	14.1 %	1952	1952
				Arm J5:1 Ahead	40.00	85.9 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	85.3 %	1927	1927
				Arm J5:1 Ahead	55.00	14.7 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	83.0 %	2064	2064
				Arm J1:9 Right	30.00	17.0 %		
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	42.5 %	1899	1899
				Arm J1:9 Ahead	40.00	57.5 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	34.8 %	2062	2062
				Arm J5:3 Ahead	35.00	65.2 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:10/3	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	46.0 %	1977	1977
				Arm J3:7 Right	30.00	54.0 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	30.2 %	1886	1886
				Arm J4:11 Ahead	30.00	69.8 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	67.3 %	2052	2052
				Arm J4:6 Right	30.00	32.7 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	4.6 %	2155	2155
				Arm J4:12 Ahead	Inf	95.4 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	76.6 %	1942	1942
				Arm J4:12 Right	40.00	23.4 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	67.7 %	1915	1915
				Arm J4:6 Ahead	Inf	32.3 %		

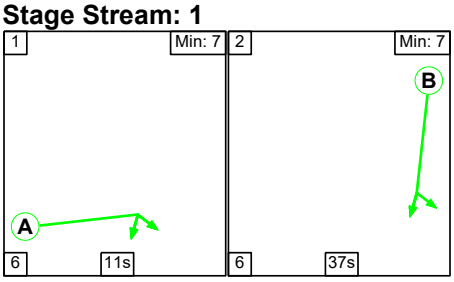
J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J5:5 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J5:5 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1	Infinite Saturation Flow						Inf	Inf

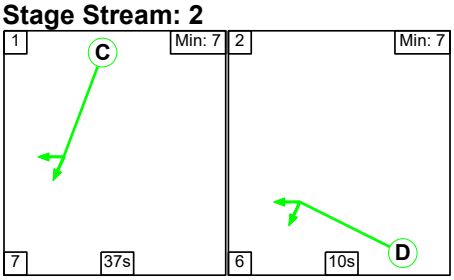
Scenario 1: '2031 DS1 - AM peak' (FG1: '2031 DS1 - AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

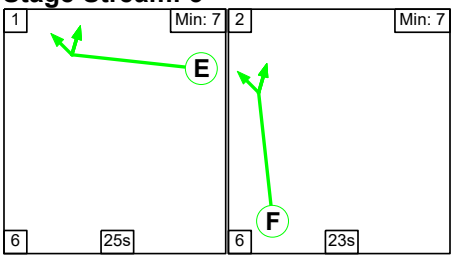
Stage Stream: 1



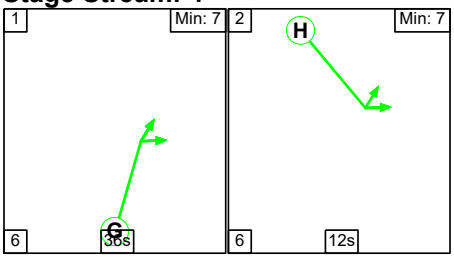
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	11	37
Change Point	59	16

Stage Stream: 2

Stage	1	2
Duration	37	10
Change Point	18	2

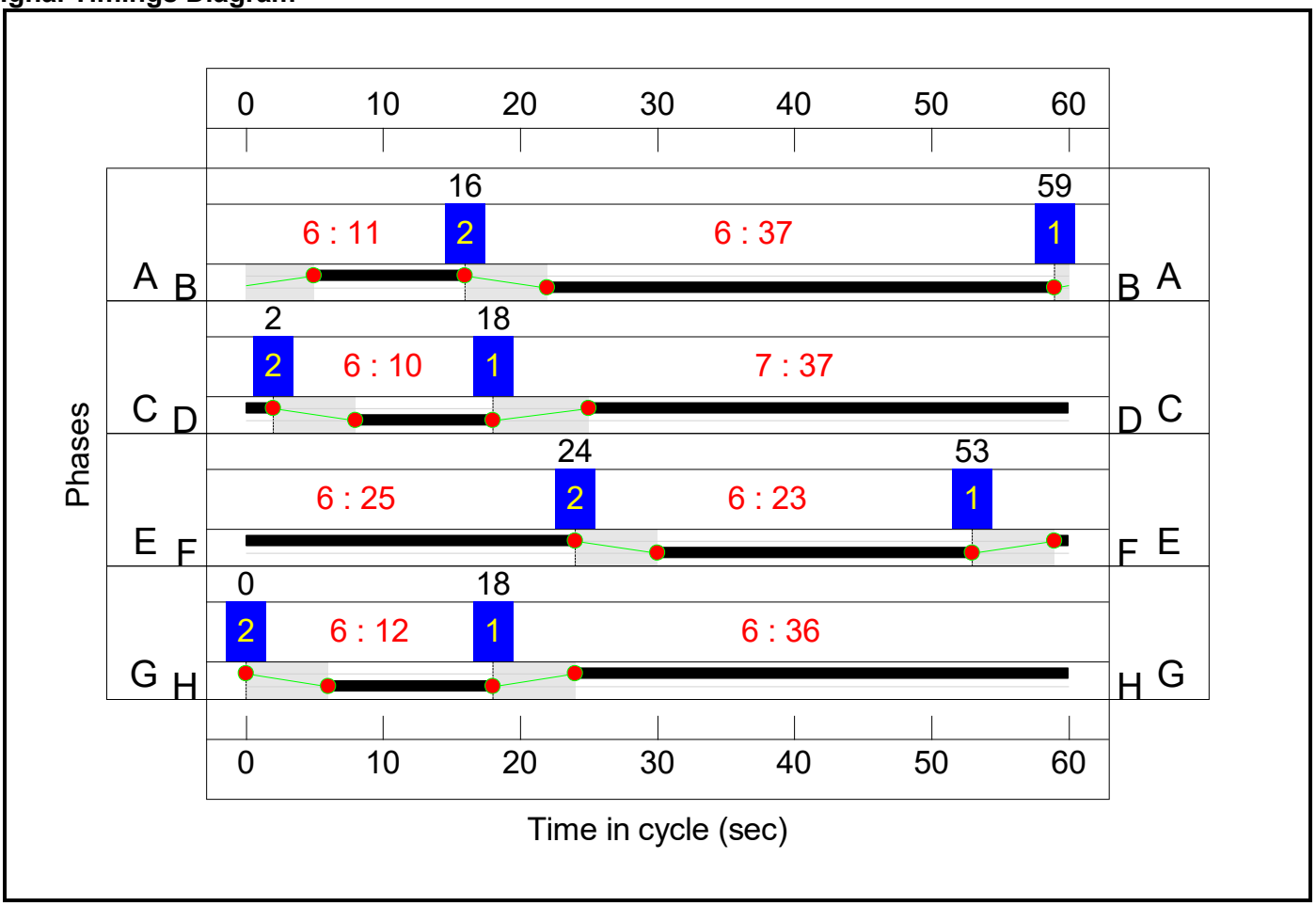
Stage Stream: 3

Stage	1	2
Duration	25	23
Change Point	53	24

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	18	0

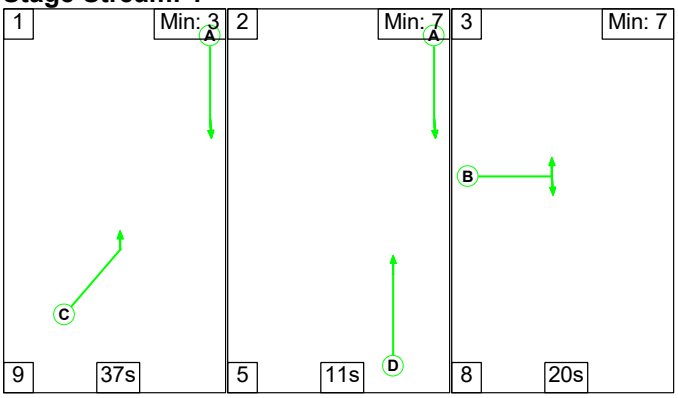
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

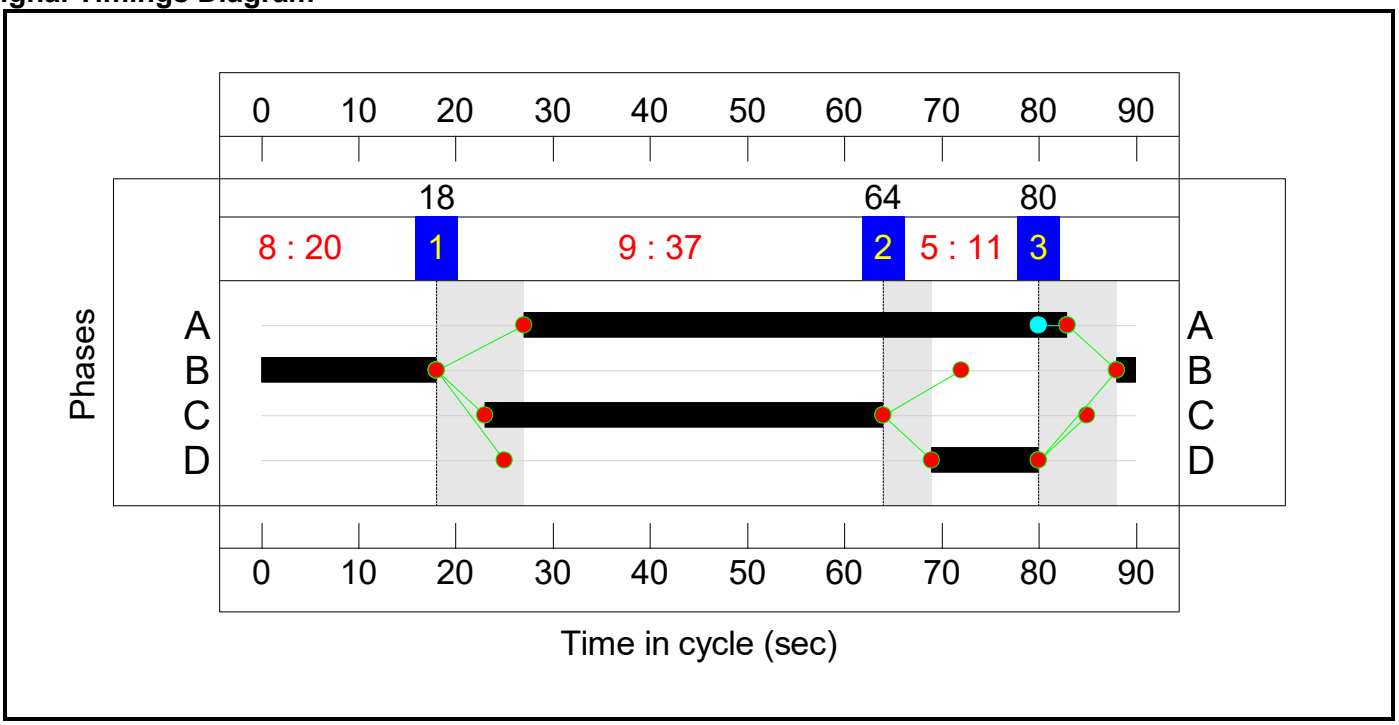


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	37	11	20
Change Point	18	64	80

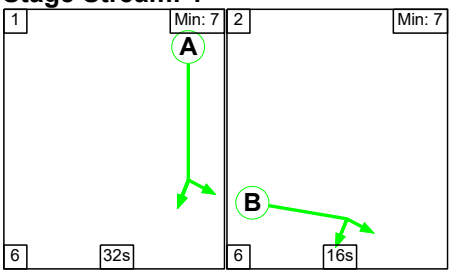
Signal Timings Diagram



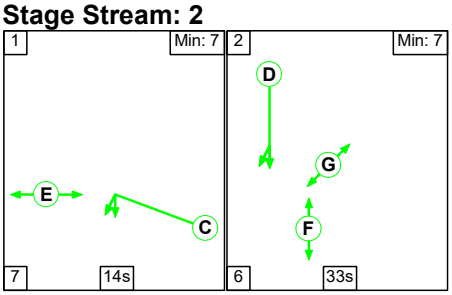
Controller :C3 - Cherwell

Stage Sequence Diagram

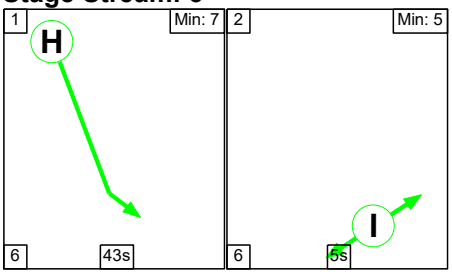
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	16
Change Point	55	33

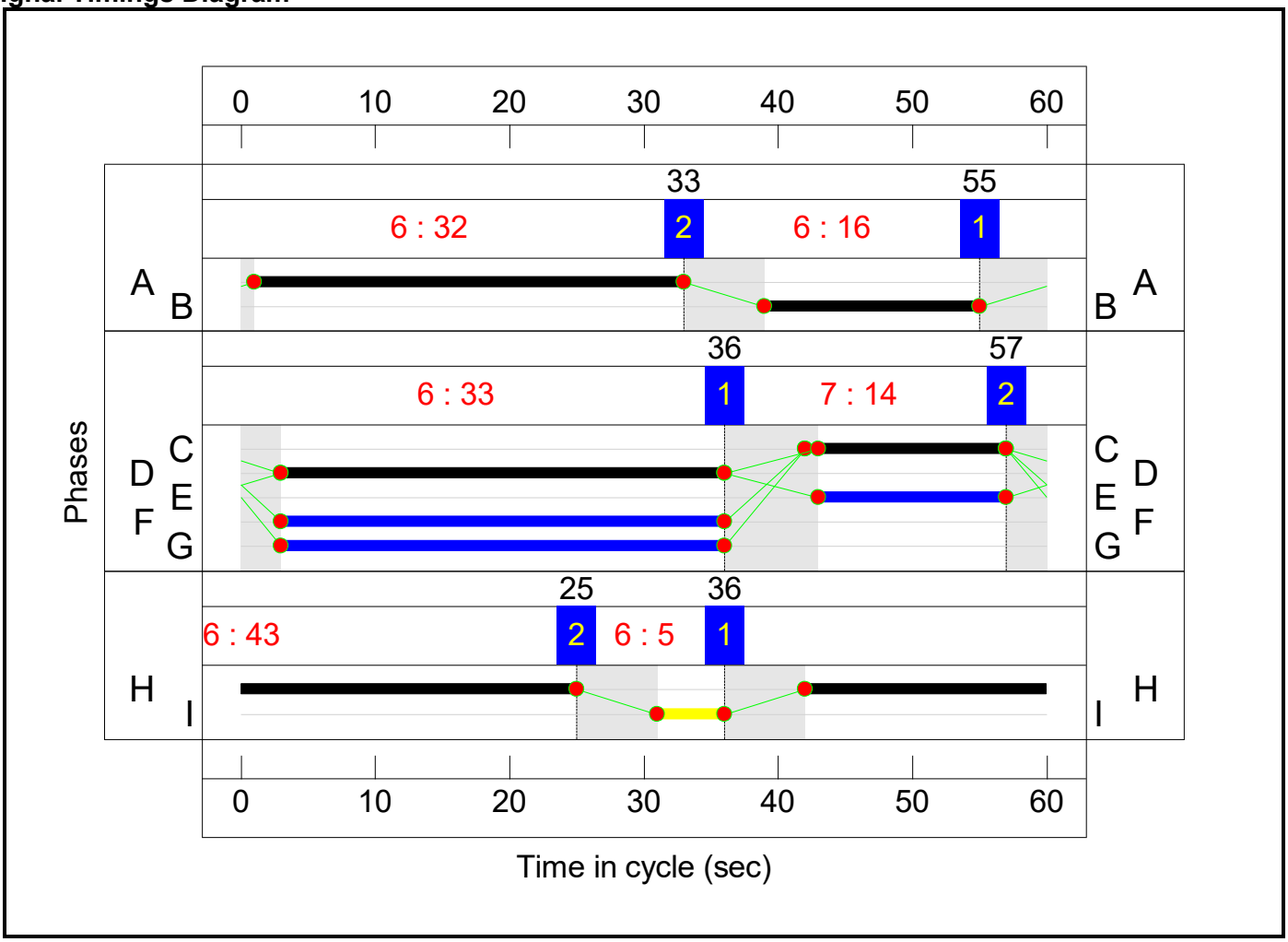
Stage Stream: 2

Stage	1	2
Duration	14	33
Change Point	36	57

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	36	25

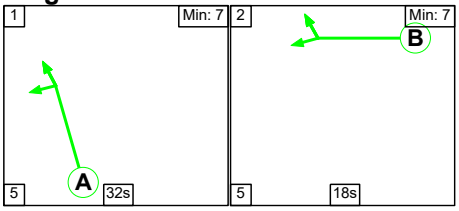
Signal Timings Diagram



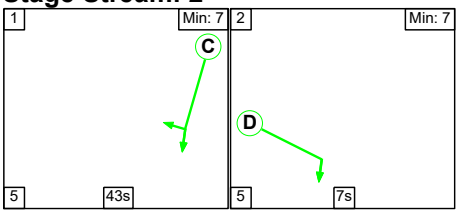
Controller :C4 - Ardley

Stage Sequence Diagram

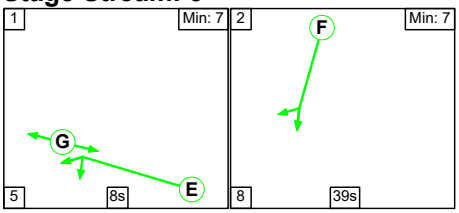
Stage Stream: 1



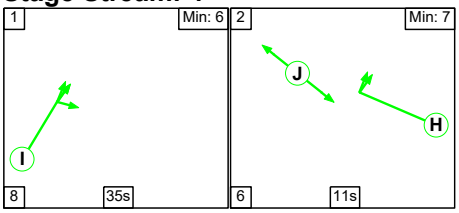
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	18
Change Point	24	1

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	10	58

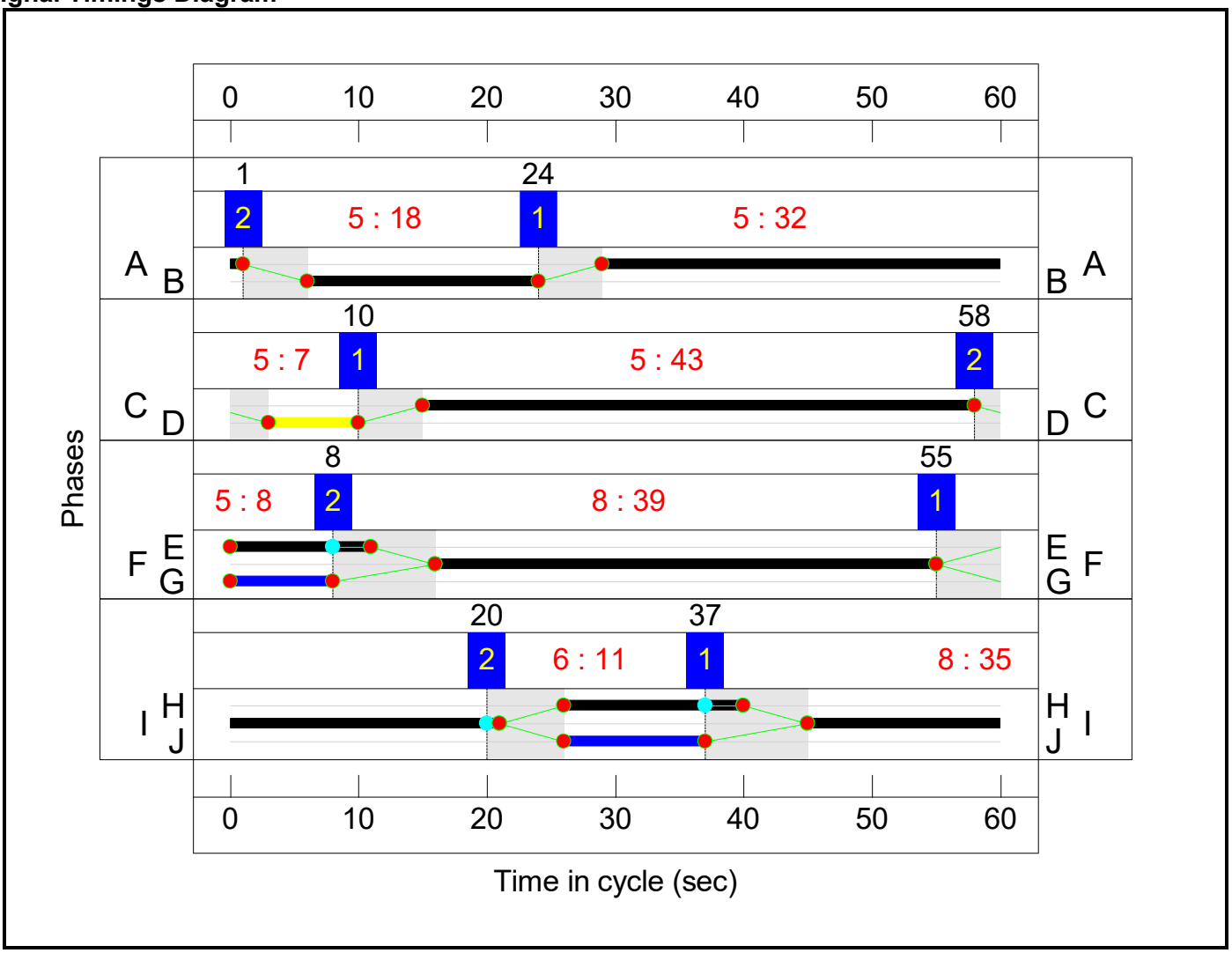
Stage Stream: 3

Stage	1	2
Duration	8	39
Change Point	55	8

Stage Stream: 4

Stage	1	2
Duration	35	11
Change Point	37	20

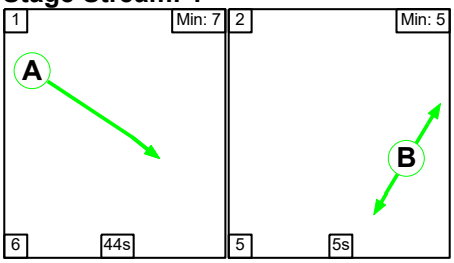
Signal Timings Diagram



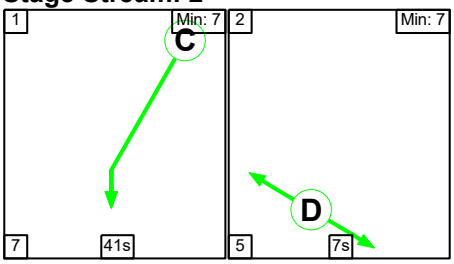
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

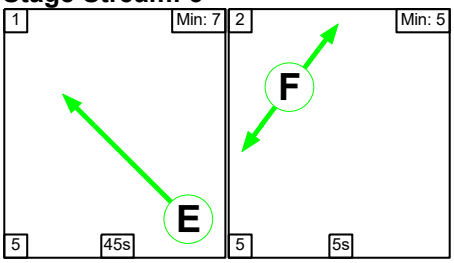
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	0	50

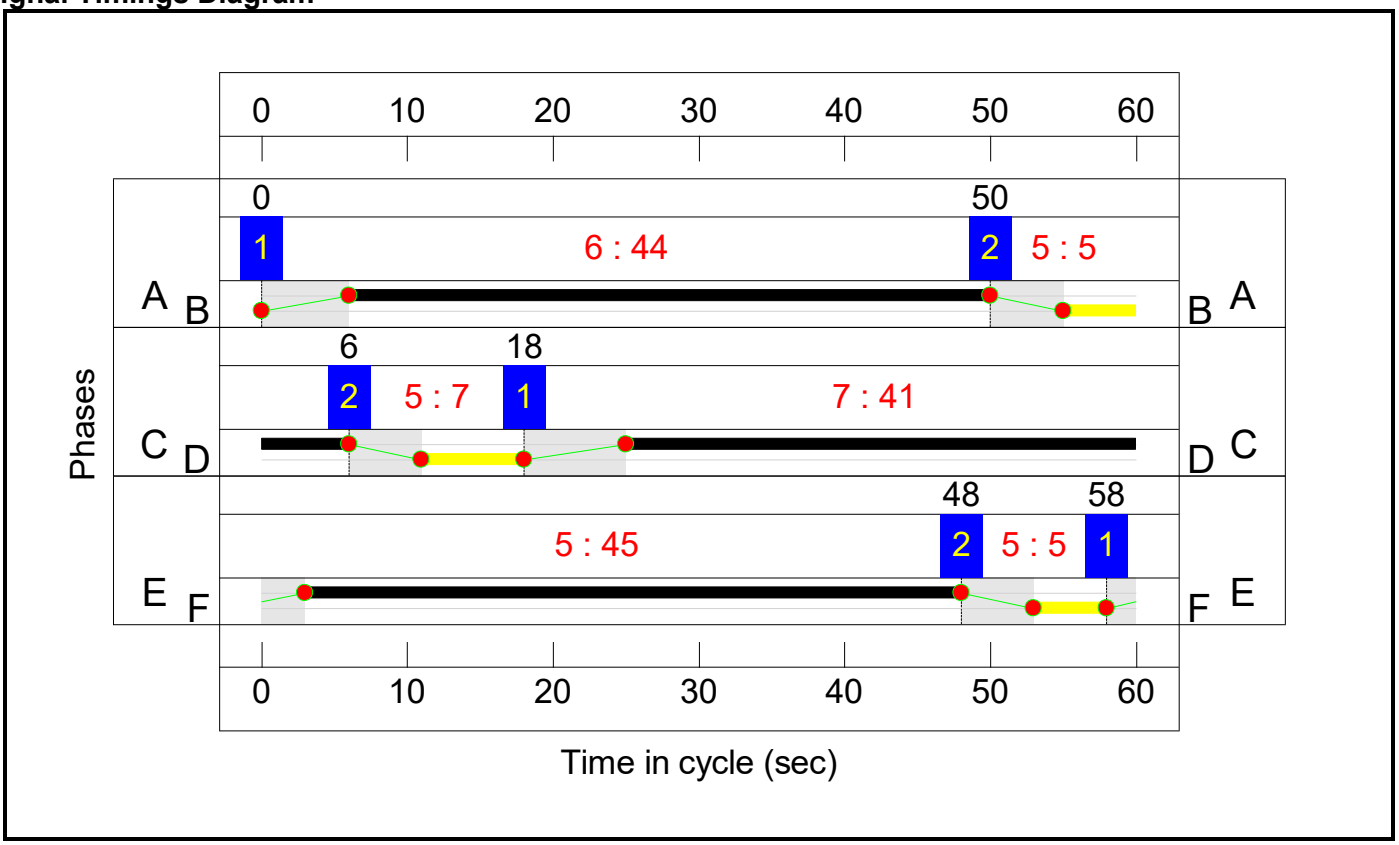
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	18	6

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	58	48

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	37	-	1054	1916	1213	86.9%
1/2+1/3	A43 North Ahead	U	1:1	N/A	C1:B		1	37	-	1731	2052:2052	1067+985	84.4 : 84.4%
2/1	Ahead	U	1:2	N/A	C1:C		1	37	-	734	1956	1271	57.7%
2/2	Ahead	U	1:2	N/A	C1:C		1	37	-	944	2092	1360	69.4%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	37	-	875	2092:1919	1325+54	63.5 : 63.5%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	10	-	407	2058:1886	377+174	76.3 : 68.3%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	10	-	216	2058	377	57.2%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	25	-	322	1948	877	36.7%
4/2	Right	U	1:3	N/A	C1:E		1	25	-	216	2066	930	23.2%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	23	-	504	1927	771	65.4%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	584	2058	823	70.9%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	578	2058	823	70.2%
6/1	Ahead	U	1:4	N/A	C1:G		1	36	-	495	1932	1224	40.5%
6/2	Ahead	U	1:4	N/A	C1:G		1	36	-	735	2066	1308	56.2%
6/3	Ahead Right	U	1:4	N/A	C1:G		1	36	-	643	2061	1305	49.3%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	12	-	506	1902:2043	412+443	60.7 : 57.8%
8/3		U	N/A	N/A	-		-	-	-	416	2000	2000	20.8%
9/1	Ahead	U	1:1	N/A	C1:A		1	11	-	322	1932	419	76.9%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	11	-	340	2061	447	76.1%
J2: Padbury	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.8%**

1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	20	-	219	1908	445	49.2%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	20	-	785	1922:3400	393+793	59.2 : 69.6%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	56	-	888	1980	1254	70.8%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	56	-	921	2120	1343	68.6%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	56	-	829	2120	1343	61.7%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	41	-	404	1980	924	43.7%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	41	-	745	2120:2120	867+653	49.0 : 49.0%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	11	-	145	1980	264	54.9%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	11	-	153	2120	283	54.1%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	32	-	1121	2120:1978	1024+362	80.9 : 80.9%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	32	-	921	2120	1166	79.0%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	32	-	649	1980	1089	59.6%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	32	-	732	2120	1166	62.8%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	530	2015	1478	35.9%
3/1	MSA Left	U	3:2	N/A	C3:C		1	14	-	323	1877	469	68.8%
3/2	MSA Left	U	3:2	N/A	C3:C		1	14	-	265	2052	513	51.7%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	16	-	437	1979	561	77.9%
7/1	Ahead	U	3:2	N/A	C3:D		1	33	-	924	2015	1209	76.4%
7/2	Ahead	U	3:2	N/A	C3:D		1	33	-	1025	2155	1293	79.3%
7/3	Ahead	U	3:2	N/A	C3:D		1	33	-	649	2015	1209	53.7%
7/4	Ahead	U	3:2	N/A	C3:D		1	33	-	732	2155	1293	56.6%

J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.2%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	32	-	337	1886	1037	32.5%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	32	-	394	2019:2019	954+762	23.0 : 23.0%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	329	1894:2105	839+732	19.5 : 22.5%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	701	1886	1383	50.7%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	945	2019:2058	1140+520	56.9 : 56.9%
4/1	Ahead	U	4:3	N/A	C4:F		1	39	-	763	1919	1311	58.2%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	39	-	727	2052	1402	51.8%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	18	-	45	1942	647	7.0%
6/2	Right	U	4:1	N/A	C4:B		1	18	-	237	2077	692	34.2%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	140	2077:1942	218+174	35.7 : 35.7%
8/1	Ahead	U	4:4	N/A	C4:I		1	36	-	458	2015	1243	36.9%
8/2	Ahead	U	4:4	N/A	C4:I		1	36	-	225	2015	1243	18.1%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	36	-	577	2155	1329	43.4%
13/1	Right Right2	U	4:4	N/A	C4:H		1	14	-	296	1942	518	57.2%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	11	-	224	1891	378	59.2%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	11	-	237	2019	404	58.7%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	331	1980	1518	21.8%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	735	1980	1386	53.0%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	947	2120	1484	63.8%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	956	1980	1386	69.0%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	688	1975	1481	46.4%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	206	2115	1586	13.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**658**	**0**	**0**	**72.1**	**30.0**	**0.0**	**102.1**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**22.5**	**12.0**	**0.0**	**34.5**	**-**	**-**	**-**	**-**
1/1	1054	1054	-	-	-	2.6	3.2	-	5.8	19.8	14.1	3.2	17.2
1/2+1/3	1731	1731	-	-	-	3.4	2.7	-	6.0	12.5	9.8	2.7	12.4
2/1	734	734	-	-	-	0.2	0.0	-	0.2	0.8	1.0	0.0	1.0
2/2	944	944	-	-	-	0.2	0.0	-	0.2	0.7	1.0	0.0	1.0
2/3+2/4	875	875	-	-	-	0.2	0.0	-	0.2	0.7	1.0	0.0	1.0
3/2+3/1	407	407	-	-	-	2.6	1.4	-	3.9	34.9	4.5	1.4	5.9
3/3	216	216	-	-	-	1.3	0.7	-	2.0	33.4	3.2	0.7	3.9
4/1	322	322	-	-	-	0.2	0.0	-	0.2	1.7	0.5	0.0	0.5
4/2	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	504	504	-	-	-	2.0	0.9	-	3.0	21.3	6.7	0.9	7.7
5/2	584	584	-	-	-	2.4	1.2	-	3.7	22.5	8.1	1.2	9.3
5/3	578	578	-	-	-	2.4	1.2	-	3.6	22.3	8.0	1.2	9.2
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
6/2	735	735	-	-	-	0.2	0.0	-	0.2	1.0	2.5	0.0	2.5
6/3	643	643	-	-	-	0.1	0.0	-	0.1	0.4	1.0	0.0	1.0
7/1+7/2	506	506	-	-	-	3.0	0.7	-	3.7	26.3	3.8	0.7	4.5
8/3	416	416	-	-	-	0.0	0.1	-	0.1	1.1	0.6	0.1	0.7
9/1	322	322	-	-	-	1.0	0.0	-	1.0	11.1	2.7	0.0	2.7
9/2	340	340	-	-	-	0.7	0.0	-	0.7	7.8	1.8	0.0	1.8
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**24.4**	**6.6**	**0.0**	**31.0**	**-**	**-**	**-**	**-**
1/1	219	219	-	-	-	1.8	0.5	-	2.3	37.8	4.7	0.5	5.2
1/2+1/3	785	785	-	-	-	6.8	1.0	-	7.8	35.6	6.3	1.0	7.3
2/1	888	888	-	-	-	2.7	1.2	-	3.9	15.9	14.6	1.2	15.8
2/2	921	921	-	-	-	2.7	1.1	-	3.8	14.9	14.8	1.1	15.9

2/3	829	829	-	-	-	2.3	0.8	-	3.1	13.4	12.4	0.8	13.2
5/1	404	404	-	-	-	1.8	0.4	-	2.2	19.5	6.7	0.4	7.1
5/2+5/3	745	745	-	-	-	3.2	0.5	-	3.7	17.9	7.1	0.5	7.6
6/1	145	145	-	-	-	1.5	0.6	-	2.1	51.5	3.4	0.6	4.0
6/2	153	153	-	-	-	1.5	0.6	-	2.1	50.2	3.6	0.6	4.2
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**15.9**	**7.1**	**0.0**	**23.0**	**-**	**-**	**-**	**-**
1/2+1/1	1121	1121	-	-	-	2.9	2.1	-	5.0	15.9	10.2	2.1	12.3
1/3	921	921	-	-	-	2.7	1.9	-	4.6	18.0	12.0	1.9	13.9
1/4	649	649	-	-	-	1.6	0.7	-	2.4	13.1	7.2	0.7	7.9
1/5	732	732	-	-	-	1.9	0.8	-	2.7	13.4	8.3	0.8	9.2
2/1	530	530	-	-	-	0.2	0.0	-	0.2	1.3	1.1	0.0	1.1
3/1	323	323	-	-	-	1.8	1.1	-	2.9	32.5	4.8	1.1	5.9
3/2	265	265	-	-	-	1.4	0.5	-	2.0	26.6	3.8	0.5	4.3
6/1	437	437	-	-	-	2.4	0.0	-	2.4	19.5	7.2	0.0	7.2
7/1	924	924	-	-	-	0.5	0.0	-	0.5	1.9	1.6	0.0	1.6
7/2	1025	1025	-	-	-	0.4	0.0	-	0.4	1.6	1.7	0.0	1.7
7/3	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/4	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley	**-**	**-**	**658**	**0**	**0**	**8.7**	**4.2**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
1/1	337	337	-	-	-	0.7	0.2	-	0.9	10.0	3.0	0.2	3.2
1/2+1/3	394	394	-	-	-	0.7	0.1	-	0.9	8.1	1.8	0.1	2.0
2/1+2/2	329	329	658	0	0	0.0	0.1	-	0.1	1.6	0.3	0.1	0.4
3/1	701	701	-	-	-	0.0	0.5	-	0.5	2.8	4.3	0.5	4.8
3/2+3/3	945	945	-	-	-	0.6	0.7	-	1.2	4.7	2.5	0.7	3.1
4/1	763	763	-	-	-	0.2	0.0	-	0.2	0.8	1.2	0.0	1.2
4/2	727	727	-	-	-	0.2	0.0	-	0.2	0.8	1.3	0.0	1.3
6/1	45	45	-	-	-	0.2	0.0	-	0.2	18.4	0.6	0.0	0.6
6/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	140	140	-	-	-	0.7	0.3	-	1.0	24.8	1.2	0.3	1.4
8/1	458	458	-	-	-	0.6	0.3	-	0.9	7.0	4.8	0.3	5.1
8/2	225	225	-	-	-	0.2	0.1	-	0.3	5.2	2.3	0.1	2.4

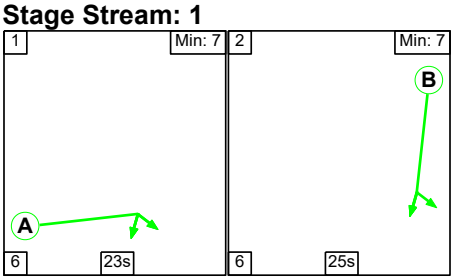
8/3	577	577	-	-	-	0.7	0.4	-	1.1	6.8	3.9	0.4	4.2
13/1	296	296	-	-	-	1.1	0.0	-	1.1	13.0	4.7	0.0	4.7
14/1	224	224	-	-	-	1.4	0.7	-	2.1	33.4	3.4	0.7	4.1
14/2	237	237	-	-	-	1.4	0.7	-	2.1	32.5	3.6	0.7	4.3
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.7**	**0.0**	**0.0**	**0.7**	**-**	**-**	**-**	**-**
1/1	331	331	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
2/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	956	956	-	-	-	0.4	0.0	-	0.4	1.6	2.5	0.0	2.5
3/1	688	688	-	-	-	0.3	0.0	-	0.3	1.4	1.5	0.0	1.5
3/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	13.55	Cycle Time (s):	60
C1 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	6.47	Cycle Time (s):	60
C1 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	10.37	Cycle Time (s):	60
C1 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	48.4	Total Delay for Signalled Lanes (pcuHr):	3.97	Cycle Time (s):	60
C2 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	27.1	Total Delay for Signalled Lanes (pcuHr):	31.00	Cycle Time (s):	90
C3 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	17.01	Cycle Time (s):	60
C3 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	13.5	Total Delay for Signalled Lanes (pcuHr):	5.81	Cycle Time (s):	60
C3 - Cherwell	Stream: 3	PRC for Signalled Lanes (%):	150.9	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	60
C4 - Ardley	Stream: 1	PRC for Signalled Lanes (%):	162.9	Total Delay for Signalled Lanes (pcuHr):	2.05	Cycle Time (s):	60
C4 - Ardley	Stream: 2	PRC for Signalled Lanes (%):	58.1	Total Delay for Signalled Lanes (pcuHr):	2.75	Cycle Time (s):	60
C4 - Ardley	Stream: 3	PRC for Signalled Lanes (%):	52.0	Total Delay for Signalled Lanes (pcuHr):	4.53	Cycle Time (s):	60
C4 - Ardley	Stream: 4	PRC for Signalled Lanes (%):	57.5	Total Delay for Signalled Lanes (pcuHr):	3.38	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 1	PRC for Signalled Lanes (%):	93.8	Total Delay for Signalled Lanes (pcuHr):	0.26	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 2	PRC for Signalled Lanes (%):	30.5	Total Delay for Signalled Lanes (pcuHr):	0.44	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 3	PRC for Signalled Lanes (%):	312.7	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	60
		PRC Over All Lanes (%):	3.6	Total Delay Over All Lanes(pcuHr):	102.08		

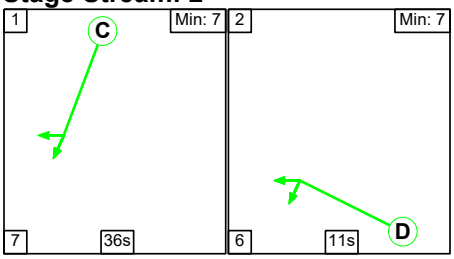
Scenario 2: '2031 DS1 - PM peak' (FG2: '2031 DS1 - PM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

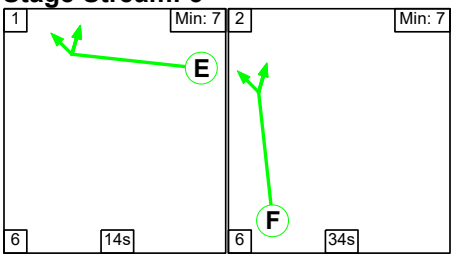
Stage Stream: 1



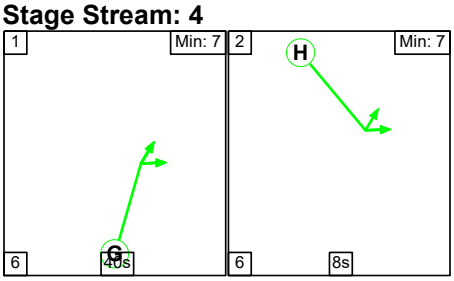
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	25
Change Point	0	29

Stage Stream: 2

Stage	1	2
Duration	36	11
Change Point	23	6

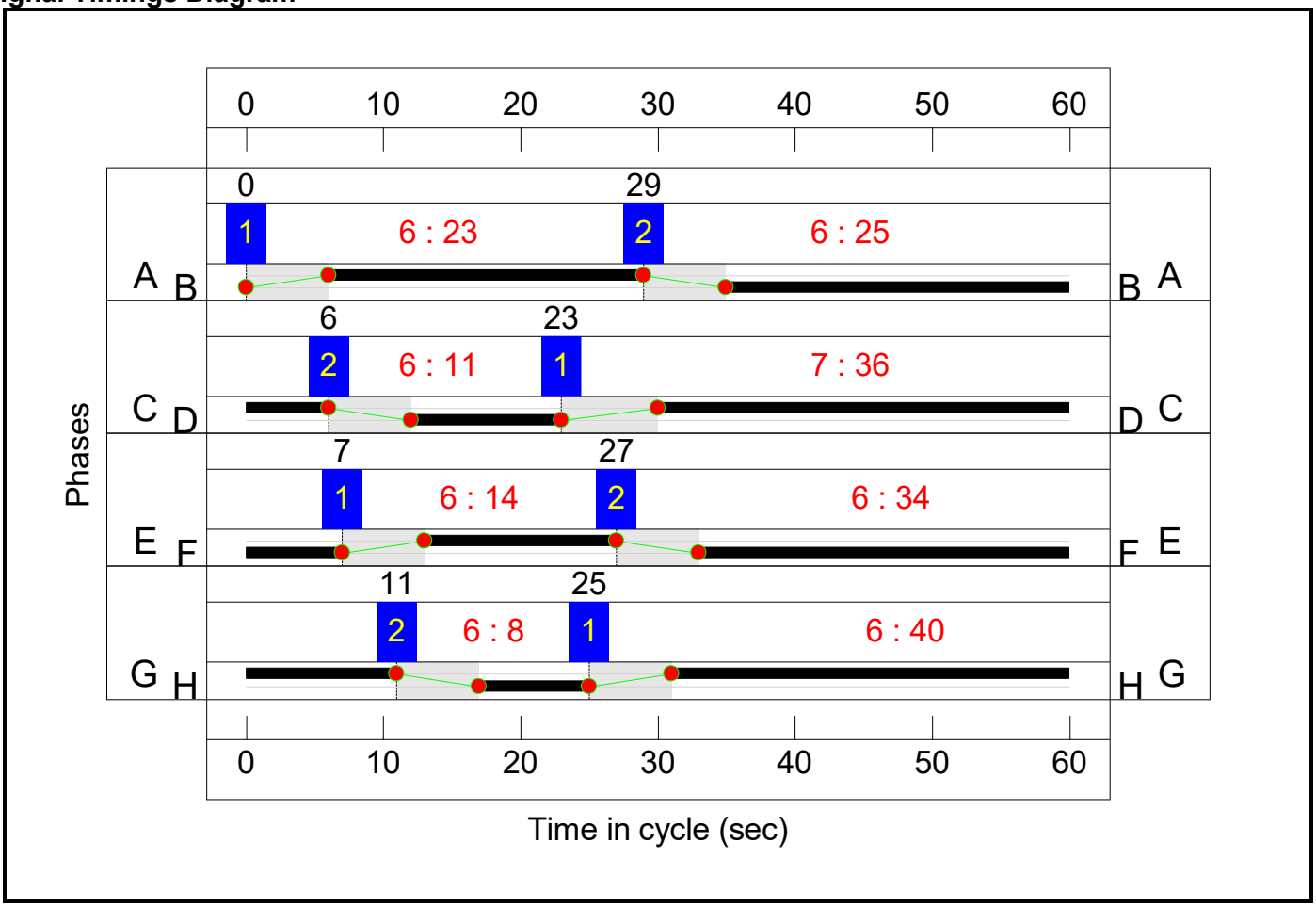
Stage Stream: 3

Stage	1	2
Duration	14	34
Change Point	7	27

Stage Stream: 4

Stage	1	2
Duration	40	8
Change Point	25	11

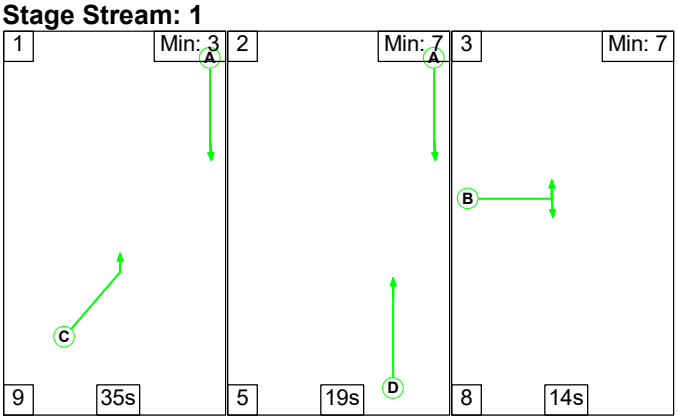
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

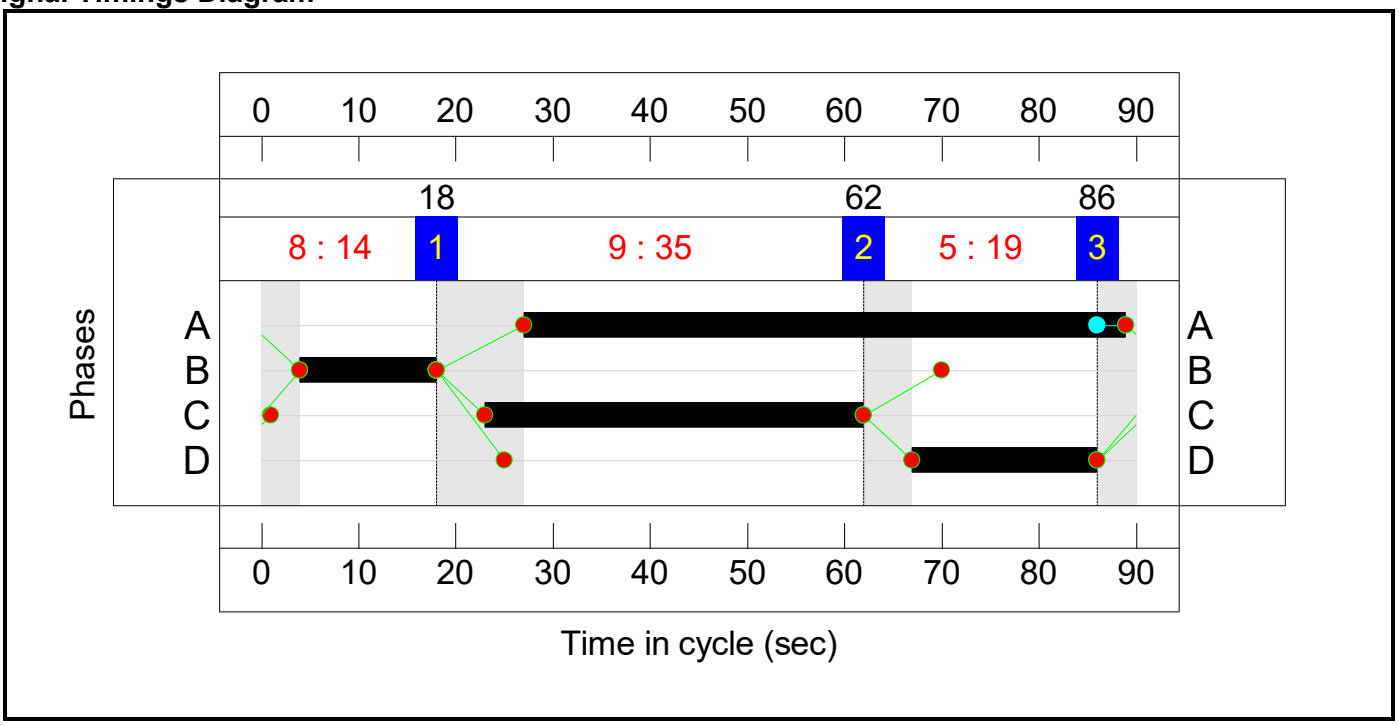


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	35	19	14
Change Point	18	62	86

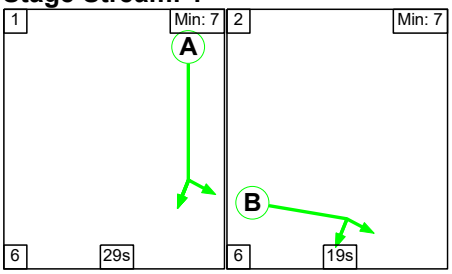
Signal Timings Diagram



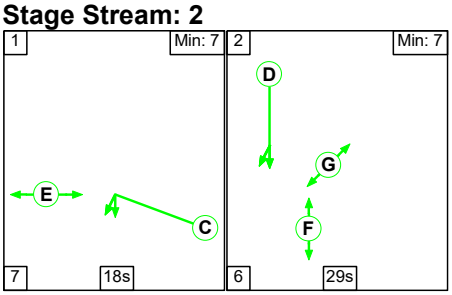
Controller :C3 - Cherwell

Stage Sequence Diagram

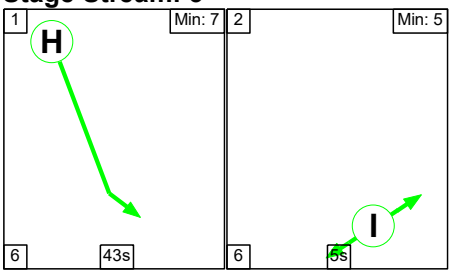
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	19
Change Point	0	35

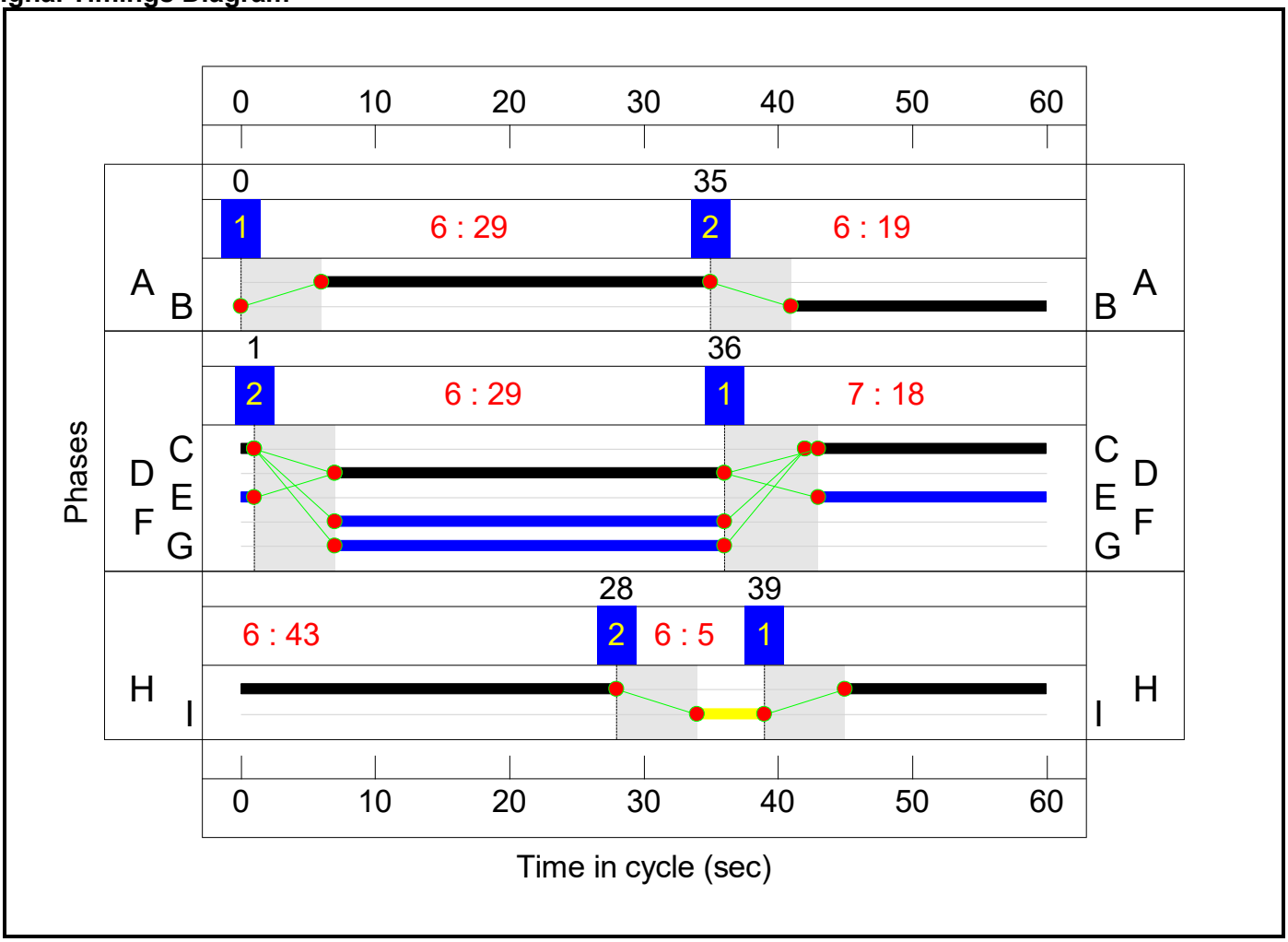
Stage Stream: 2

Stage	1	2
Duration	18	29
Change Point	36	1

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	39	28

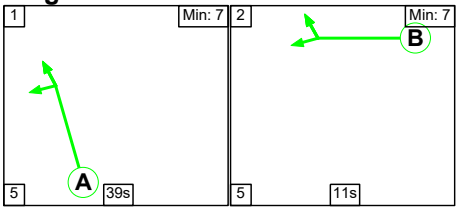
Signal Timings Diagram



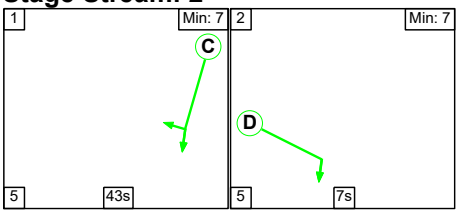
Controller :C4 - Ardley

Stage Sequence Diagram

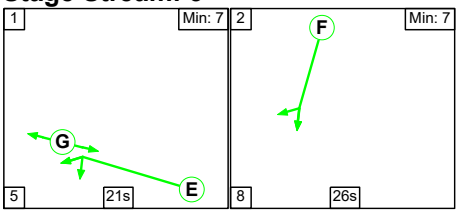
Stage Stream: 1



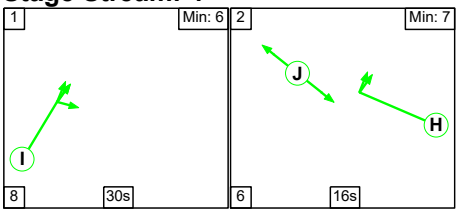
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	11
Change Point	9	53

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	49	37

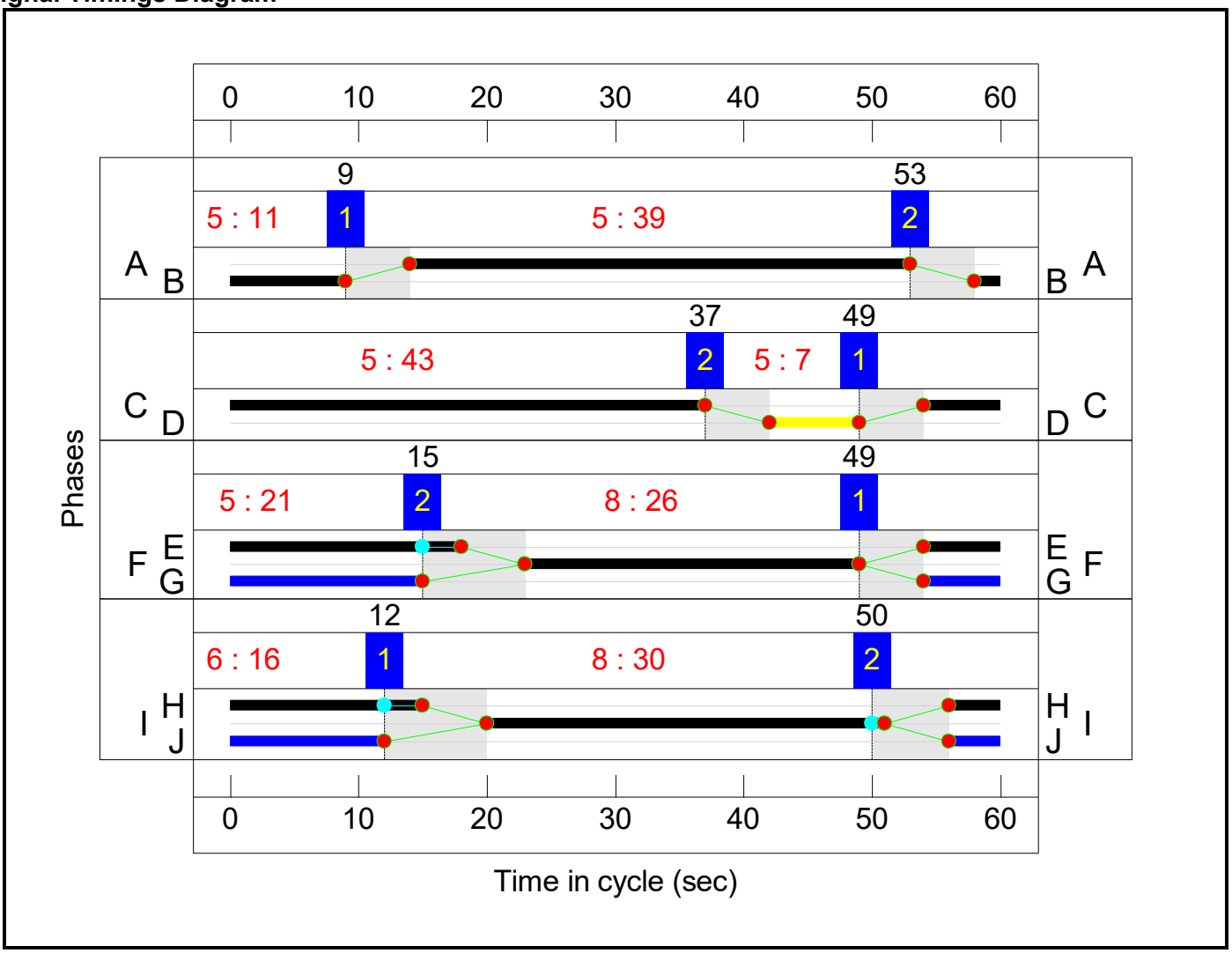
Stage Stream: 3

Stage	1	2
Duration	21	26
Change Point	49	15

Stage Stream: 4

Stage	1	2
Duration	30	16
Change Point	12	50

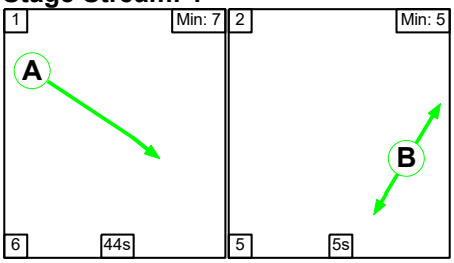
Signal Timings Diagram



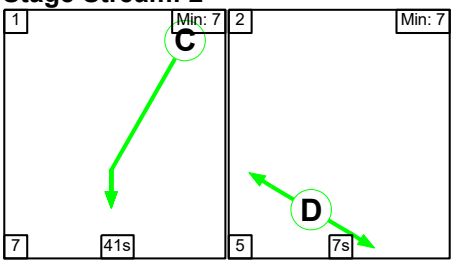
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

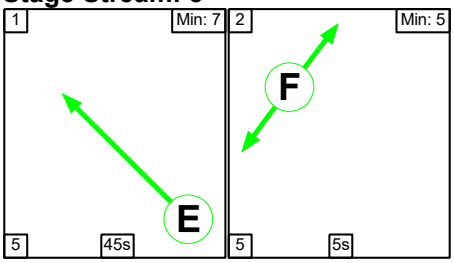
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	2	52

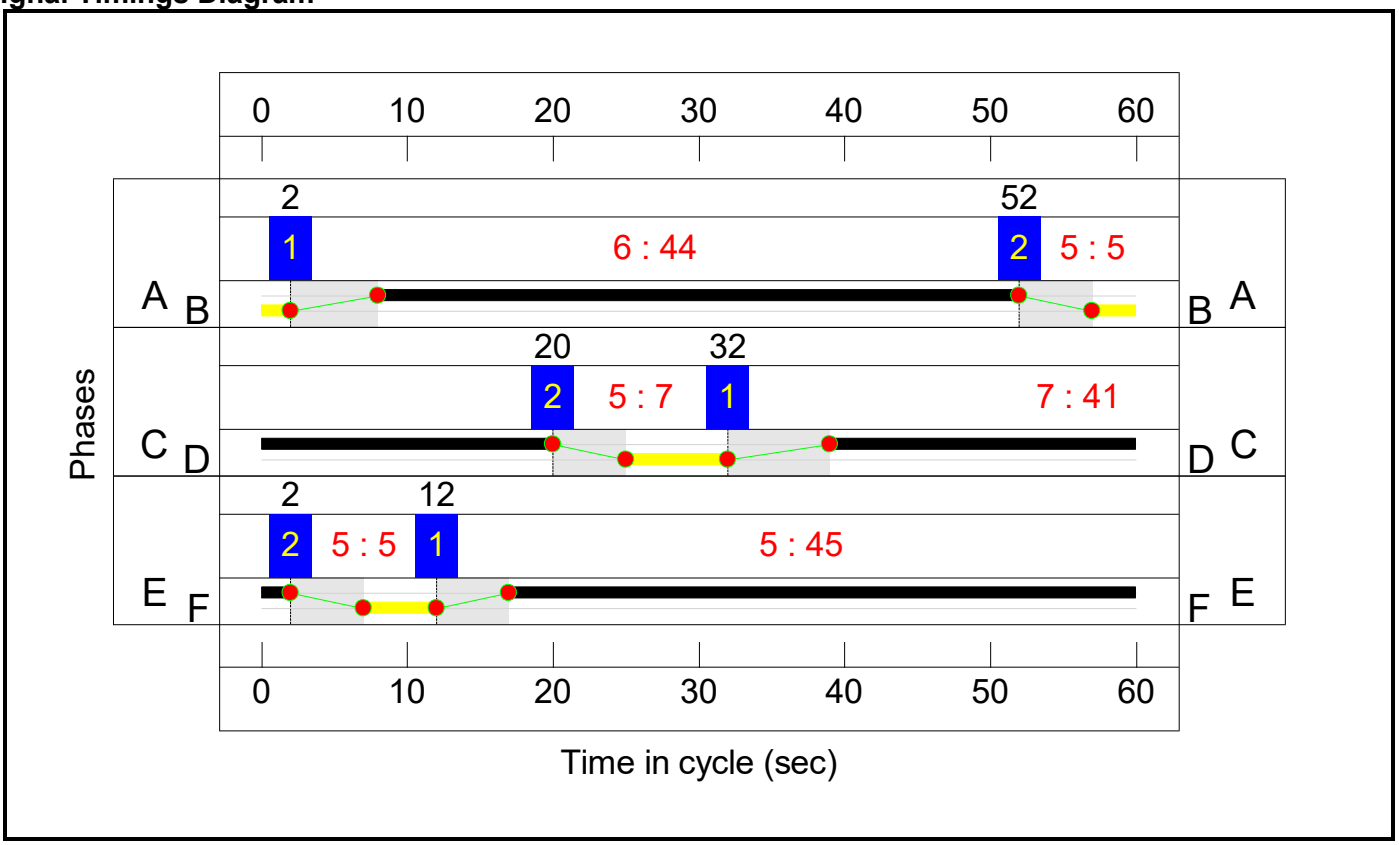
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	32	20

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	12	2

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	25	-	568	1916	830	68.4%
1/2+1/3	A43 North Ahead	U	1:1	N/A	C1:B		1	25	-	1417	2052:2052	889+889	78.2 : 81.2%
2/1	Ahead	U	1:2	N/A	C1:C		1	36	-	280	1956	1239	22.6%
2/2	Ahead	U	1:2	N/A	C1:C		1	36	-	717	2092	1325	54.1%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	36	-	759	2092:1919	1267+78	56.5 : 56.5%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	11	-	486	2058:1886	412+199	81.6 : 75.2%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	11	-	268	2058	412	65.1%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	14	-	380	1953	521	73.0%
4/2	Right	U	1:3	N/A	C1:E		1	14	-	268	2066	551	48.6%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	34	-	806	1927	1124	71.7%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	971	2058	1200	80.9%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	958	2058	1200	79.8%
6/1	Ahead	U	1:4	N/A	C1:G		1	40	-	826	1932	1352	61.1%
6/2	Ahead	U	1:4	N/A	C1:G		1	40	-	1155	2066	1446	79.9%
6/3	Ahead Right	U	1:4	N/A	C1:G		1	40	-	1042	2063	1444	72.2%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	8	-	261	1900:2043	285+306	44.2 : 44.1%
8/3		U	N/A	N/A	-		-	-	-	784	2000	2000	39.2%
9/1	Ahead	U	1:1	N/A	C1:A		1	23	-	167	1932	805	20.7%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	23	-	306	2064	860	35.6%
J2: Padbury	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.4%**

1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	14	-	218	1908	318	68.6%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	14	-	519	1922:3400	320+567	73.4 : 50.1%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	62	-	749	1980	1386	54.0%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	62	-	712	2120	1484	48.0%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	62	-	401	2120	1484	27.0%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	39	-	656	1980	880	74.5%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	39	-	1181	2120:2120	831+729	75.7 : 75.7%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	19	-	336	1980	440	76.4%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	19	-	344	2120	471	73.0%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	29	-	984	2120:1978	902+483	71.1 : 71.1%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	29	-	712	2120	1060	67.2%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	29	-	288	1980	990	29.1%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	29	-	397	2120	1060	37.5%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	592	2015	1478	40.1%
3/1	MSA Left	U	3:2	N/A	C3:C		1	18	-	298	1877	594	50.1%
3/2	MSA Left	U	3:2	N/A	C3:C		1	18	-	307	2052	650	47.2%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	19	-	454	1980	660	68.8%
7/1	Ahead	U	3:2	N/A	C3:D		1	29	-	747	2015	1075	69.5%
7/2	Ahead	U	3:2	N/A	C3:D		1	29	-	811	2155	1149	70.6%
7/3	Ahead	U	3:2	N/A	C3:D		1	29	-	288	2015	1075	26.8%
7/4	Ahead	U	3:2	N/A	C3:D		1	29	-	397	2155	1149	34.5%

J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.6%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	39	-	762	1886	1257	60.6%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	39	-	751	2019:2019	1212+388	46.9 : 46.9%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	176	1894:2105	648+236	19.9 : 19.9%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	288	1886	1383	20.8%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	704	2019:2058	755+1046	39.1 : 39.1%
4/1	Ahead	U	4:3	N/A	C4:F		1	26	-	295	1919	896	32.9%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	26	-	312	2052	958	32.6%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	11	-	76	1942	421	18.1%
6/2	Right	U	4:1	N/A	C4:B		1	11	-	249	2077	450	55.3%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	24	2077:1942	244+101	7.0 : 7.0%
8/1	Ahead	U	4:4	N/A	C4:I		1	31	-	650	2015	1075	60.5%
8/2	Ahead	U	4:4	N/A	C4:I		1	31	-	582	2015	1075	54.2%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	31	-	478	2155	1149	41.6%
13/1	Right Right2	U	4:4	N/A	C4:H		1	19	-	409	1942	680	60.2%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	24	-	216	1904	793	27.2%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	24	-	249	2019	841	29.6%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.7%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	360	1980	1518	23.7%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	280	1980	1386	20.2%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	727	2120	1484	49.0%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	855	1980	1386	61.7%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	458	1975	1481	30.9%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	244	2115	1586	15.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**352**	**0**	**0**	**71.8**	**28.3**	**0.0**	**100.1**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**23.2**	**11.8**	**0.0**	**35.0**	**-**	**-**	**-**	**-**
1/1	568	568	-	-	-	2.2	1.1	-	3.2	20.5	7.6	1.1	8.6
1/2+1/3	1417	1417	-	-	-	5.8	1.9	-	7.7	19.6	10.4	1.9	12.4
2/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.3	0.0	0.3
2/3+2/4	759	759	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5
3/2+3/1	486	486	-	-	-	3.0	1.9	-	4.9	36.3	5.3	1.9	7.2
3/3	268	268	-	-	-	1.6	0.9	-	2.6	34.5	4.1	0.9	5.0
4/1	380	380	-	-	-	0.2	0.0	-	0.2	2.3	0.7	0.0	0.7
4/2	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	806	806	-	-	-	2.0	1.3	-	3.3	14.6	9.4	1.3	10.7
5/2	971	971	-	-	-	2.7	2.1	-	4.7	17.6	12.7	2.1	14.8
5/3	958	958	-	-	-	2.6	1.9	-	4.5	17.1	12.2	1.9	14.2
6/1	826	826	-	-	-	0.1	0.0	-	0.1	0.3	0.8	0.0	0.8
6/2	1155	1155	-	-	-	0.4	0.0	-	0.4	1.2	3.1	0.0	3.1
6/3	1042	1042	-	-	-	0.1	0.0	-	0.1	0.5	1.4	0.0	1.4
7/1+7/2	261	261	-	-	-	1.7	0.4	-	2.1	28.7	2.0	0.4	2.4
8/3	784	784	-	-	-	0.0	0.3	-	0.3	1.5	1.1	0.3	1.5
9/1	167	167	-	-	-	0.3	0.0	-	0.3	5.4	1.2	0.0	1.2
9/2	306	306	-	-	-	0.5	0.0	-	0.5	6.3	2.5	0.0	2.5
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**26.6**	**8.9**	**0.0**	**35.4**	**-**	**-**	**-**	**-**
1/1	218	218	-	-	-	2.1	1.1	-	3.2	52.9	5.1	1.1	6.2
1/2+1/3	519	519	-	-	-	5.0	0.7	-	5.7	39.7	5.5	0.7	6.3
2/1	749	749	-	-	-	1.4	0.6	-	1.9	9.3	8.9	0.6	9.5
2/2	712	712	-	-	-	1.2	0.5	-	1.7	8.4	7.9	0.5	8.4

2/3	401	401	-	-	-	0.6	0.2	-	0.7	6.7	3.7	0.2	3.9
5/1	656	656	-	-	-	3.8	1.4	-	5.2	28.7	13.5	1.4	14.9
5/2+5/3	1181	1181	-	-	-	6.3	1.5	-	7.9	24.0	12.4	1.5	14.0
6/1	336	336	-	-	-	3.1	1.6	-	4.6	49.6	7.8	1.6	9.4
6/2	344	344	-	-	-	3.1	1.3	-	4.4	46.4	7.9	1.3	9.3
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**11.8**	**3.7**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
1/2+1/1	984	984	-	-	-	2.8	1.2	-	4.0	14.6	7.7	1.2	8.9
1/3	712	712	-	-	-	2.2	1.0	-	3.3	16.4	8.9	1.0	9.9
1/4	288	288	-	-	-	0.7	0.2	-	0.9	11.3	2.8	0.2	3.0
1/5	397	397	-	-	-	1.0	0.3	-	1.3	11.9	4.0	0.3	4.3
2/1	592	592	-	-	-	0.2	0.0	-	0.2	1.3	1.2	0.0	1.2
3/1	298	298	-	-	-	1.4	0.5	-	1.9	22.7	4.0	0.5	4.5
3/2	307	307	-	-	-	1.4	0.4	-	1.9	21.7	4.1	0.4	4.5
6/1	454	454	-	-	-	0.6	0.0	-	0.6	5.1	6.2	0.0	6.2
7/1	747	747	-	-	-	0.6	0.0	-	0.6	3.1	2.1	0.0	2.1
7/2	811	811	-	-	-	0.6	0.0	-	0.6	2.6	2.0	0.0	2.0
7/3	288	288	-	-	-	0.1	0.0	-	0.1	0.9	0.2	0.0	0.2
7/4	397	397	-	-	-	0.1	0.0	-	0.1	0.9	0.2	0.0	0.2
J4: Ardley	**-**	**-**	**352**	**0**	**0**	**9.9**	**3.9**	**0.0**	**13.8**	**-**	**-**	**-**	**-**
1/1	762	762	-	-	-	1.2	0.8	-	2.0	9.2	7.0	0.8	7.8
1/2+1/3	751	751	-	-	-	0.9	0.4	-	1.4	6.5	4.3	0.4	4.7
2/1+2/2	176	176	352	0	0	0.0	0.1	-	0.2	3.3	0.4	0.1	0.6
3/1	288	288	-	-	-	0.2	0.1	-	0.3	3.8	0.9	0.1	1.1
3/2+3/3	704	704	-	-	-	0.2	0.3	-	0.6	2.8	0.9	0.3	1.3
4/1	295	295	-	-	-	0.4	0.0	-	0.4	4.8	1.2	0.0	1.2
4/2	312	312	-	-	-	0.4	0.0	-	0.4	4.5	1.1	0.0	1.1
6/1	76	76	-	-	-	0.3	0.0	-	0.3	15.6	0.7	0.0	0.7
6/2	249	249	-	-	-	0.7	0.0	-	0.7	9.5	1.0	0.0	1.0
7/2+7/1	24	24	-	-	-	0.1	0.0	-	0.1	19.3	0.2	0.0	0.3
8/1	650	650	-	-	-	1.0	0.8	-	1.8	9.7	4.0	0.8	4.8
8/2	582	582	-	-	-	0.8	0.6	-	1.4	8.5	2.0	0.6	2.6

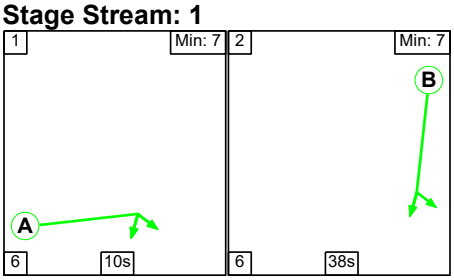
8/3	478	478	-	-	-	1.3	0.4	-	1.7	12.6	6.5	0.4	6.9
13/1	409	409	-	-	-	0.9	0.0	-	0.9	7.8	2.0	0.0	2.0
14/1	216	216	-	-	-	0.7	0.2	-	0.9	14.6	2.3	0.2	2.5
14/2	249	249	-	-	-	0.8	0.2	-	1.0	14.7	2.7	0.2	2.9
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.0**	**0.0**	**0.4**	**-**	**-**	**-**	**-**
1/1	360	360	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
2/1	280	280	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
2/2	727	727	-	-	-	0.0	0.0	-	0.0	0.2	0.4	0.0	0.4
2/3	855	855	-	-	-	0.1	0.0	-	0.1	0.6	0.9	0.0	0.9
3/1	458	458	-	-	-	0.2	0.0	-	0.2	1.4	1.0	0.0	1.0
3/2	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	10.8	Total Delay for Signalled Lanes (pcuHr):	11.75	Cycle Time (s):	60
C1 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	7.49	Cycle Time (s):	60
C1 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	12.78	Cycle Time (s):	60
C1 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	12.7	Total Delay for Signalled Lanes (pcuHr):	2.67	Cycle Time (s):	60
C2 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	35.44	Cycle Time (s):	90
C3 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	26.6	Total Delay for Signalled Lanes (pcuHr):	10.12	Cycle Time (s):	60
C3 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	27.5	Total Delay for Signalled Lanes (pcuHr):	5.12	Cycle Time (s):	60
C3 - Cherwell	Stream: 3	PRC for Signalled Lanes (%):	124.6	Total Delay for Signalled Lanes (pcuHr):	0.21	Cycle Time (s):	60
C4 - Ardley	Stream: 1	PRC for Signalled Lanes (%):	48.5	Total Delay for Signalled Lanes (pcuHr):	4.30	Cycle Time (s):	60
C4 - Ardley	Stream: 2	PRC for Signalled Lanes (%):	130.2	Total Delay for Signalled Lanes (pcuHr):	0.98	Cycle Time (s):	60
C4 - Ardley	Stream: 3	PRC for Signalled Lanes (%):	173.2	Total Delay for Signalled Lanes (pcuHr):	2.68	Cycle Time (s):	60
C4 - Ardley	Stream: 4	PRC for Signalled Lanes (%):	48.8	Total Delay for Signalled Lanes (pcuHr):	5.69	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 1	PRC for Signalled Lanes (%):	191.1	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 2	PRC for Signalled Lanes (%):	45.9	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 3	PRC for Signalled Lanes (%):	279.5	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	60
		PRC Over All Lanes (%):	10.3	Total Delay Over All Lanes(pcuHr):	100.09		

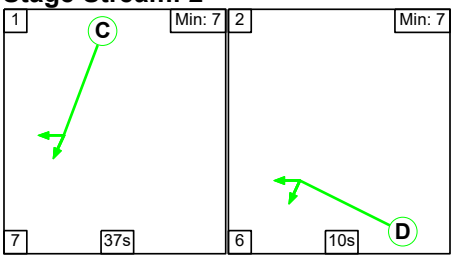
Scenario 7: '2031 DS1 sensitivity - AM peak' (FG7: '2031 adjDS1 - AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

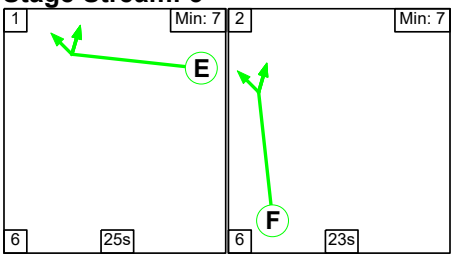
Stage Stream: 1



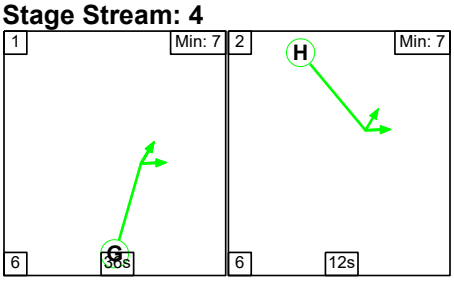
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	10	38
Change Point	2	18

Stage Stream: 2

Stage	1	2
Duration	37	10
Change Point	18	2

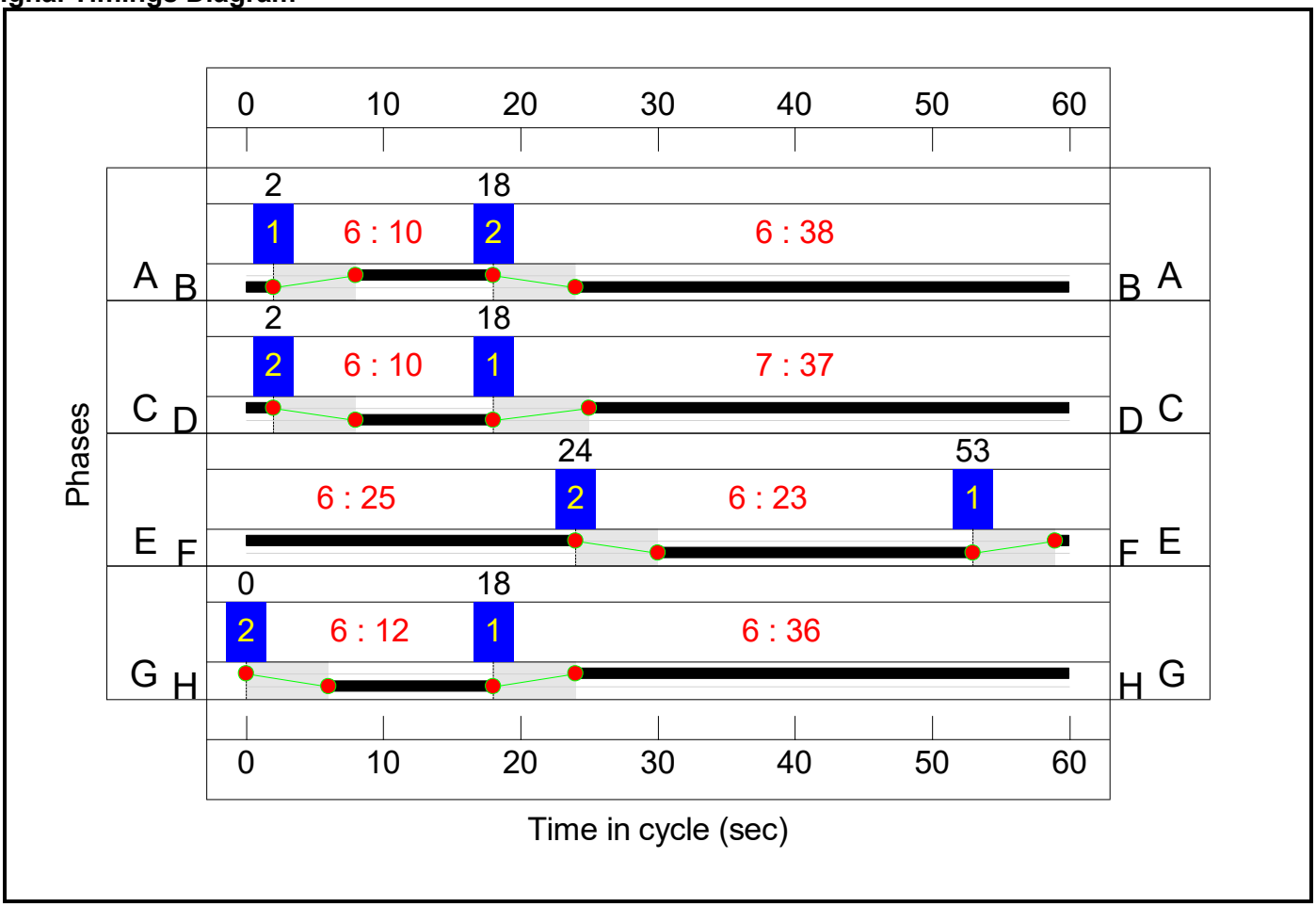
Stage Stream: 3

Stage	1	2
Duration	25	23
Change Point	53	24

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	18	0

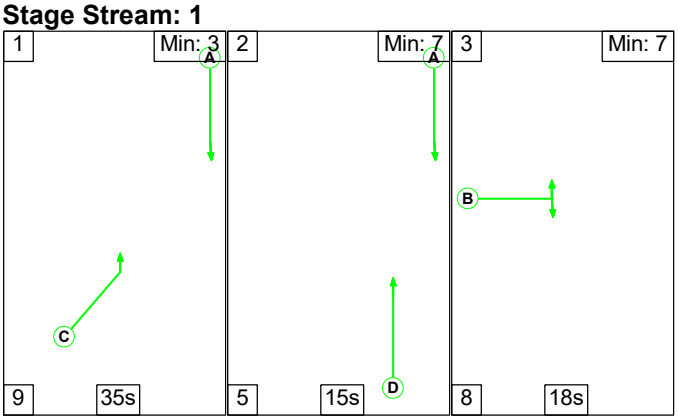
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

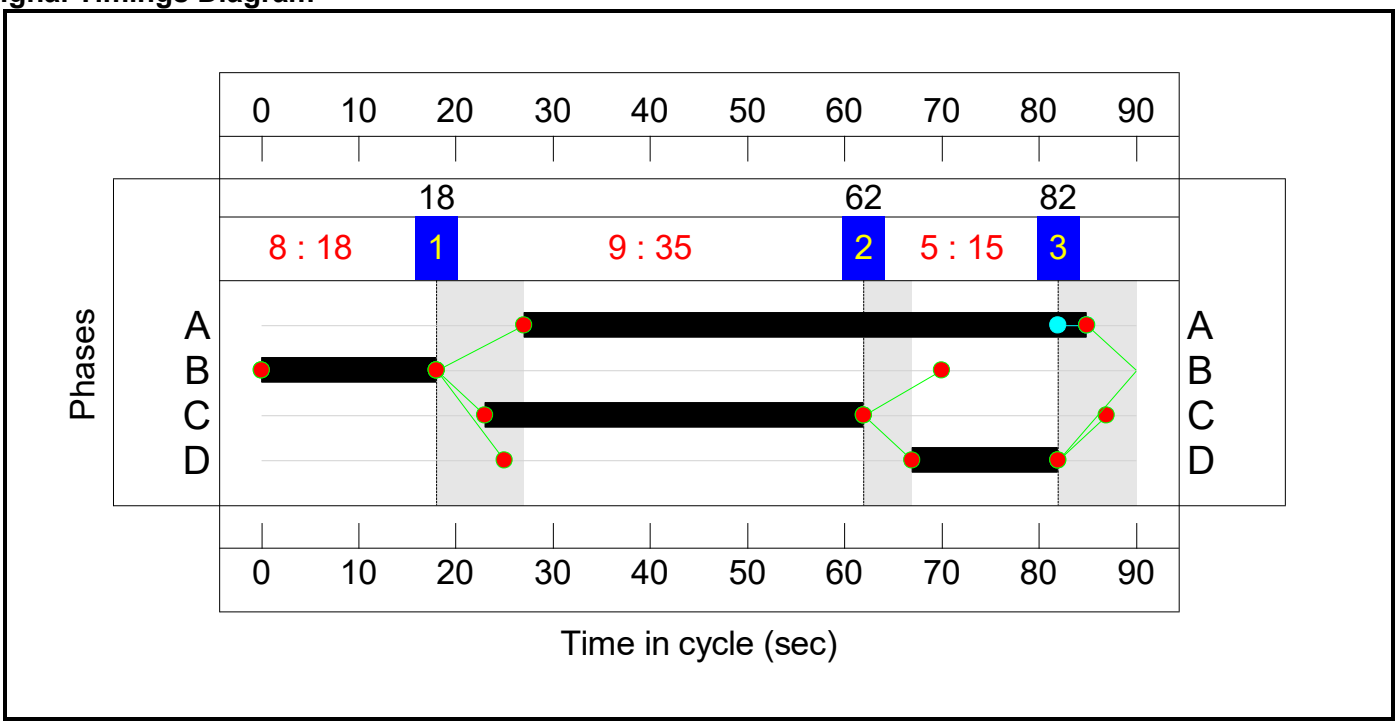


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	35	15	18
Change Point	18	62	82

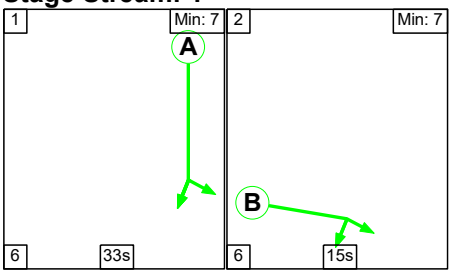
Signal Timings Diagram



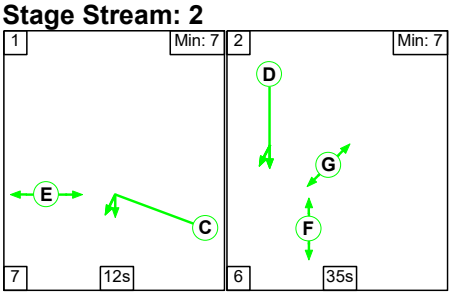
Controller :C3 - Cherwell

Stage Sequence Diagram

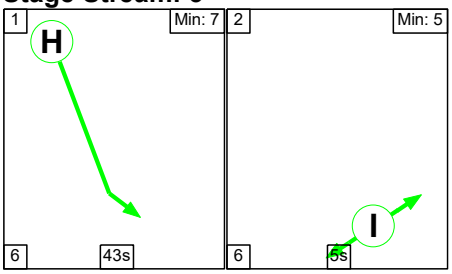
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	15
Change Point	54	33

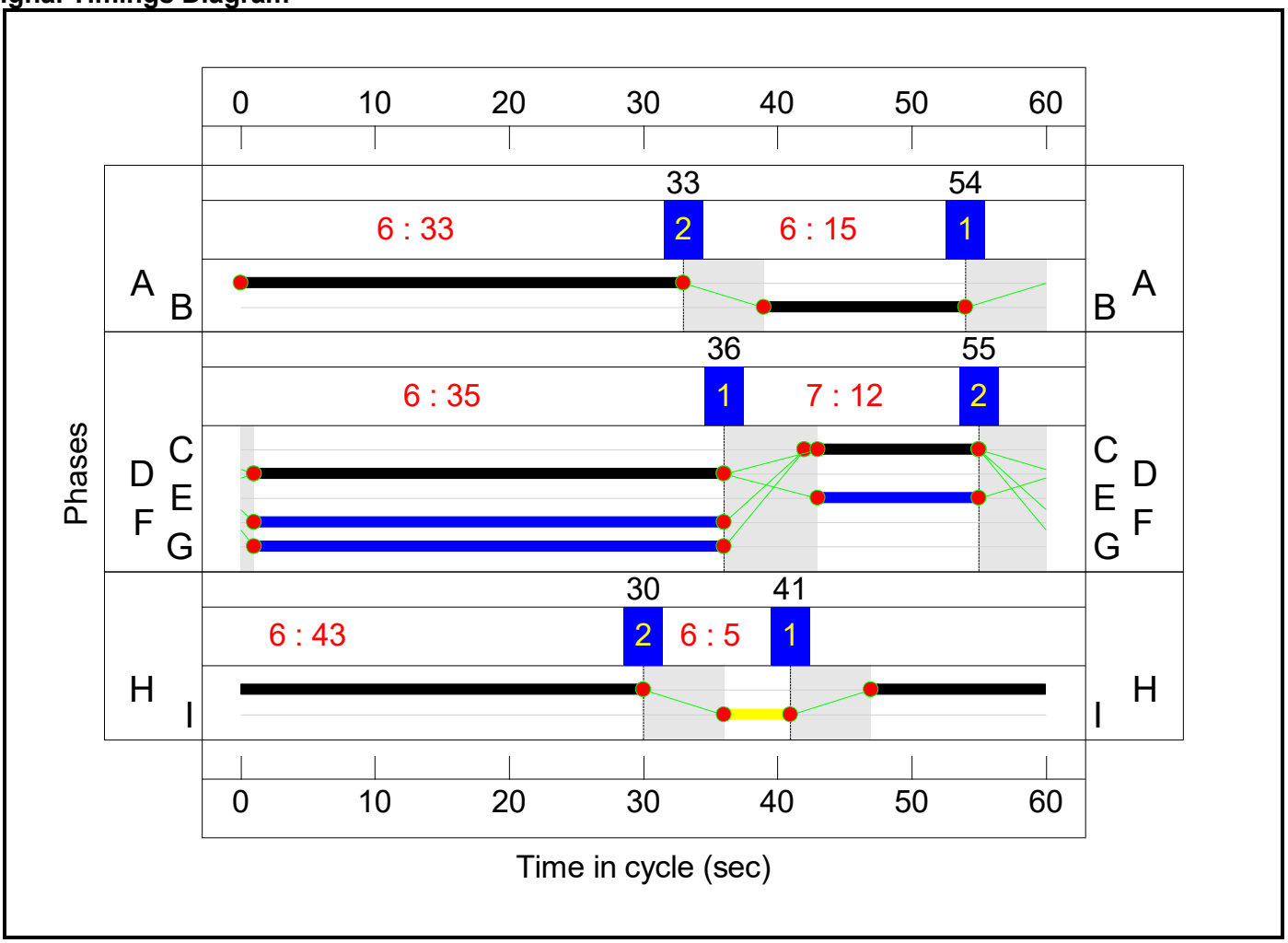
Stage Stream: 2

Stage	1	2
Duration	12	35
Change Point	36	55

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	41	30

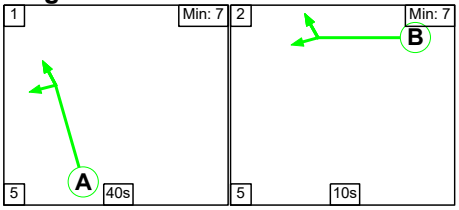
Signal Timings Diagram



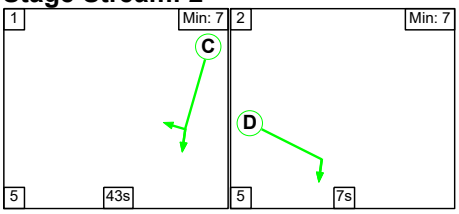
Controller :C4 - Ardley

Stage Sequence Diagram

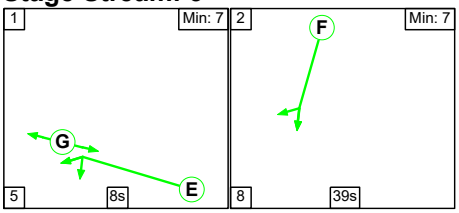
Stage Stream: 1



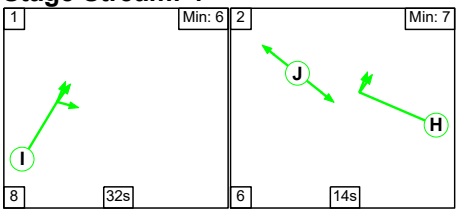
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	10
Change Point	12	57

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	11	59

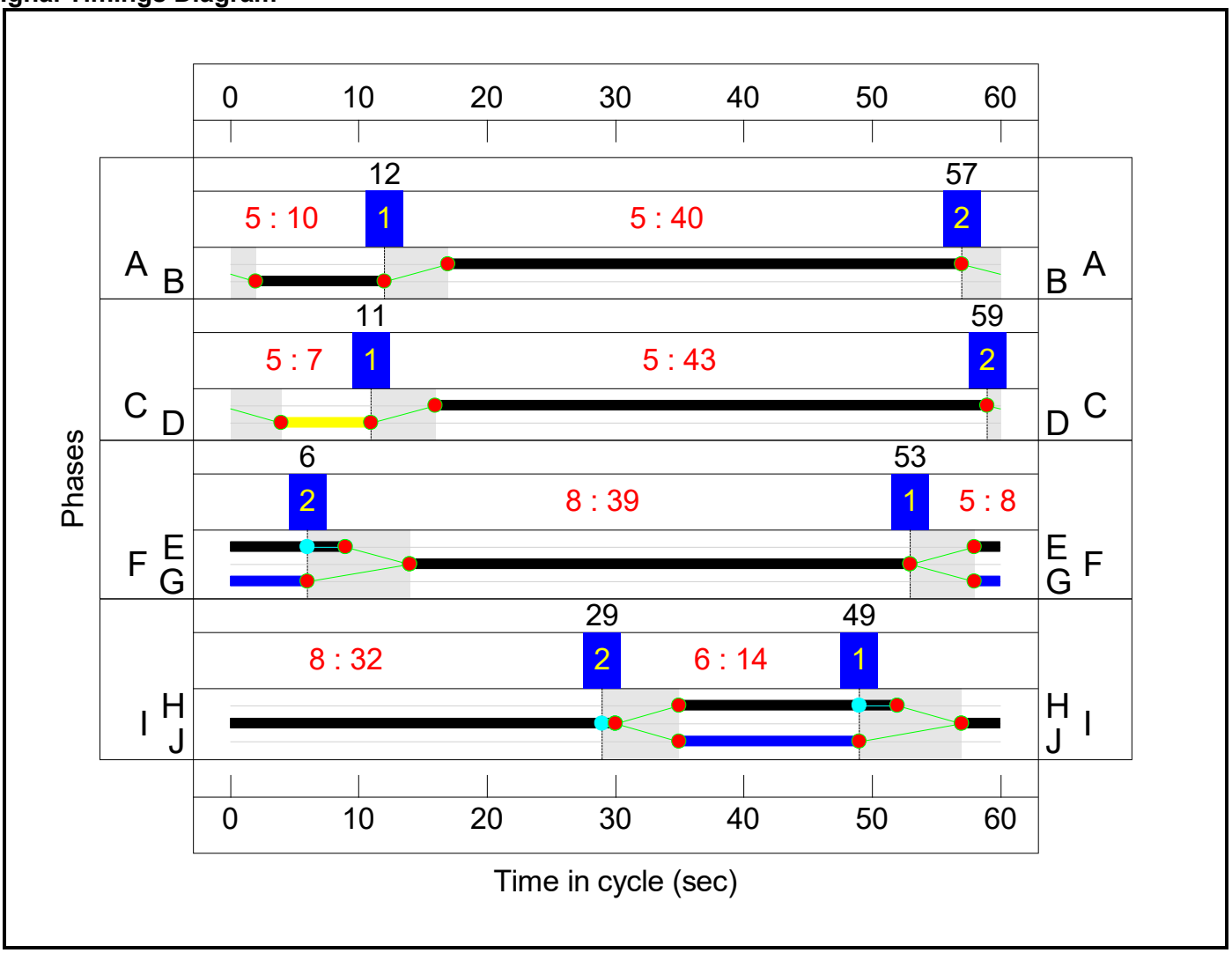
Stage Stream: 3

Stage	1	2
Duration	8	39
Change Point	53	6

Stage Stream: 4

Stage	1	2
Duration	32	14
Change Point	49	29

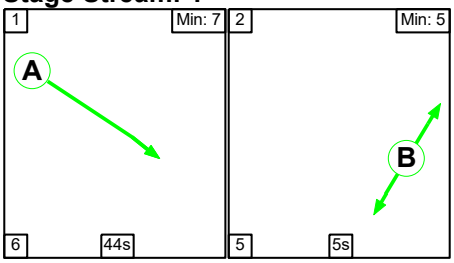
Signal Timings Diagram



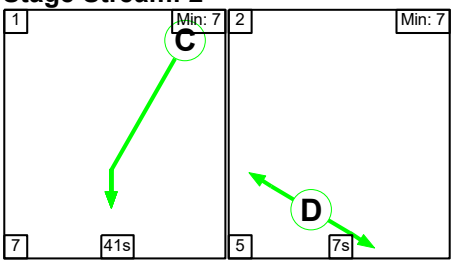
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

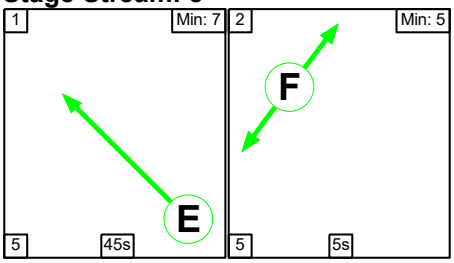
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	1	51

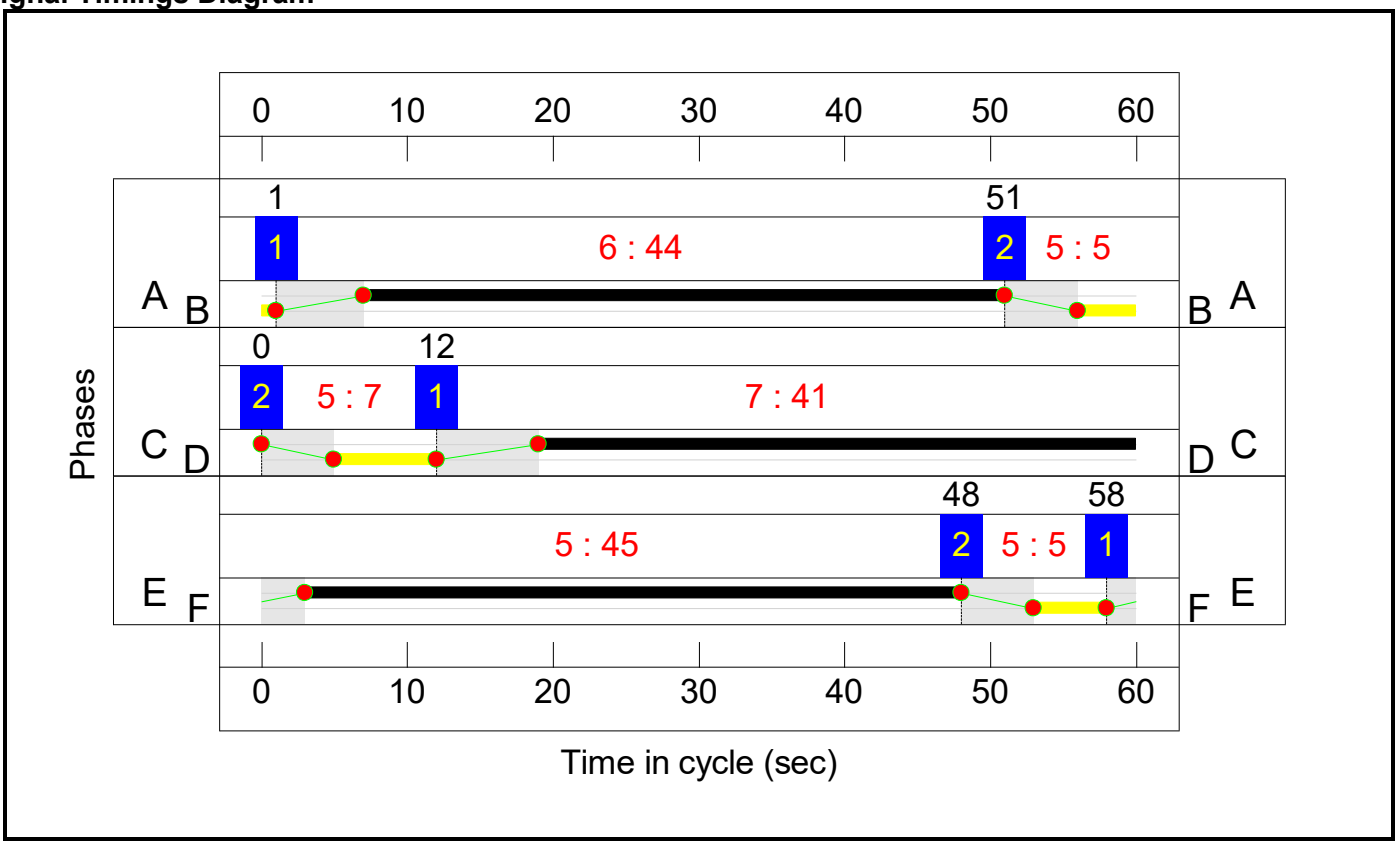
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	12	0

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	58	48

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.0%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.0%**
1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	38	-	1125	1916	1245	90.3%
1/2+1/3	A43 North Ahead	U	1:1	N/A	C1:B		1	38	-	1888	2052:2052	965+1087	92.0 : 92.0%
2/1	Ahead	U	1:2	N/A	C1:C		1	37	-	860	1956	1271	67.6%
2/2	Ahead	U	1:2	N/A	C1:C		1	37	-	967	2092	1360	71.1%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	37	-	1066	2092:1919	1294+85	77.3 : 77.3%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	10	-	522	2058:1886	377+346	86.1 : 57.0%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	10	-	166	2058	377	44.0%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	25	-	391	1949	877	44.6%
4/2	Right	U	1:3	N/A	C1:E		1	25	-	166	2066	930	17.9%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	23	-	532	1927	771	69.0%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	593	2058	823	72.0%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	573	2058	823	69.6%
6/1	Ahead	U	1:4	N/A	C1:G		1	36	-	435	1932	1224	35.6%
6/2	Ahead	U	1:4	N/A	C1:G		1	36	-	721	2066	1308	55.1%
6/3	Ahead Right	U	1:4	N/A	C1:G		1	36	-	611	2063	1307	46.8%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	12	-	645	1901:2043	412+443	78.9 : 72.3%
8/3		U	N/A	N/A	-		-	-	-	470	2000	2000	23.5%
9/1	Ahead	U	1:1	N/A	C1:A		1	10	-	328	1932	386	84.9%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	10	-	351	2058	412	85.3%
J2: Padbury	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.4%**

1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	18	-	183	1908	403	45.4%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	18	-	745	1922:3400	283+718	69.6 : 76.3%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	58	-	992	1980	1298	76.4%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	58	-	1002	2120	1390	72.1%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	58	-	1030	2120	1390	74.1%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	39	-	337	1980	880	38.3%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	39	-	796	2120:2120	828+757	50.2 : 50.2%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	15	-	183	1980	352	52.0%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	15	-	199	2120	377	52.8%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.9%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	33	-	1189	2120:1978	1051+366	83.9 : 83.9%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	33	-	1002	2120	1201	83.4%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	33	-	729	1980	1122	65.0%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	33	-	849	2120	1201	70.7%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	519	2015	1478	35.1%
3/1	MSA Left	U	3:2	N/A	C3:C		1	12	-	323	1877	407	79.4%
3/2	MSA Left	U	3:2	N/A	C3:C		1	12	-	223	2052	445	50.2%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	15	-	453	1978	527	85.9%
7/1	Ahead	U	3:2	N/A	C3:D		1	35	-	998	2015	1276	78.2%
7/2	Ahead	U	3:2	N/A	C3:D		1	35	-	1127	2155	1365	82.6%
7/3	Ahead	U	3:2	N/A	C3:D		1	35	-	729	2015	1276	57.1%
7/4	Ahead	U	3:2	N/A	C3:D		1	35	-	849	2155	1365	62.2%

J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.8%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	40	-	326	1886	1289	25.3%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	40	-	372	2019:2019	1117+824	19.2 : 19.2%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	401	1894:2105	731+733	26.1 : 28.7%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	755	1886	1383	54.6%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	1046	2019:2058	1070+649	60.9 : 60.9%
4/1	Ahead	U	4:3	N/A	C4:F		1	39	-	818	1919	1311	62.4%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	39	-	728	2052	1402	51.9%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	10	-	161	1942	388	41.5%
6/2	Right	U	4:1	N/A	C4:B		1	10	-	225	2077	415	54.2%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	140	2077:1942	217+178	35.4 : 35.4%
8/1	Ahead	U	4:4	N/A	C4:I		1	33	-	395	2015	1142	34.6%
8/2	Ahead	U	4:4	N/A	C4:I		1	33	-	299	2015	1142	26.2%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	33	-	593	2155	1221	48.6%
13/1	Right Right2	U	4:4	N/A	C4:H		1	17	-	395	1942	615	64.2%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	11	-	247	1907	381	64.8%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	11	-	225	2019	404	55.7%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	488	1980	1518	32.1%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	866	1980	1386	62.5%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	975	2120	1484	65.7%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	1183	1980	1386	85.4%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	667	1975	1481	45.0%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	132	2115	1586	8.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**802**	**0**	**0**	**79.0**	**38.7**	**0.0**	**117.7**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**25.2**	**16.6**	**0.0**	**41.8**	**-**	**-**	**-**	**-**
1/1	1125	1125	-	-	-	2.8	4.4	-	7.1	22.8	15.6	4.4	20.0
1/2+1/3	1888	1888	-	-	-	3.6	5.4	-	9.0	17.1	11.1	5.4	16.5
2/1	860	860	-	-	-	0.4	0.0	-	0.4	1.9	2.1	0.0	2.1
2/2	967	967	-	-	-	0.5	0.0	-	0.5	1.9	2.3	0.0	2.3
2/3+2/4	1066	1066	-	-	-	0.5	0.0	-	0.5	1.7	2.1	0.0	2.1
3/2+3/1	522	522	-	-	-	3.4	1.3	-	4.7	32.1	5.2	1.3	6.5
3/3	166	166	-	-	-	1.0	0.4	-	1.4	30.3	2.4	0.4	2.8
4/1	391	391	-	-	-	0.3	0.0	-	0.3	2.6	0.9	0.0	0.9
4/2	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	532	532	-	-	-	2.2	1.1	-	3.3	22.4	7.2	1.1	8.3
5/2	593	593	-	-	-	2.5	1.3	-	3.8	22.9	8.2	1.3	9.5
5/3	573	573	-	-	-	2.4	1.1	-	3.5	22.1	7.8	1.1	8.9
6/1	435	435	-	-	-	0.0	0.0	-	0.0	0.1	0.3	0.0	0.3
6/2	721	721	-	-	-	0.2	0.0	-	0.2	0.9	2.1	0.0	2.1
6/3	611	611	-	-	-	0.0	0.0	-	0.0	0.2	0.6	0.0	0.6
7/1+7/2	645	645	-	-	-	3.9	1.5	-	5.5	30.5	5.1	1.5	6.6
8/3	470	470	-	-	-	0.0	0.2	-	0.2	1.2	0.6	0.2	0.7
9/1	328	328	-	-	-	1.0	0.0	-	1.0	11.2	3.3	0.0	3.3
9/2	351	351	-	-	-	0.4	0.0	-	0.4	4.6	0.9	0.0	0.9
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**26.0**	**8.1**	**0.0**	**34.1**	**-**	**-**	**-**	**-**
1/1	183	183	-	-	-	1.6	0.4	-	2.0	39.1	4.0	0.4	4.4
1/2+1/3	745	745	-	-	-	6.8	1.4	-	8.2	39.8	6.4	1.4	7.8
2/1	992	992	-	-	-	2.9	1.6	-	4.6	16.5	17.1	1.6	18.7
2/2	1002	1002	-	-	-	2.8	1.3	-	4.1	14.7	16.1	1.3	17.4

2/3	1030	1030	-	-	-	3.0	1.4	-	4.4	15.3	17.2	1.4	18.6
5/1	337	337	-	-	-	1.6	0.3	-	1.9	20.1	5.6	0.3	5.9
5/2+5/3	796	796	-	-	-	3.8	0.5	-	4.3	19.4	7.2	0.5	7.7
6/1	183	183	-	-	-	1.7	0.5	-	2.2	44.1	4.1	0.5	4.7
6/2	199	199	-	-	-	1.9	0.6	-	2.4	43.6	4.5	0.6	5.0
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**15.7**	**9.5**	**0.0**	**25.2**	**-**	**-**	**-**	**-**
1/2+1/1	1189	1189	-	-	-	2.9	2.5	-	5.5	16.6	11.6	2.5	14.1
1/3	1002	1002	-	-	-	3.0	2.5	-	5.4	19.5	13.6	2.5	16.1
1/4	729	729	-	-	-	1.8	0.9	-	2.7	13.5	8.3	0.9	9.2
1/5	849	849	-	-	-	2.2	1.2	-	3.4	14.5	10.1	1.2	11.3
2/1	519	519	-	-	-	0.2	0.0	-	0.2	1.1	0.9	0.0	0.9
3/1	323	323	-	-	-	2.0	1.8	-	3.8	42.8	5.0	1.8	6.9
3/2	223	223	-	-	-	1.3	0.5	-	1.8	28.8	3.2	0.5	3.7
6/1	453	453	-	-	-	1.5	0.0	-	1.5	11.8	7.4	0.0	7.4
7/1	998	998	-	-	-	0.5	0.0	-	0.5	1.7	1.9	0.0	1.9
7/2	1127	1127	-	-	-	0.4	0.0	-	0.4	1.3	2.1	0.0	2.1
7/3	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/4	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley	**-**	**-**	**802**	**0**	**0**	**9.9**	**4.6**	**0.0**	**14.5**	**-**	**-**	**-**	**-**
1/1	326	326	-	-	-	0.3	0.2	-	0.5	5.5	2.0	0.2	2.2
1/2+1/3	372	372	-	-	-	0.3	0.1	-	0.5	4.5	1.2	0.1	1.4
2/1+2/2	401	401	802	0	0	0.0	0.2	-	0.2	1.8	0.2	0.2	0.4
3/1	755	755	-	-	-	0.2	0.6	-	0.8	3.7	8.5	0.6	9.1
3/2+3/3	1046	1046	-	-	-	0.3	0.8	-	1.1	3.8	11.9	0.8	12.7
4/1	818	818	-	-	-	0.1	0.0	-	0.1	0.6	1.3	0.0	1.3
4/2	728	728	-	-	-	0.1	0.0	-	0.1	0.6	1.4	0.0	1.4
6/1	161	161	-	-	-	0.8	0.0	-	0.8	17.7	2.0	0.0	2.0
6/2	225	225	-	-	-	0.1	0.0	-	0.1	1.6	0.1	0.0	0.1
7/2+7/1	140	140	-	-	-	0.6	0.3	-	0.9	23.5	0.8	0.3	1.0
8/1	395	395	-	-	-	0.8	0.3	-	1.0	9.5	3.5	0.3	3.8
8/2	299	299	-	-	-	0.6	0.2	-	0.7	8.9	2.5	0.2	2.7

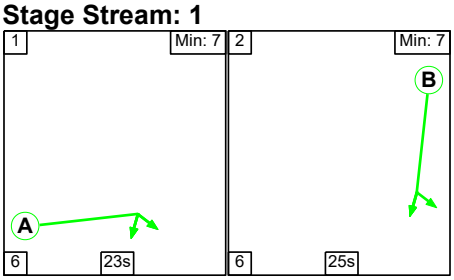
8/3	593	593	-	-	-	0.7	0.5	-	1.2	7.3	3.2	0.5	3.7
13/1	395	395	-	-	-	2.0	0.0	-	2.0	18.6	6.2	0.0	6.2
14/1	247	247	-	-	-	1.5	0.9	-	2.4	35.3	3.8	0.9	4.7
14/2	225	225	-	-	-	1.4	0.6	-	2.0	31.6	3.4	0.6	4.0
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**2.1**	**0.0**	**0.0**	**2.1**	**-**	**-**	**-**	**-**
1/1	488	488	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
2/1	866	866	-	-	-	0.4	0.0	-	0.4	1.7	1.5	0.0	1.5
2/2	975	975	-	-	-	0.4	0.0	-	0.4	1.6	1.6	0.0	1.6
2/3	1183	1183	-	-	-	0.9	0.0	-	0.9	2.7	4.6	0.0	4.6
3/1	667	667	-	-	-	0.3	0.0	-	0.3	1.6	1.8	0.0	1.8
3/2	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	-2.2	Total Delay for Signalled Lanes (pcuHr):	17.60	Cycle Time (s):	60
C1 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	7.50	Cycle Time (s):	60
C1 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	10.89	Cycle Time (s):	60
C1 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	14.1	Total Delay for Signalled Lanes (pcuHr):	5.70	Cycle Time (s):	60
C2 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	34.09	Cycle Time (s):	90
C3 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	18.54	Cycle Time (s):	60
C3 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	6.51	Cycle Time (s):	60
C3 - Cherwell	Stream: 3	PRC for Signalled Lanes (%):	156.2	Total Delay for Signalled Lanes (pcuHr):	0.15	Cycle Time (s):	60
C4 - Ardley	Stream: 1	PRC for Signalled Lanes (%):	66.2	Total Delay for Signalled Lanes (pcuHr):	1.85	Cycle Time (s):	60
C4 - Ardley	Stream: 2	PRC for Signalled Lanes (%):	47.9	Total Delay for Signalled Lanes (pcuHr):	2.78	Cycle Time (s):	60
C4 - Ardley	Stream: 3	PRC for Signalled Lanes (%):	39.0	Total Delay for Signalled Lanes (pcuHr):	4.66	Cycle Time (s):	60
C4 - Ardley	Stream: 4	PRC for Signalled Lanes (%):	40.1	Total Delay for Signalled Lanes (pcuHr):	5.03	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 1	PRC for Signalled Lanes (%):	99.9	Total Delay for Signalled Lanes (pcuHr):	0.30	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 2	PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	1.73	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 3	PRC for Signalled Lanes (%):	180.0	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s):	60
		PRC Over All Lanes (%):	-2.2	Total Delay Over All Lanes(pcuHr):	117.75		

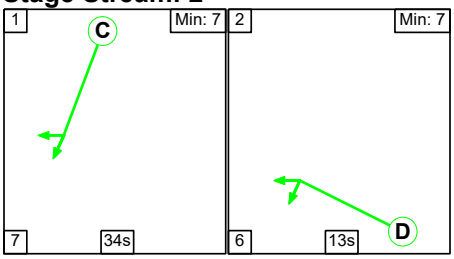
Scenario 8: '2031 DS1 sensitivity - PM peak' (FG8: '2031 adjDS1 - PM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

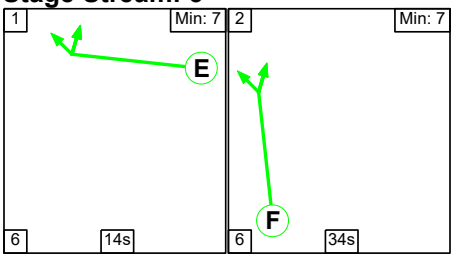
Stage Stream: 1



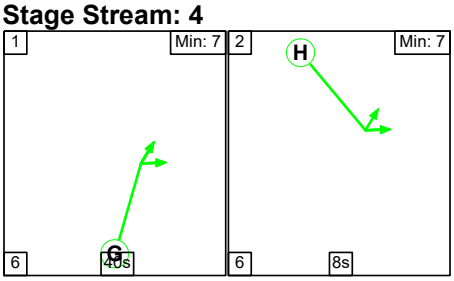
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	25
Change Point	0	29

Stage Stream: 2

Stage	1	2
Duration	34	13
Change Point	25	6

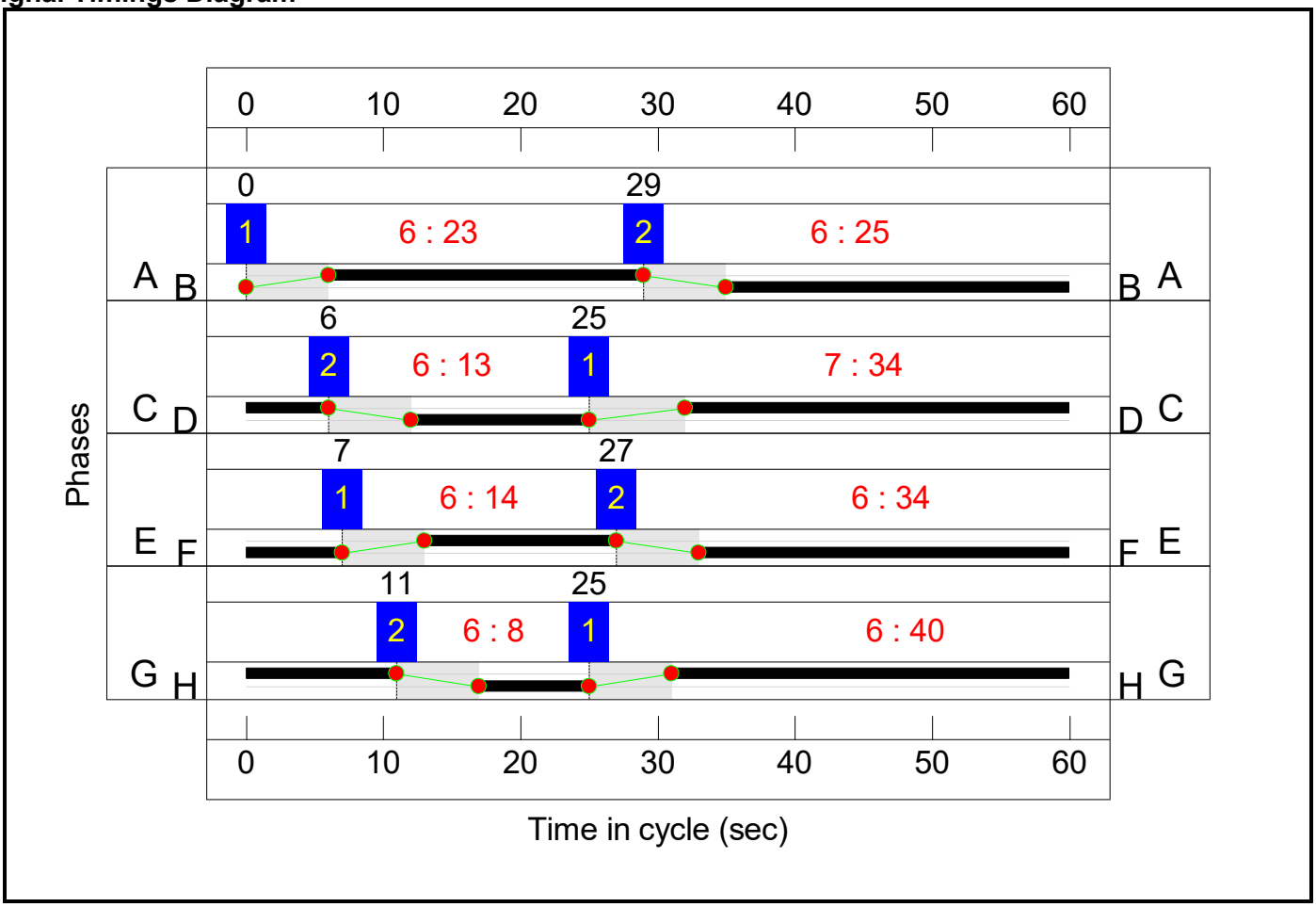
Stage Stream: 3

Stage	1	2
Duration	14	34
Change Point	7	27

Stage Stream: 4

Stage	1	2
Duration	40	8
Change Point	25	11

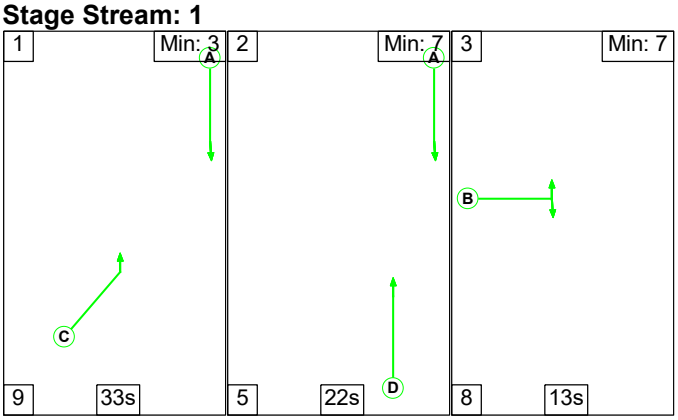
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

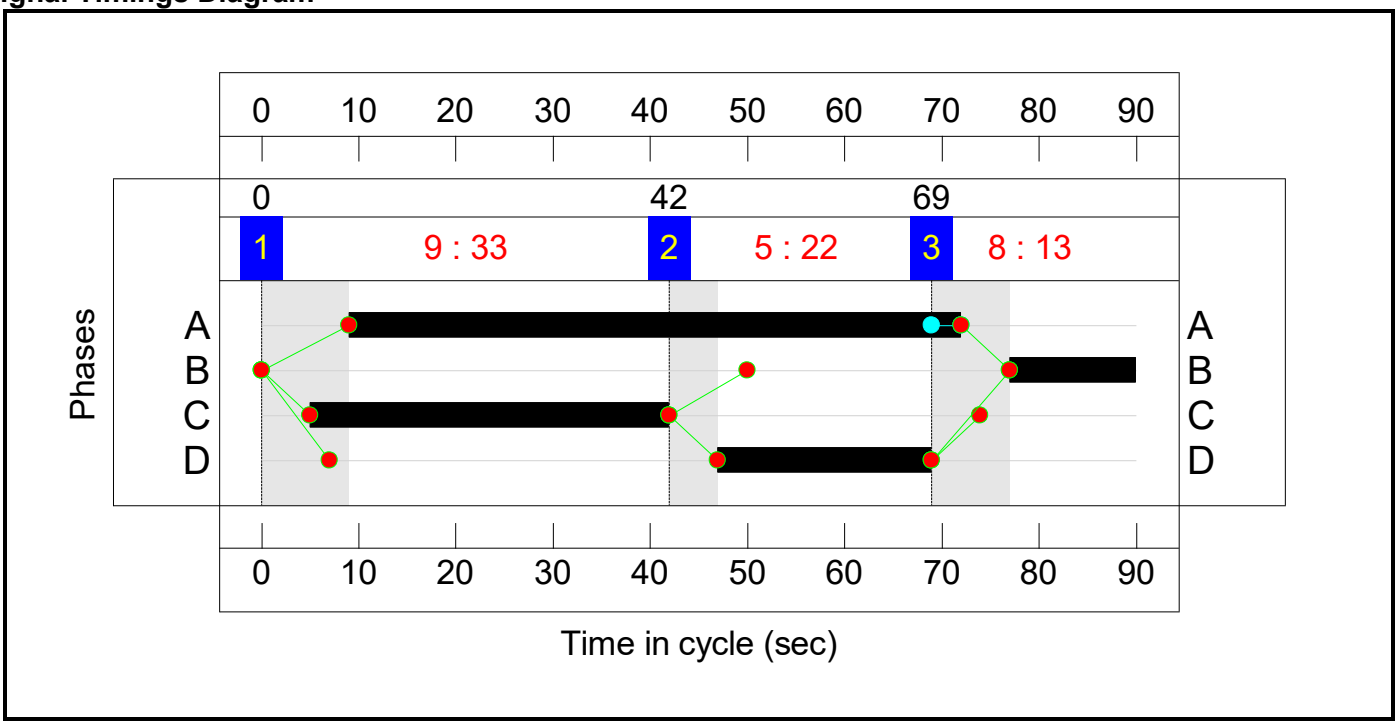


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	33	22	13
Change Point	0	42	69

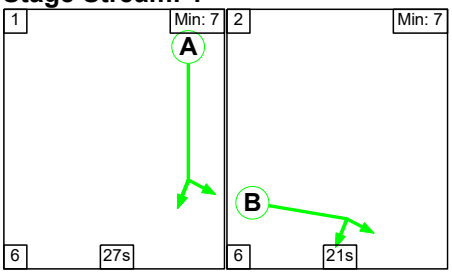
Signal Timings Diagram



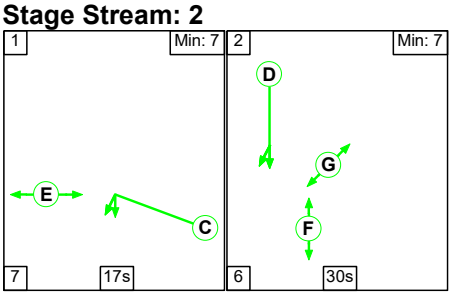
Controller :C3 - Cherwell

Stage Sequence Diagram

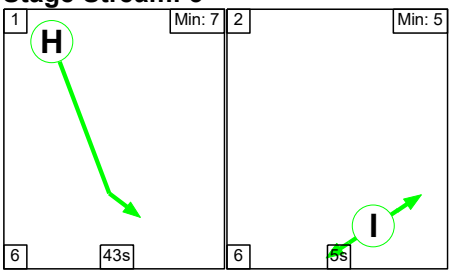
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	58	31

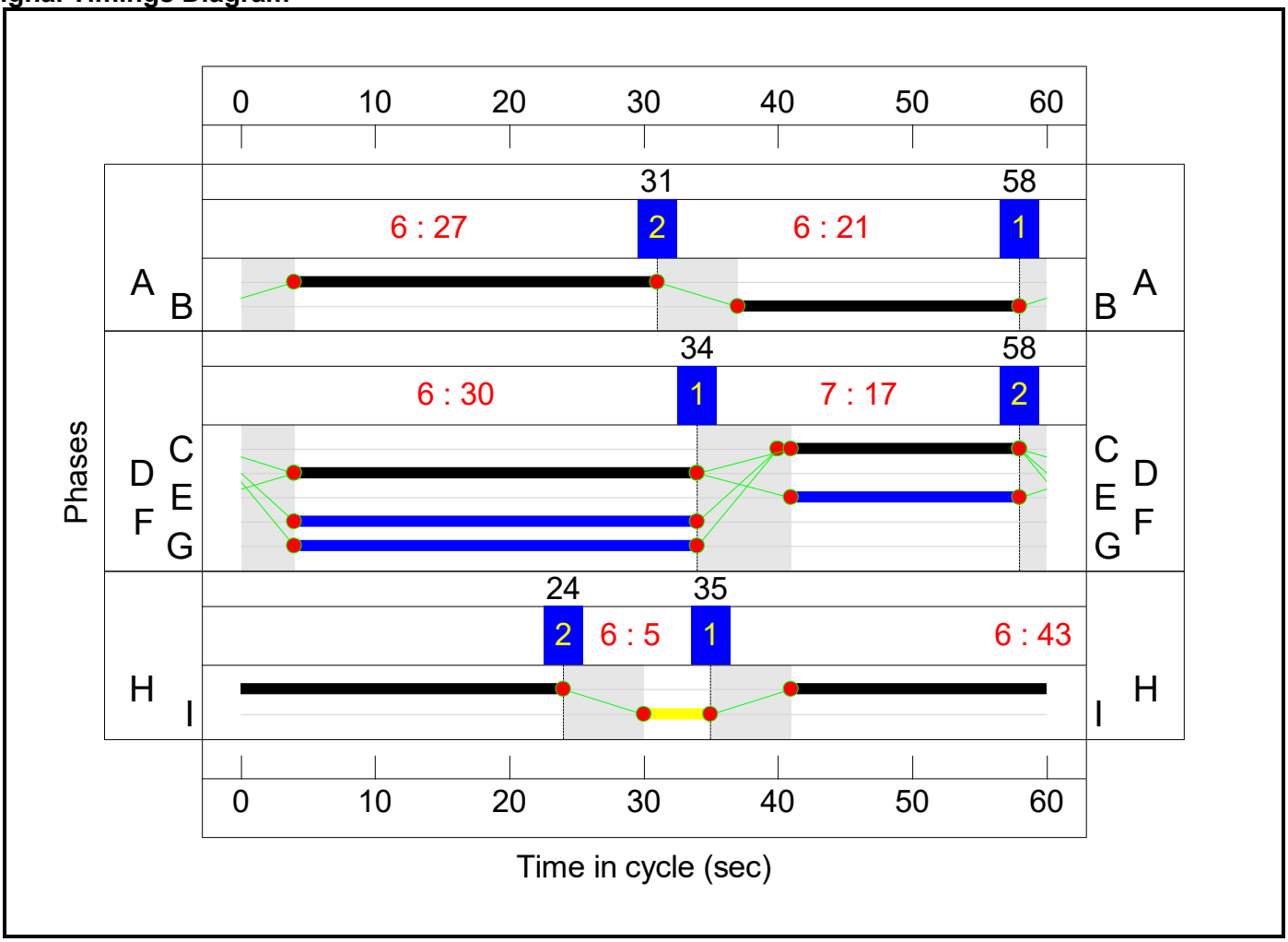
Stage Stream: 2

Stage	1	2
Duration	17	30
Change Point	34	58

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	35	24

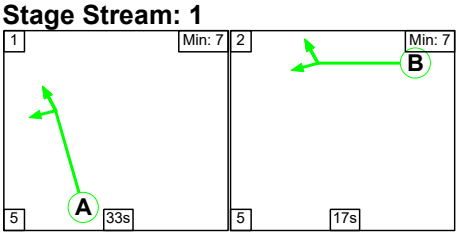
Signal Timings Diagram



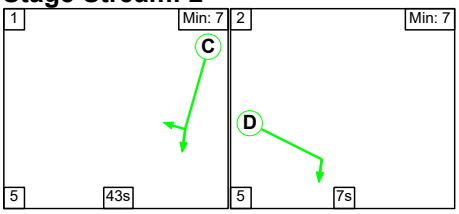
Controller :C4 - Ardley

Stage Sequence Diagram

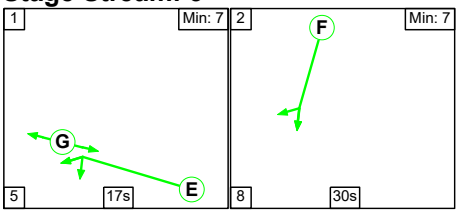
Stage Stream: 1



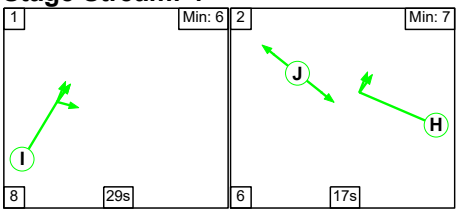
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	17
Change Point	8	46

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	12	0

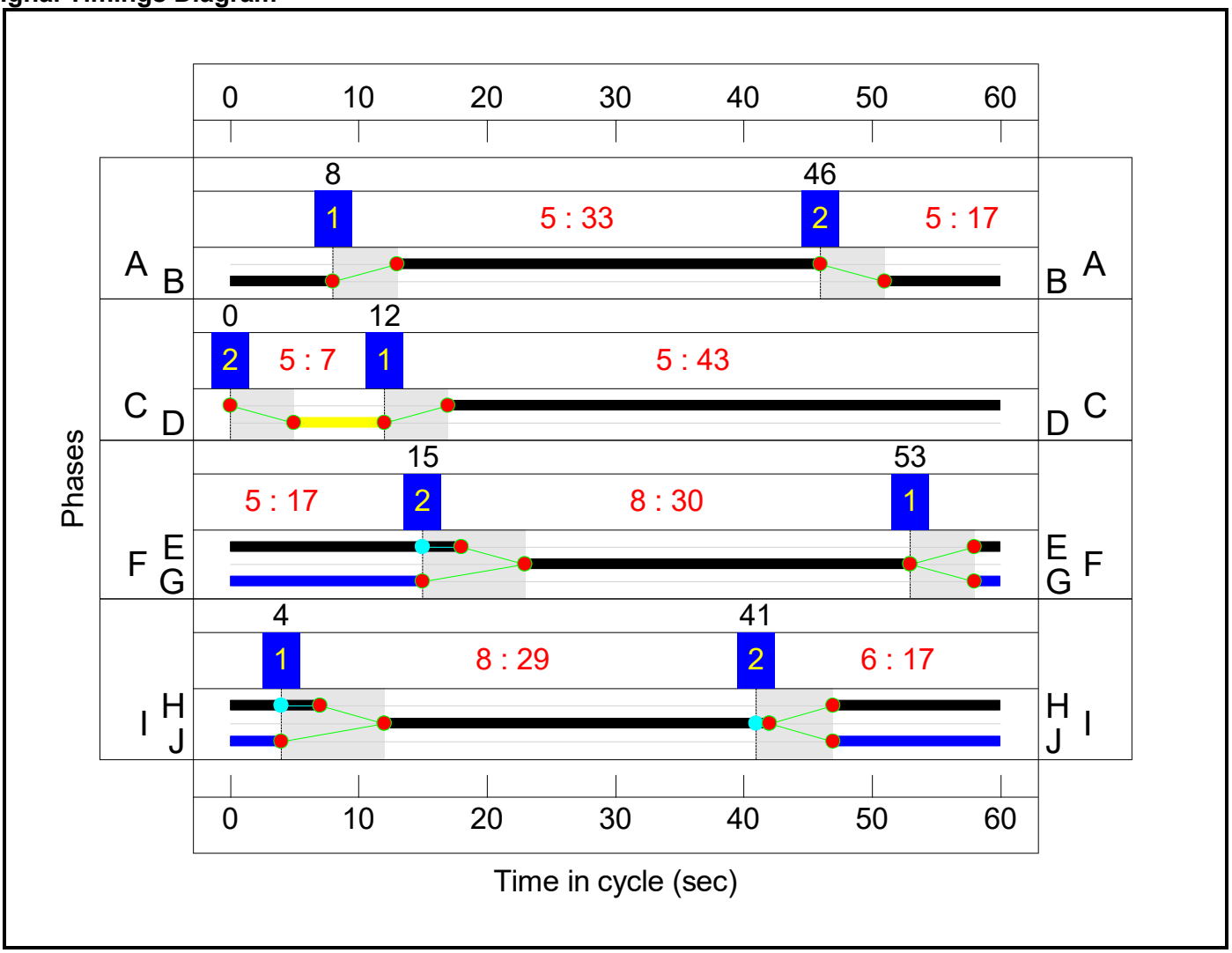
Stage Stream: 3

Stage	1	2
Duration	17	30
Change Point	53	15

Stage Stream: 4

Stage	1	2
Duration	29	17
Change Point	4	41

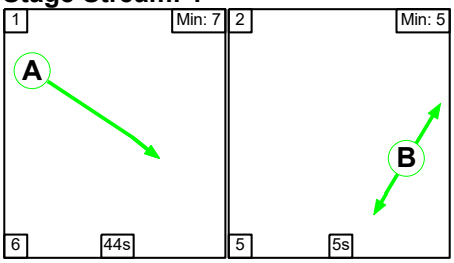
Signal Timings Diagram



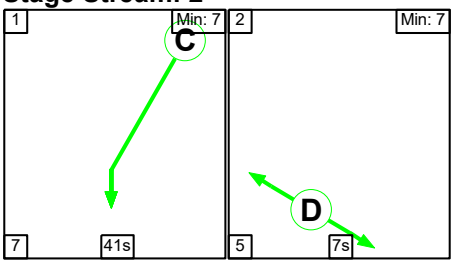
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

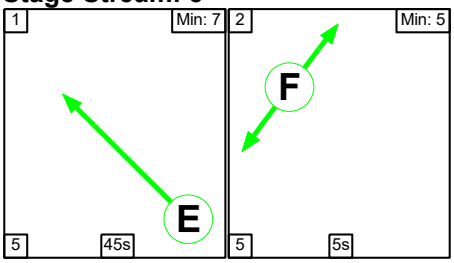
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	2	52

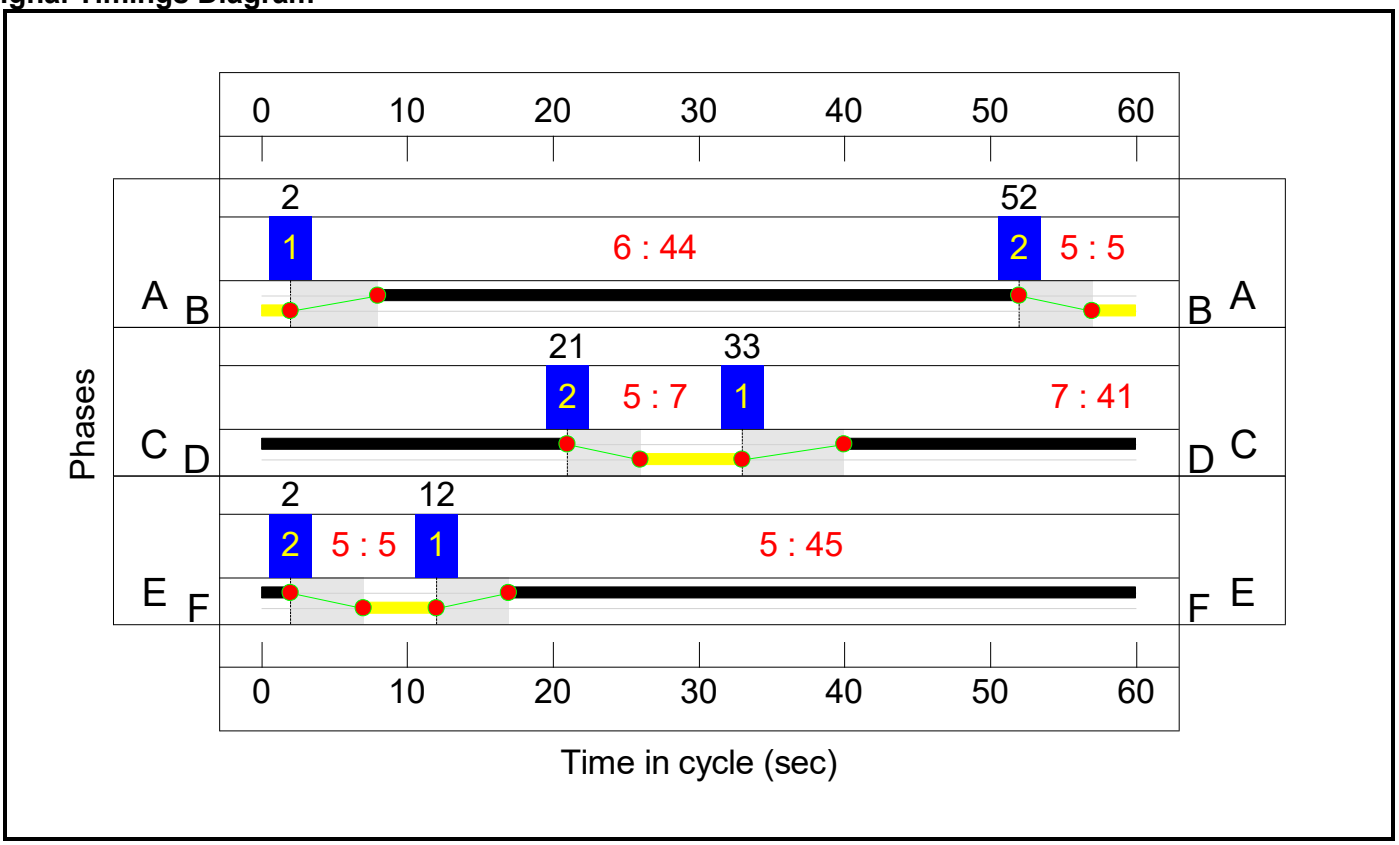
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	33	21

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	12	2

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.7%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.7%**
1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	25	-	563	1916	830	67.8%
1/2+1/3	A43 North Ahead	U	1:1	N/A	C1:B		1	25	-	1455	2052:2052	889+889	80.6 : 83.0%
2/1	Ahead	U	1:2	N/A	C1:C		1	34	-	259	1956	1174	22.1%
2/2	Ahead	U	1:2	N/A	C1:C		1	34	-	764	2092	1255	60.9%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	34	-	789	2092:1919	1195+81	61.9 : 61.9%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	13	-	603	2058:1886	480+259	82.9 : 79.0%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	13	-	307	2058	480	63.9%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	14	-	446	1952	521	85.7%
4/2	Right	U	1:3	N/A	C1:E		1	14	-	309	2066	551	56.1%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	34	-	895	1927	1124	79.6%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	1017	2058	1200	84.7%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	965	2058	1200	80.4%
6/1	Ahead	U	1:4	N/A	C1:G		1	40	-	826	1932	1352	61.1%
6/2	Ahead	U	1:4	N/A	C1:G		1	40	-	1223	2066	1446	84.6%
6/3	Ahead Right	U	1:4	N/A	C1:G		1	40	-	1068	2064	1445	73.9%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	8	-	378	1899:2043	285+306	58.6 : 68.9%
8/3		U	N/A	N/A	-		-	-	-	886	2000	2000	44.3%
9/1	Ahead	U	1:1	N/A	C1:A		1	23	-	190	1932	805	23.6%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	23	-	299	2062	859	34.8%
J2: Padbury	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.7%**

1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	13	-	226	1908	297	76.1%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	13	-	453	1922:3400	299+529	63.2 : 49.9%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	63	-	725	1980	1408	51.5%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	63	-	678	2120	1508	45.0%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	63	-	564	2120	1508	37.4%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	37	-	594	1980	836	71.1%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	37	-	1212	2120:2120	715+805	79.7 : 79.7%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	22	-	408	1980	506	80.6%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	22	-	437	2120	542	80.7%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.8%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	27	-	914	2120:1978	865+425	70.8 : 70.8%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	27	-	678	2120	989	68.5%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	27	-	386	1980	924	41.8%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	27	-	442	2120	989	44.7%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	532	2015	1478	36.0%
3/1	MSA Left	U	3:2	N/A	C3:C		1	17	-	262	1877	563	46.5%
3/2	MSA Left	U	3:2	N/A	C3:C		1	17	-	295	2052	616	47.9%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	21	-	502	1977	725	69.3%
7/1	Ahead	U	3:2	N/A	C3:D		1	30	-	744	2015	1108	67.1%
7/2	Ahead	U	3:2	N/A	C3:D		1	30	-	818	2155	1185	69.0%
7/3	Ahead	U	3:2	N/A	C3:D		1	30	-	386	2015	1108	34.8%
7/4	Ahead	U	3:2	N/A	C3:D		1	30	-	442	2155	1185	37.3%

J4: Ardley	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.3%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	33	-	752	1886	1069	70.4%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	33	-	732	2019:2019	1065+315	53.0 : 53.0%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	319	1894:2105	657+231	35.9 : 35.9%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	386	1886	1383	27.9%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	737	2019:2058	528+1172	43.4 : 43.4%
4/1	Ahead	U	4:3	N/A	C4:F		1	30	-	394	1919	1023	38.5%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	30	-	245	2052	1094	22.4%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	17	-	154	1942	615	25.0%
6/2	Right	U	4:1	N/A	C4:B		1	17	-	276	2077	658	42.0%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	24	2077:1942	237+119	6.7 : 6.7%
8/1	Ahead	U	4:4	N/A	C4:I		1	30	-	600	2015	1041	57.6%
8/2	Ahead	U	4:4	N/A	C4:I		1	30	-	726	2015	1041	69.7%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	30	-	526	2155	1113	47.2%
13/1	Right Right2	U	4:4	N/A	C4:H		1	20	-	508	1942	712	71.3%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	20	-	229	1915	670	34.2%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	20	-	276	2019	707	39.1%
J5: Baynards Green exit xings	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.5%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	515	1980	1518	33.9%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	259	1980	1386	18.7%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	786	2120	1484	53.0%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	922	1980	1386	66.5%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	500	1975	1481	33.8%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	195	2115	1586	12.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**638**	**0**	**0**	**79.1**	**34.1**	**0.0**	**113.3**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**25.9**	**14.2**	**0.0**	**40.0**	**-**	**-**	**-**	**-**
1/1	563	563	-	-	-	2.1	1.0	-	3.2	20.3	7.5	1.0	8.6
1/2+1/3	1455	1455	-	-	-	6.0	2.2	-	8.3	20.4	10.9	2.2	13.1
2/1	259	259	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
2/2	764	764	-	-	-	0.0	0.0	-	0.0	0.2	0.7	0.0	0.7
2/3+2/4	789	789	-	-	-	0.0	0.0	-	0.0	0.2	0.7	0.0	0.7
3/2+3/1	603	603	-	-	-	3.5	2.1	-	5.7	33.9	6.3	2.1	8.4
3/3	307	307	-	-	-	1.8	0.9	-	2.6	31.0	4.6	0.9	5.5
4/1	446	446	-	-	-	0.5	0.0	-	0.5	3.9	1.0	0.0	1.0
4/2	309	309	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2
5/1	895	895	-	-	-	2.4	1.9	-	4.3	17.5	11.4	1.9	13.4
5/2	1017	1017	-	-	-	2.9	2.7	-	5.6	19.8	13.8	2.7	16.5
5/3	965	965	-	-	-	2.6	2.0	-	4.6	17.3	12.6	2.0	14.6
6/1	826	826	-	-	-	0.1	0.0	-	0.1	0.3	0.8	0.0	0.8
6/2	1223	1223	-	-	-	0.4	0.0	-	0.4	1.3	3.4	0.0	3.4
6/3	1068	1068	-	-	-	0.2	0.0	-	0.2	0.6	1.7	0.0	1.7
7/1+7/2	378	378	-	-	-	2.5	0.9	-	3.4	32.4	3.3	0.9	4.2
8/3	886	886	-	-	-	0.0	0.4	-	0.4	1.6	1.7	0.4	2.1
9/1	190	190	-	-	-	0.3	0.0	-	0.3	5.2	1.3	0.0	1.3
9/2	299	299	-	-	-	0.3	0.0	-	0.3	3.0	1.2	0.0	1.2
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**27.8**	**10.5**	**0.0**	**38.3**	**-**	**-**	**-**	**-**
1/1	226	226	-	-	-	2.3	1.5	-	3.8	60.8	5.4	1.5	6.9
1/2+1/3	453	453	-	-	-	4.4	0.6	-	5.0	39.9	4.4	0.6	5.0
2/1	725	725	-	-	-	1.2	0.5	-	1.7	8.6	8.3	0.5	8.8
2/2	678	678	-	-	-	1.0	0.4	-	1.4	7.7	7.2	0.4	7.6

2/3	564	564	-	-	-	0.8	0.3	-	1.1	7.0	5.5	0.3	5.8
5/1	594	594	-	-	-	3.5	1.2	-	4.8	28.8	12.2	1.2	13.4
5/2+5/3	1212	1212	-	-	-	7.1	1.9	-	9.0	26.9	13.2	1.9	15.1
6/1	408	408	-	-	-	3.6	2.0	-	5.6	49.1	9.5	2.0	11.5
6/2	437	437	-	-	-	3.8	2.0	-	5.8	48.0	10.2	2.0	12.2
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**12.5**	**3.9**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
1/2+1/1	914	914	-	-	-	2.9	1.2	-	4.1	16.1	7.7	1.2	8.9
1/3	678	678	-	-	-	2.4	1.1	-	3.4	18.3	8.9	1.1	9.9
1/4	386	386	-	-	-	1.1	0.4	-	1.5	13.9	4.2	0.4	4.5
1/5	442	442	-	-	-	1.3	0.4	-	1.7	14.1	4.9	0.4	5.3
2/1	532	532	-	-	-	0.2	0.0	-	0.2	1.2	1.0	0.0	1.0
3/1	262	262	-	-	-	1.2	0.4	-	1.7	23.1	3.5	0.4	3.9
3/2	295	295	-	-	-	1.4	0.5	-	1.9	22.8	4.0	0.5	4.5
6/1	502	502	-	-	-	0.8	0.0	-	0.8	5.7	7.5	0.0	7.5
7/1	744	744	-	-	-	0.6	0.0	-	0.6	2.8	2.2	0.0	2.2
7/2	818	818	-	-	-	0.6	0.0	-	0.6	2.5	2.3	0.0	2.3
7/3	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/4	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley	**-**	**-**	**638**	**0**	**0**	**12.5**	**5.5**	**0.0**	**18.0**	**-**	**-**	**-**	**-**
1/1	752	752	-	-	-	2.0	1.2	-	3.1	15.0	9.0	1.2	10.2
1/2+1/3	732	732	-	-	-	1.5	0.6	-	2.1	10.2	5.7	0.6	6.2
2/1+2/2	319	319	638	0	0	0.2	0.3	-	0.4	4.9	1.3	0.3	1.6
3/1	386	386	-	-	-	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
3/2+3/3	737	737	-	-	-	0.3	0.4	-	0.6	3.1	6.9	0.4	7.3
4/1	394	394	-	-	-	0.1	0.0	-	0.1	0.5	0.6	0.0	0.6
4/2	245	245	-	-	-	0.1	0.0	-	0.1	1.6	0.4	0.0	0.4
6/1	154	154	-	-	-	0.5	0.0	-	0.5	12.6	1.6	0.0	1.6
6/2	276	276	-	-	-	0.7	0.0	-	0.7	9.4	1.2	0.0	1.2
7/2+7/1	24	24	-	-	-	0.2	0.0	-	0.3	42.3	0.3	0.0	0.3
8/1	600	600	-	-	-	1.1	0.7	-	1.7	10.5	2.9	0.7	3.6
8/2	726	726	-	-	-	1.5	1.1	-	2.6	13.1	4.1	1.1	5.2

8/3	526	526	-	-	-	0.8	0.4	-	1.3	8.7	6.1	0.4	6.6
13/1	508	508	-	-	-	1.6	0.0	-	1.6	11.0	5.1	0.0	5.1
14/1	229	229	-	-	-	0.9	0.3	-	1.2	18.5	2.8	0.3	3.1
14/2	276	276	-	-	-	1.1	0.3	-	1.4	18.9	3.4	0.3	3.8
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.5**	**0.0**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
1/1	515	515	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
2/1	259	259	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
2/2	786	786	-	-	-	0.1	0.0	-	0.1	0.3	0.8	0.0	0.8
2/3	922	922	-	-	-	0.2	0.0	-	0.2	0.6	1.1	0.0	1.1
3/1	500	500	-	-	-	0.2	0.0	-	0.2	1.3	1.1	0.0	1.1
3/2	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

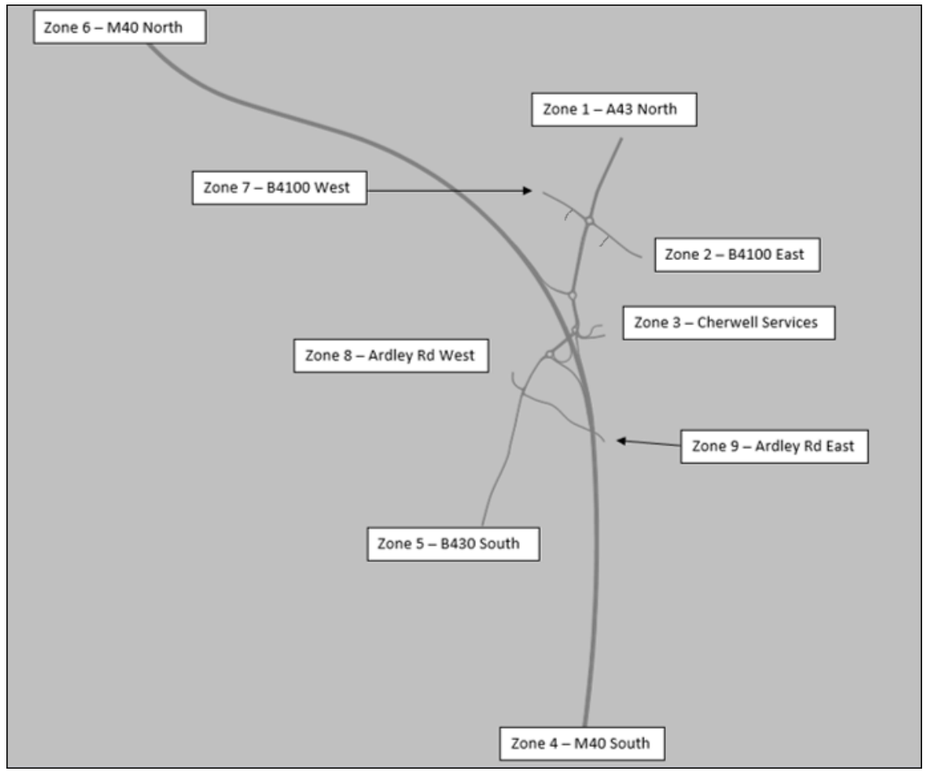
C1 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	11.95	Cycle Time (s):	60
C1 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	8.40	Cycle Time (s):	60
C1 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	15.20	Cycle Time (s):	60
C1 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	6.4	Total Delay for Signalled Lanes (pcuHr):	4.09	Cycle Time (s):	60
C2 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	38.29	Cycle Time (s):	90
C3 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	27.1	Total Delay for Signalled Lanes (pcuHr):	11.56	Cycle Time (s):	60
C3 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	30.4	Total Delay for Signalled Lanes (pcuHr):	4.67	Cycle Time (s):	60
C3 - Cherwell	Stream: 3	PRC for Signalled Lanes (%):	150.0	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	60
C4 - Ardley	Stream: 1	PRC for Signalled Lanes (%):	27.9	Total Delay for Signalled Lanes (pcuHr):	6.48	Cycle Time (s):	60
C4 - Ardley	Stream: 2	PRC for Signalled Lanes (%):	107.6	Total Delay for Signalled Lanes (pcuHr):	1.11	Cycle Time (s):	60
C4 - Ardley	Stream: 3	PRC for Signalled Lanes (%):	130.4	Total Delay for Signalled Lanes (pcuHr):	2.78	Cycle Time (s):	60
C4 - Ardley	Stream: 4	PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	7.22	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 1	PRC for Signalled Lanes (%):	166.6	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 2	PRC for Signalled Lanes (%):	35.3	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s):	60
C5 - Baynards Green exit xings	Stream: 3	PRC for Signalled Lanes (%):	165.3	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s):	60
		PRC Over All Lanes (%):	5.0	Total Delay Over All Lanes(pcuHr):	113.26		

APPENDIX 53

LINSIG RC1A, RC2A, RC3A, RC4A TRAFFIC FLOWS

2031 AM Peak Reference Case (RC1A) LIGHT VEHICLES (in vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	404	60	1006	430	0	41	2	43	51	28	**2065**
	2	204	0	0	1	9	178	204	0	0	41	29	**666**
	3	51	0	0	152	79	104	0	0	0	0	0	**385**
	4	930	1	208	0	2	2606	7	14	0	13	5	**3786**
	5	151	11	0	0	0	95	0	34	89	13	8	**401**
	6	0	206	128	3090	134	0	23	11	58	16	9	**3675**
	7	60	306	0	47	0	0	0	0	0	27	12	**453**
	8	4	1	0	12	11	10	0	0	63	1	0	**103**
	9	15	0	0	0	158	121	0	24	0	3	0	**321**
	10	5	21	0	1	8	1	8	0	4	0	0	**49**
	11	3	14	0	0	5	0	3	0	1	0	0	**27**
	Total	**1423**	**964**	**395**	**4310**	**835**	**3115**	**286**	**85**	**259**	**165**	**92**	**11931**

2031 AM Peak Reference Case (RC1A) HEAVY VEHICLES (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	0	4	428	9	0	0	0	0	28	16	**484**
	2	28	0	0	0	0	0	22	0	0	4	2	**56**
	3	22	0	0	100	0	80	0	0	0	0	0	**203**
	4	246	0	29	0	0	630	0	0	0	29	16	**950**
	5	0	0	0	2	0	1	0	0	0	0	0	**3**
	6	0	29	106	981	0	0	0	0	0	7	4	**1126**
	7	0	13	0	0	0	0	0	0	0	0	0	**13**
	8	0	0	0	0	14	0	0	0	0	0	0	**14**
	9	0	0	0	0	7	0	0	0	0	0	0	**7**
	10	28	4	0	28	1	7	0	0	0	0	0	**68**
	11	16	2	0	15	1	4	0	0	0	0	0	**38**
	Total	**340**	**48**	**138**	**1554**	**32**	**723**	**22**	**0**	**0**	**68**	**38**	**2963**



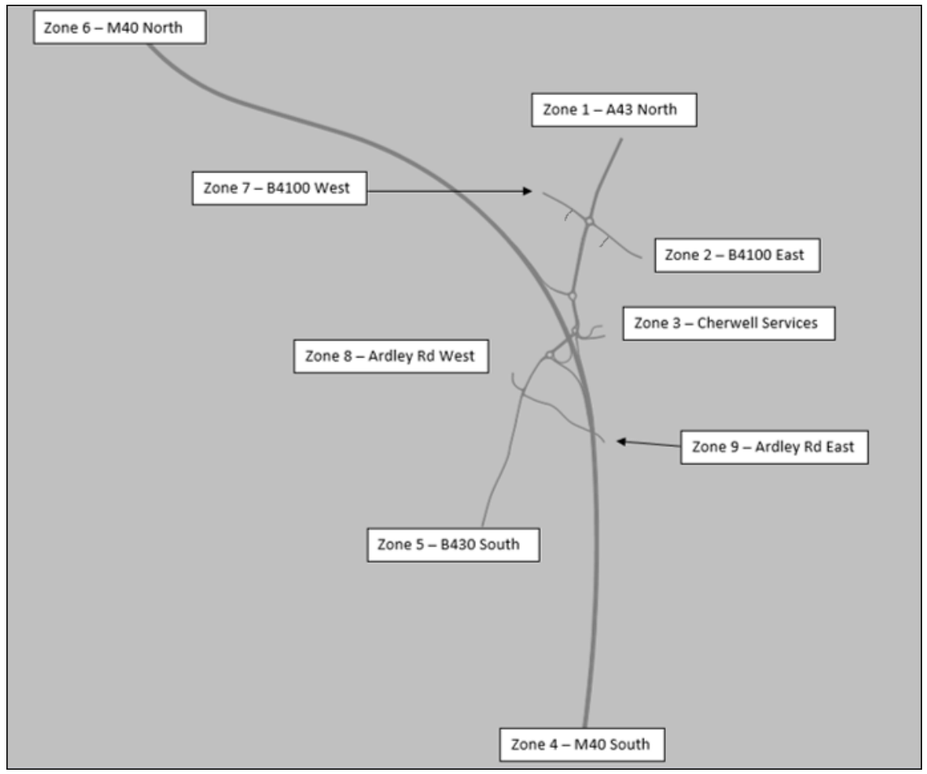
2031 AM Peak Reference Case (RC1A) TOTAL TRAFFIC (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	404	64	1434	439	0	41	2	43	79	44	**2549**
	2	232	0	0	1	9	178	225	0	0	45	31	**722**
	3	73	0	0	252	79	184	0	0	0	0	0	**587**
	4	1176	1	237	0	2	3237	7	14	0	42	22	**4736**
	5	151	11	0	2	0	96	0	34	89	13	8	**404**
	6	0	235	233	4071	134	0	23	11	58	23	13	**4802**
	7	60	319	0	47	0	0	0	0	0	27	12	**466**
	8	4	1	0	12	25	10	0	0	63	1	0	**116**
	9	15	0	0	0	165	121	0	24	0	3	0	**328**
	10	33	25	0	29	9	8	8	0	4	0	0	**117**
	11	18	16	0	16	5	4	3	0	1	0	0	**65**
	Total	**1763**	**1012**	**534**	**5864**	**867**	**3839**	**308**	**85**	**259**	**233**	**129**	**14894**

LinSig Network (see above)

2031 AM Peak Reference Case (RC1A) TOTAL TRAFFIC (in pcus)									
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**Total**
A	0	404	64	1,434	483	0	119	44	**2,549**
B	232	0	0	1	10	178	271	31	**722**
C	73	0	0	252	79	184	0	0	**587**
D	1,176	1	237	0	15	0	49	22	**1,500**
E	170	12	0	14	0	227	16	9	**448**
F	0	235	233	0	203	0	47	13	**731**
G	94	344	0	76	14	8	0	12	**547**
H	18	16	0	16	7	4	3	0	**65**
Total	**1,763**	**1,012**	**534**	**1,793**	**811**	**602**	**505**	**129**	**7,150**

2031 PM Peak Reference Case (RC1A) LIGHT VEHICLES (in vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	269	105	1117	97	0	43	2	22	12	6	**1674**
	2	351	0	0	4	3	239	218	4	0	17	11	**847**
	3	74	0	0	213	0	140	0	0	0	0	0	**428**
	4	1475	3	168	0	5	3557	28	33	0	2	1	**5272**
	5	146	3	0	0	0	107	0	76	58	4	2	**396**
	6	0	259	143	3034	92	0	6	15	23	2	1	**3575**
	7	46	140	0	31	0	0	0	0	0	6	2	**226**
	8	8	0	0	2	36	9	0	0	37	0	0	**92**
	9	1	0	0	0	12	65	0	38	0	0	0	**117**
	10	50	52	0	10	12	10	39	1	5	0	0	**179**
	11	27	34	0	5	10	6	15	0	0	0	0	**99**
	Total	**2180**	**760**	**416**	**4416**	**267**	**4134**	**349**	**170**	**146**	**44**	**24**	**12905**

2031 PM Peak Reference Case (RC1A) HEAVY VEHICLES (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	17	3	176	0	0	0	0	0	24	13	**233**
	2	0	0	0	0	0	8	1	0	0	3	2	**13**
	3	23	0	0	85	0	68	0	0	0	0	0	**176**
	4	227	0	80	0	0	743	0	0	0	25	14	**1089**
	5	0	0	0	0	0	0	0	2	0	0	0	**3**
	6	0	0	93	581	0	0	0	0	0	6	3	**683**
	7	0	9	0	0	0	0	0	0	0	0	0	**9**
	8	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	22	3	0	22	1	6	0	0	0	0	0	**54**
	11	12	2	0	12	1	3	0	0	0	0	0	**30**
	Total	**285**	**31**	**176**	**876**	**2**	**828**	**1**	**2**	**0**	**58**	**32**	**2290**



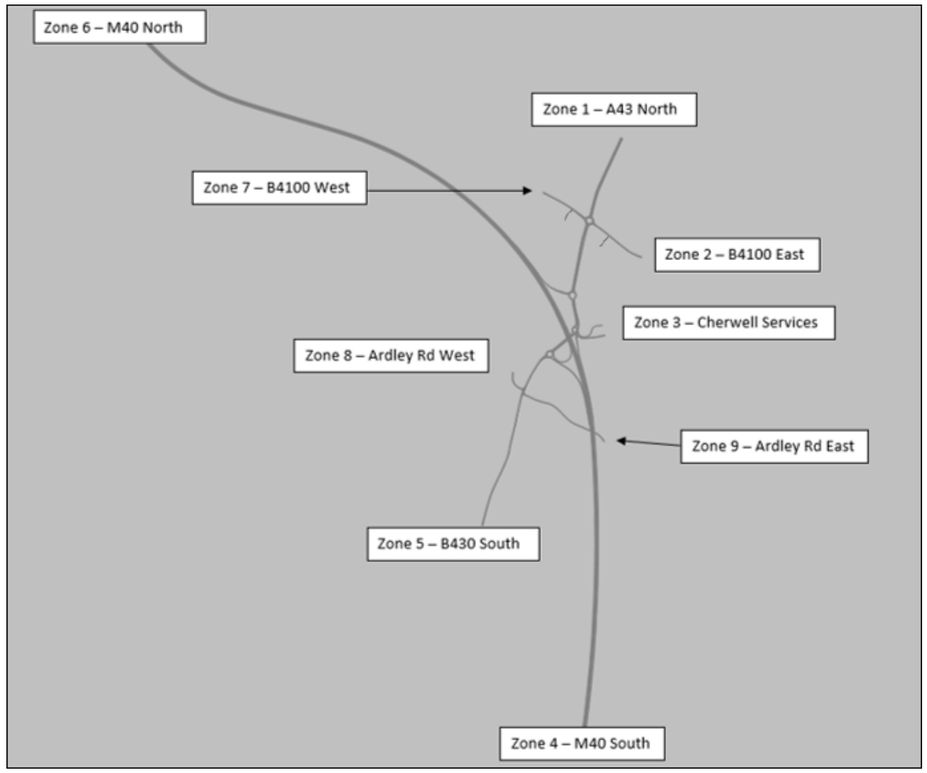
2031 PM Peak Reference Case (RC1A) TOTAL TRAFFIC (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	287	108	1293	97	0	43	2	22	35	20	**1907**
	2	351	0	0	4	3	247	219	4	0	20	13	**860**
	3	98	0	0	298	0	209	0	0	0	0	0	**604**
	4	1702	3	248	0	5	4301	28	33	0	27	15	**6361**
	5	146	3	0	0	0	107	0	79	58	4	2	**399**
	6	0	259	235	3615	92	0	6	15	23	8	5	**4258**
	7	46	149	0	31	0	0	0	0	0	6	2	**235**
	8	8	0	0	2	36	9	0	0	37	0	0	**92**
	9	1	0	0	0	12	65	0	38	0	0	0	**117**
	10	72	55	0	32	13	16	39	1	5	0	0	**233**
	11	39	36	0	18	10	10	15	0	0	0	0	**129**
	Total	**2465**	**790**	**591**	**5292**	**268**	**4962**	**350**	**172**	**146**	**102**	**56**	**15195**

LinSig Network (see above)

2034 PM Peak Reference Case (RC1A) TOTAL TRAFFIC (in pcus)									
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**Total**
A	0	287	108	1,293	122	0	78	20	**1,907**
B	351	0	0	4	7	247	239	13	**860**
C	98	0	0	298	0	209	0	0	**604**
D	1,702	3	248	0	37	0	56	15	**2,060**
E	156	3	0	2	0	181	4	2	**347**
F	0	259	235	0	130	0	14	5	**643**
G	119	204	0	63	19	16	0	2	**423**
H	39	36	0	18	11	10	15	0	**129**
Total	**2,465**	**790**	**591**	**1,677**	**326**	**662**	**406**	**56**	**6,973**

2031 AM Peak Reference Case (RC2A) LIGHT VEHICLES (in vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	405	60	993	453	0	40	2	43	52	29	**2077**
	2	205	0	0	1	10	179	192	0	0	42	29	**658**
	3	51	0	0	152	79	104	0	0	0	0	0	**385**
	4	930	1	208	0	2	2607	7	14	0	13	6	**3787**
	5	142	9	0	0	0	96	0	33	71	13	7	**371**
	6	0	205	128	3089	135	0	23	11	58	16	9	**3675**
	7	58	307	0	53	0	0	0	0	0	26	12	**456**
	8	4	1	0	12	7	10	0	0	64	1	0	**99**
	9	14	0	0	0	169	113	0	23	0	3	0	**322**
	10	5	21	0	1	8	1	8	0	4	0	0	**49**
	11	3	14	0	0	5	0	3	0	1	0	0	**27**
	Total	**1412**	**963**	**395**	**4302**	**867**	**3110**	**273**	**83**	**242**	**165**	**92**	**11905**

2031 AM Peak Reference Case (RC2A) HEAVY VEHICLES (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	0	4	429	9	0	0	0	0	28	16	**485**
	2	28	0	0	0	0	0	22	0	0	4	2	**56**
	3	22	0	0	100	0	80	0	0	0	0	0	**203**
	4	246	0	29	0	0	630	0	0	0	29	16	**950**
	5	0	0	0	2	0	1	0	0	0	0	0	**4**
	6	0	29	106	981	0	0	0	0	0	7	4	**1126**
	7	0	13	0	0	0	0	0	0	0	0	0	**13**
	8	0	0	0	0	14	0	0	0	0	0	0	**14**
	9	0	0	0	0	8	0	0	0	0	0	0	**8**
	10	28	4	0	28	1	7	0	0	0	0	0	**68**
	11	16	2	0	15	1	4	0	0	0	0	0	**38**
	Total	**340**	**48**	**138**	**1555**	**32**	**723**	**22**	**0**	**0**	**68**	**38**	**2964**



2031 AM Peak Reference Case (RC2A) TOTAL TRAFFIC (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	405	64	1422	462	0	40	2	43	79	44	**2561**
	2	233	0	0	1	10	179	214	0	0	46	31	**714**
	3	73	0	0	252	79	184	0	0	0	0	0	**587**
	4	1176	1	237	0	2	3238	7	14	0	42	22	**4737**
	5	142	9	0	2	0	97	0	33	71	13	7	**375**
	6	0	234	233	4070	135	0	23	11	58	24	13	**4802**
	7	58	320	0	53	0	0	0	0	0	26	12	**469**
	8	4	1	0	12	20	10	0	0	64	1	0	**112**
	9	14	0	0	0	176	113	0	23	0	3	0	**329**
	10	33	25	0	29	9	8	8	0	4	0	0	**117**
	11	18	16	0	16	5	4	3	0	1	0	0	**65**
	Total	**1752**	**1011**	**534**	**5857**	**899**	**3833**	**295**	**83**	**242**	**233**	**129**	**14869**

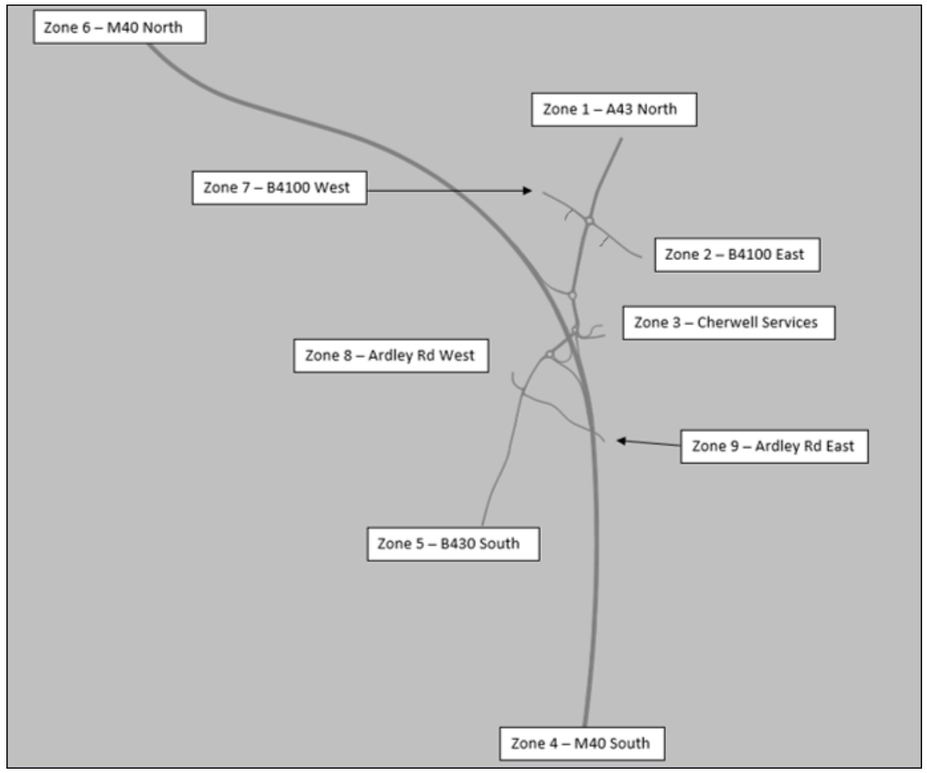
LinSig Network (see above)

2031 AM Peak Reference Case (RC2A) TOTAL TRAFFIC (in pcus)									
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**Total**
A	0	405	64	1,422	507	0	119	44	**2,561**
B	233	0	0	1	10	179	259	31	**714**
C	73	0	0	252	79	184	0	0	**587**
D	1,176	1	237	0	15	0	49	22	**1,500**
E	160	9	0	15	0	221	16	8	**429**
F	0	234	233	0	205	0	47	13	**732**
G	92	344	0	82	14	8	0	12	**552**
H	18	16	0	16	7	4	3	0	**65**
Total	**1,752**	**1,011**	**534**	**1,787**	**837**	**596**	**494**	**129**	**7,140**

2031 PM Peak Reference Case (RC2A) LIGHT VEHICLES (in vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	265	105	1122	118	0	39	2	15	12	6	**1684**
	2	355	0	0	4	4	248	206	4	0	17	11	**849**
	3	74	0	0	213	0	140	0	0	0	0	0	**428**
	4	1471	3	168	0	5	3561	28	16	0	2	1	**5255**
	5	141	2	0	0	0	115	0	100	58	3	2	**421**
	6	0	257	143	3030	95	0	6	15	23	2	1	**3571**
	7	46	140	0	31	0	0	0	0	0	7	2	**227**
	8	8	0	0	1	46	9	0	0	25	0	0	**90**
	9	4	0	0	0	8	56	0	35	0	0	0	**104**
	10	50	52	0	10	12	10	39	1	5	0	0	**179**
	11	27	34	0	5	10	9	13	0	1	0	0	**99**
	Total	**2177**	**753**	**416**	**4418**	**297**	**4149**	**330**	**174**	**127**	**44**	**24**	**12907**

2031 PM Peak Reference Case (RC2A) HEAVY VEHICLES (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	17	3	176	0	0	0	0	0	24	13	**233**
	2	0	0	0	0	0	8	1	0	0	3	2	**13**
	3	23	0	0	85	0	68	0	0	0	0	0	**176**
	4	227	0	80	0	0	744	0	0	0	25	14	**1091**
	5	0	0	0	0	0	0	0	2	0	0	0	**2**
	6	0	0	93	581	0	0	0	0	0	6	3	**683**
	7	0	9	0	0	0	0	0	0	0	0	0	**9**
	8	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	22	3	0	22	1	6	0	0	0	0	0	**54**
	11	12	2	0	12	1	3	0	0	0	0	0	**30**
	Total	**285**	**31**	**176**	**876**	**2**	**829**	**1**	**2**	**0**	**58**	**32**	**2292**

2031 PM Peak Reference Case (RC2A) TOTAL TRAFFIC (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	282	108	1298	118	0	39	2	15	35	20	**1917**
	2	355	0	0	4	4	256	206	4	0	21	13	**863**
	3	98	0	0	298	0	209	0	0	0	0	0	**604**
	4	1698	3	249	0	5	4305	28	16	0	27	15	**6345**
	5	141	2	0	0	0	115	0	102	58	3	2	**424**
	6	0	257	235	3611	95	0	6	15	23	8	5	**4255**
	7	46	149	0	31	0	0	0	0	0	7	2	**236**
	8	8	0	0	1	46	9	0	0	25	0	0	**90**
	9	4	0	0	0	8	56	0	35	0	0	0	**104**
	10	73	55	0	32	13	16	39	1	5	0	0	**233**
	11	40	36	0	18	10	12	13	0	1	0	0	**129**
	Total	**2461**	**784**	**592**	**5294**	**299**	**4978**	**331**	**176**	**127**	**102**	**56**	**15199**



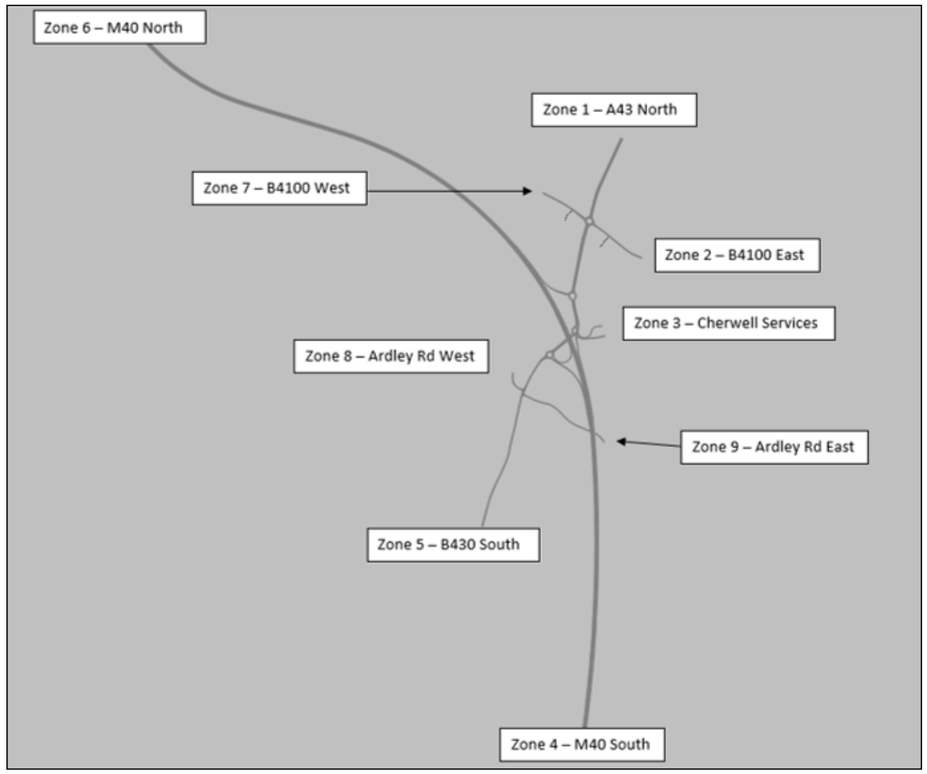
LinSig Network (see above)

2034 PM Peak Reference Case (RC2A) TOTAL TRAFFIC (in pcus)									
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**Total**
A	0	282	108	1,298	135	0	74	20	**1,917**
B	355	0	0	4	8	256	227	13	**863**
C	98	0	0	298	0	209	0	0	**604**
D	1,698	3	249	0	21	0	56	15	**2,040**
E	153	2	0	2	0	181	4	2	**343**
F	0	257	235	0	133	0	14	5	**644**
G	119	205	0	64	18	16	0	2	**423**
H	40	36	0	18	11	12	13	0	**129**
Total	**2,461**	**784**	**592**	**1,683**	**327**	**673**	**387**	**56**	**6,963**

2034 AM Peak Reference Case (RC3A) LIGHT VEHICLES (in vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	395	60	1060	467	0	43	2	39	49	27	**2144**
	2	212	0	0	1	9	195	207	0	0	42	29	**696**
	3	53	0	0	157	82	107	0	0	0	0	0	**399**
	4	965	2	216	0	3	2723	7	15	5	13	6	**3955**
	5	175	9	0	0	0	107	0	31	80	11	7	**420**
	6	0	230	132	3370	148	0	3	12	55	19	10	**3979**
	7	61	307	0	16	0	0	0	0	0	26	11	**420**
	8	4	1	0	14	5	11	0	0	64	1	0	**99**
	9	19	0	0	0	180	136	0	24	0	3	0	**363**
	10	5	21	0	2	7	1	8	0	4	0	0	**49**
	11	3	14	0	1	4	1	3	0	1	0	0	**27**
	Total	**1498**	**980**	**409**	**4621**	**905**	**3281**	**272**	**84**	**248**	**164**	**91**	**12552**

2034 AM Peak Reference Case (RC3A) HEAVY VEHICLES (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	0	4	427	9	0	0	0	0	27	15	**481**
	2	29	0	0	0	0	0	22	0	0	4	2	**57**
	3	23	0	0	103	0	83	0	0	0	0	0	**208**
	4	254	0	30	0	0	652	0	0	0	28	16	**979**
	5	0	0	0	3	0	1	0	0	0	1	1	**6**
	6	0	28	109	1009	0	0	0	0	0	7	4	**1157**
	7	0	13	0	0	0	0	0	0	0	0	0	**13**
	8	0	0	0	0	14	0	0	0	0	0	0	**14**
	9	0	0	0	0	8	0	0	0	0	0	0	**8**
	10	28	4	0	28	1	7	0	0	0	0	0	**68**
	11	16	2	0	15	1	4	0	0	0	0	0	**38**
	Total	**350**	**48**	**142**	**1584**	**33**	**746**	**22**	**0**	**0**	**67**	**37**	**3030**

2034 AM Peak Reference Case (RC3A) TOTAL TRAFFIC (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	395	64	1487	476	0	43	2	39	76	42	**2625**
	2	241	0	0	1	9	195	230	0	0	46	31	**754**
	3	76	0	0	260	82	190	0	0	0	0	0	**607**
	4	1220	2	246	0	3	3375	7	15	5	40	22	**4935**
	5	175	9	0	3	0	108	0	31	80	12	8	**426**
	6	0	259	241	4378	148	0	3	12	55	26	14	**5136**
	7	61	320	0	16	0	0	0	0	0	26	11	**433**
	8	4	1	0	14	19	11	0	0	64	1	0	**114**
	9	19	0	0	0	188	136	0	24	0	3	0	**371**
	10	33	25	0	30	9	8	8	0	4	0	0	**117**
	11	18	16	0	17	5	5	3	0	1	0	0	**65**
	Total	**1848**	**1027**	**551**	**6205**	**938**	**4027**	**294**	**84**	**248**	**231**	**128**	**15582**



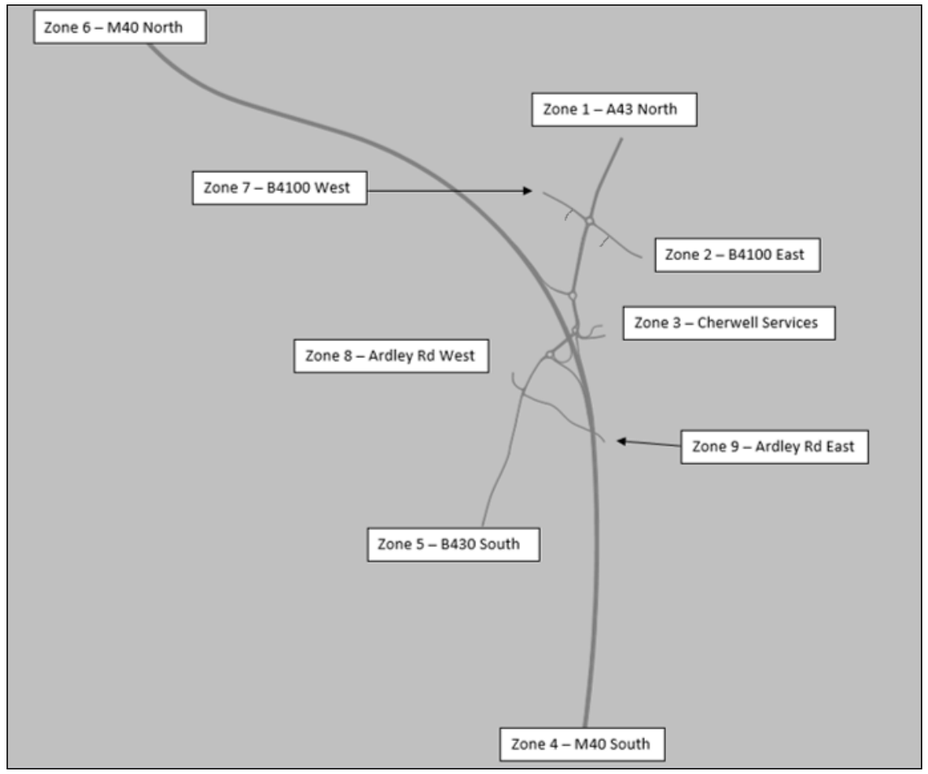
LinSig Network (see above)

2034 AM Peak Reference Case (RC3A) TOTAL TRAFFIC (in pcus)									
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**Total**
A	0	395	64	1,487	517	0	120	42	**2,625**
B	241	0	0	1	9	195	276	31	**754**
C	76	0	0	260	82	190	0	0	**607**
D	1,220	2	246	0	23	0	47	22	**1,560**
E	199	10	0	16	0	254	16	8	**503**
F	0	259	241	0	214	0	29	14	**758**
G	94	345	0	45	13	8	0	11	**517**
H	18	16	0	17	6	5	3	0	**65**
Total	**1,848**	**1,027**	**551**	**1,827**	**864**	**652**	**492**	**128**	**7,389**

2034 PM Peak Reference Case (RC3A) LIGHT VEHICLES (in vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	274	109	1108	158	0	42	2	55	12	7	**1767**
	2	374	0	0	3	2	240	229	4	0	17	11	**879**
	3	77	0	0	221	0	146	0	0	0	0	0	**444**
	4	1488	1	173	0	14	3731	1	61	0	2	1	**5472**
	5	154	2	0	0	0	113	0	64	71	3	2	**409**
	6	0	292	148	3182	91	0	7	15	35	3	2	**3775**
	7	50	143	0	34	0	0	0	0	0	6	2	**235**
	8	8	0	0	2	37	9	0	0	47	0	0	**103**
	9	15	0	0	0	18	87	0	43	0	1	0	**163**
	10	50	50	0	10	11	13	37	1	8	0	0	**179**
	11	27	34	0	6	9	8	14	0	1	0	0	**99**
	Total	**2242**	**798**	**429**	**4565**	**340**	**4346**	**330**	**191**	**216**	**43**	**24**	**13525**

2034 PM Peak Reference Case (RC3A) HEAVY VEHICLES (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	18	3	180	0	0	0	0	0	24	13	**238**
	2	0	0	0	0	0	8	1	0	0	3	2	**13**
	3	24	0	0	87	0	70	0	0	0	0	0	**181**
	4	225	0	82	0	0	756	0	0	0	24	13	**1099**
	5	5	0	0	0	0	0	0	2	0	1	1	**9**
	6	0	0	95	597	0	0	0	0	0	6	3	**702**
	7	0	9	0	0	0	0	0	0	0	0	0	**9**
	8	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	22	3	0	22	1	6	0	0	0	0	0	**54**
	11	12	2	0	12	1	3	0	0	0	0	0	**30**
	Total	**289**	**31**	**180**	**899**	**2**	**842**	**1**	**2**	**0**	**58**	**32**	**2336**

2034 PM Peak Reference Case (RC3A) TOTAL TRAFFIC (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	292	112	1288	158	0	42	2	55	36	20	**2005**
	2	374	0	0	3	2	248	230	4	0	20	12	**893**
	3	101	0	0	308	0	216	0	0	0	0	0	**625**
	4	1713	1	254	0	14	4486	1	61	0	26	14	**6572**
	5	159	2	0	0	0	113	0	66	71	4	2	**418**
	6	0	292	243	3779	91	0	7	15	35	9	5	**4476**
	7	50	153	0	34	0	0	0	0	0	6	2	**245**
	8	8	0	0	2	37	9	0	0	47	0	0	**103**
	9	15	0	0	0	18	87	0	43	0	1	0	**163**
	10	72	53	0	32	12	19	37	1	8	0	0	**233**
	11	39	36	0	18	9	11	14	0	1	0	0	**129**
	Total	**2531**	**829**	**609**	**5464**	**342**	**5188**	**331**	**193**	**216**	**101**	**56**	**15861**



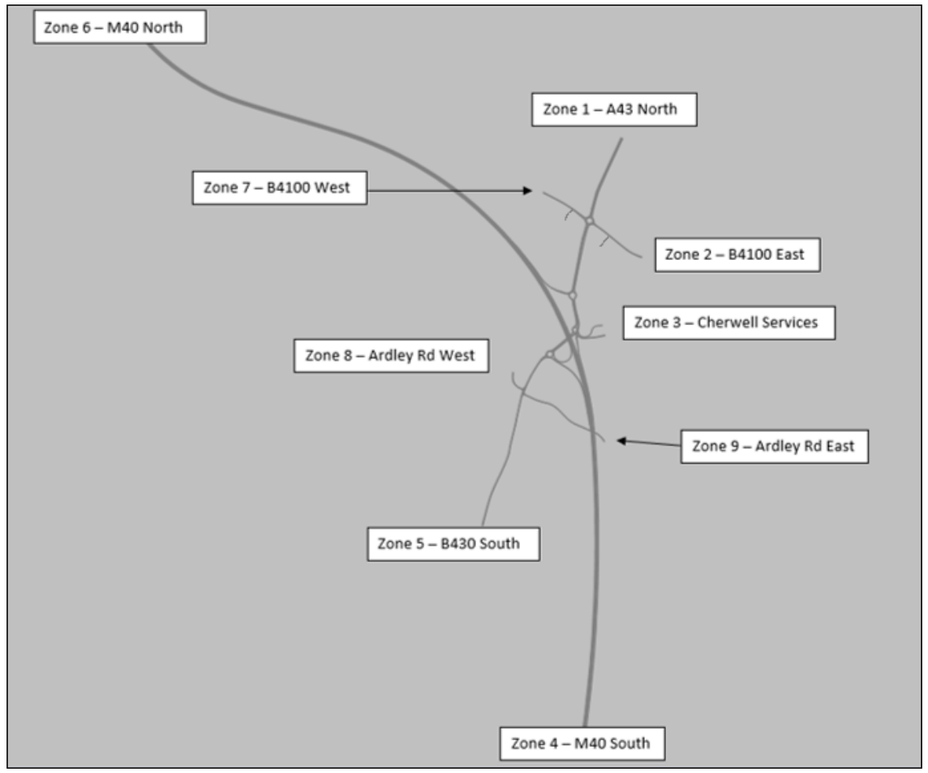
LinSig Network (see above)

2034 PM Peak Reference Case (RC3A) TOTAL TRAFFIC (in pcus)									
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**Total**
A	0	292	112	1,288	216	0	78	20	**2,005**
B	374	0	0	3	7	248	250	12	**893**
C	101	0	0	308	0	216	0	0	**625**
D	1,713	1	254	0	76	0	27	14	**2,086**
E	182	2	0	3	0	209	5	2	**403**
F	0	292	243	0	142	0	16	5	**697**
G	122	206	0	66	20	19	0	2	**434**
H	39	36	0	18	11	11	14	0	**129**
Total	**2,531**	**829**	**609**	**1,686**	**470**	**702**	**389**	**56**	**7,272**

2042 AM Peak Reference Case (RC4A) LIGHT VEHICLES (in vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	353	64	1069	575	0	48	2	39	40	25	**2216**
	2	207	0	0	2	8	162	325	0	0	42	28	**774**
	3	56	0	0	257	1	115	0	0	0	0	0	**429**
	4	992	1	226	0	5	2845	0	24	5	15	7	**4120**
	5	182	9	0	0	0	133	0	30	91	9	6	**461**
	6	0	323	142	3807	144	0	0	13	69	25	13	**4535**
	7	65	316	0	62	0	0	0	0	0	28	9	**480**
	8	5	1	0	12	21	11	0	0	65	0	0	**115**
	9	26	0	0	0	195	188	0	28	0	2	0	**438**
	10	5	21	0	4	6	2	8	0	2	0	0	**49**
	11	3	14	0	2	4	1	3	0	0	0	0	**27**
	Total	**1540**	**1039**	**432**	**5216**	**958**	**3456**	**384**	**97**	**271**	**161**	**89**	**13645**

2042 AM Peak Reference Case (RC4A) HEAVY VEHICLES (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	0	4	383	18	0	0	0	0	26	15	**446**
	2	30	0	0	0	0	0	24	0	0	4	2	**60**
	3	24	0	0	109	0	88	0	0	0	0	0	**221**
	4	264	0	31	0	0	661	0	0	0	27	15	**999**
	5	1	0	0	0	0	20	0	0	8	1	1	**31**
	6	0	31	116	1071	0	0	0	0	0	7	4	**1230**
	7	0	14	0	0	0	0	0	0	0	0	0	**14**
	8	0	0	0	0	14	0	0	0	1	0	0	**15**
	9	0	0	0	0	8	0	0	0	0	0	0	**8**
	10	28	4	0	28	1	7	0	0	0	0	0	**68**
	11	16	2	0	15	1	4	0	0	0	0	0	**38**
	Total	**364**	**52**	**151**	**1607**	**43**	**780**	**24**	**0**	**9**	**66**	**37**	**3130**

2042 AM Peak Reference Case (RC4A) TOTAL TRAFFIC (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	353	68	1452	593	0	48	2	39	67	40	**2662**
	2	238	0	0	2	8	162	349	0	0	46	30	**834**
	3	81	0	0	366	1	203	0	0	0	0	0	**650**
	4	1256	1	257	0	5	3506	0	24	5	42	22	**5119**
	5	183	9	0	0	0	152	0	30	99	11	7	**492**
	6	0	355	257	4878	144	0	0	13	69	32	17	**5765**
	7	65	330	0	62	0	0	0	0	0	28	9	**494**
	8	5	1	0	12	35	11	0	0	66	0	0	**130**
	9	26	0	0	0	203	188	0	28	0	2	0	**446**
	10	33	25	0	32	7	9	8	0	2	0	0	**117**
	11	18	16	0	18	4	5	3	0	0	0	0	**65**
	Total	**1904**	**1090**	**583**	**6822**	**1001**	**4236**	**407**	**97**	**280**	**227**	**126**	**16775**



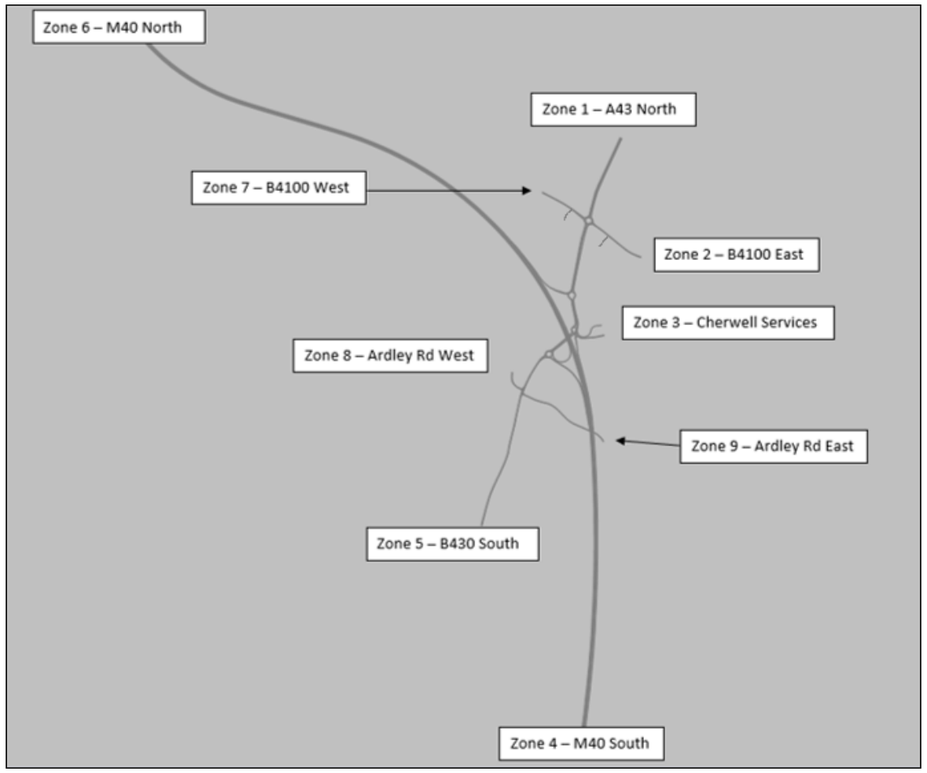
LinSig Network (see above)

2042 AM Peak Reference Case (RC4A) TOTAL TRAFFIC (in pcus)									
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**Total**
A	0	353	68	1,452	634	0	115	40	**2,662**
B	238	0	0	2	8	162	394	30	**834**
C	81	0	0	366	1	203	0	0	**650**
D	1,256	1	257	0	33	0	42	22	**1,613**
E	213	10	0	13	0	351	13	7	**607**
F	0	355	257	0	226	0	32	17	**887**
G	98	355	0	94	10	9	0	9	**575**
H	18	16	0	18	4	5	3	0	**65**
Total	**1,904**	**1,090**	**583**	**1,944**	**917**	**729**	**599**	**126**	**7,893**

2042 PM Peak Reference Case (RC4A) LIGHT VEHICLES (in vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	279	116	1156	142	0	52	3	99	10	7	**1864**
	2	326	0	0	4	2	290	288	0	0	15	9	**933**
	3	82	0	0	236	0	156	0	0	0	0	0	**474**
	4	1567	2	182	0	13	3923	2	58	1	3	1	**5752**
	5	153	2	0	0	0	124	0	62	93	3	1	**437**
	6	0	409	159	3423	101	0	0	10	105	4	2	**4212**
	7	82	159	0	23	0	0	0	0	0	8	2	**276**
	8	8	0	0	2	33	6	0	0	67	0	0	**116**
	9	0	0	0	0	45	209	0	61	0	0	0	**316**
	10	47	46	0	13	12	0	50	1	10	0	0	**179**
	11	26	34	0	7	8	10	14	0	0	0	0	**99**
	Total	**2292**	**930**	**457**	**4865**	**356**	**4718**	**406**	**195**	**375**	**43**	**23**	**14659**

2042 PM Peak Reference Case (RC4A) HEAVY VEHICLES (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	19	3	191	0	0	0	0	0	24	13	**250**
	2	0	0	0	0	0	44	1	0	0	3	2	**50**
	3	26	0	0	93	0	74	0	0	0	0	0	**193**
	4	238	0	86	0	0	762	0	0	0	23	13	**1122**
	5	5	0	0	0	0	0	0	2	0	1	1	**9**
	6	0	20	101	614	0	0	0	0	0	6	3	**746**
	7	0	10	0	0	0	0	0	0	0	0	0	**10**
	8	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	22	3	0	22	1	6	0	0	0	0	0	**54**
	11	12	2	0	12	1	3	0	0	0	0	0	**30**
	Total	**303**	**53**	**190**	**933**	**2**	**890**	**1**	**2**	**0**	**58**	**32**	**2464**

2042 PM Peak Reference Case (RC4A) TOTAL TRAFFIC (in pcus)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	**Total**
From Zone (Origin)	1	0	298	119	1347	142	0	52	3	99	34	20	**2113**
	2	326	0	0	4	2	334	288	0	0	18	11	**983**
	3	108	0	0	329	0	230	0	0	0	0	0	**667**
	4	1805	2	268	0	13	4685	2	58	1	26	14	**6875**
	5	159	2	0	0	0	124	0	65	93	4	2	**447**
	6	0	429	260	4037	101	0	0	10	105	10	6	**4957**
	7	82	169	0	23	0	0	0	0	0	8	2	**286**
	8	8	0	0	2	33	6	0	0	67	0	0	**116**
	9	0	0	0	0	45	209	0	61	0	0	0	**316**
	10	69	49	0	35	13	6	50	1	10	0	0	**233**
	11	38	36	0	19	8	13	14	0	0	0	0	**129**
	Total	**2595**	**984**	**647**	**5797**	**358**	**5607**	**407**	**197**	**375**	**100**	**55**	**17123**



LinSig Network (see above)

2042 PM Peak Reference Case (RC4A) TOTAL TRAFFIC (in pcus)									
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**Total**
A	0	298	119	1,347	244	0	86	20	**2,113**
B	326	0	0	4	2	334	306	11	**983**
C	108	0	0	329	0	230	0	0	**667**
D	1,805	2	268	0	73	0	28	14	**2,190**
E	167	2	0	2	0	339	4	2	**516**
F	0	429	260	0	215	0	10	6	**920**
G	151	218	0	59	23	6	0	2	**460**
H	38	36	0	19	9	13	14	0	**129**
Total	**2,595**	**984**	**647**	**1,760**	**566**	**923**	**449**	**55**	**7,978**

APPENDIX 54

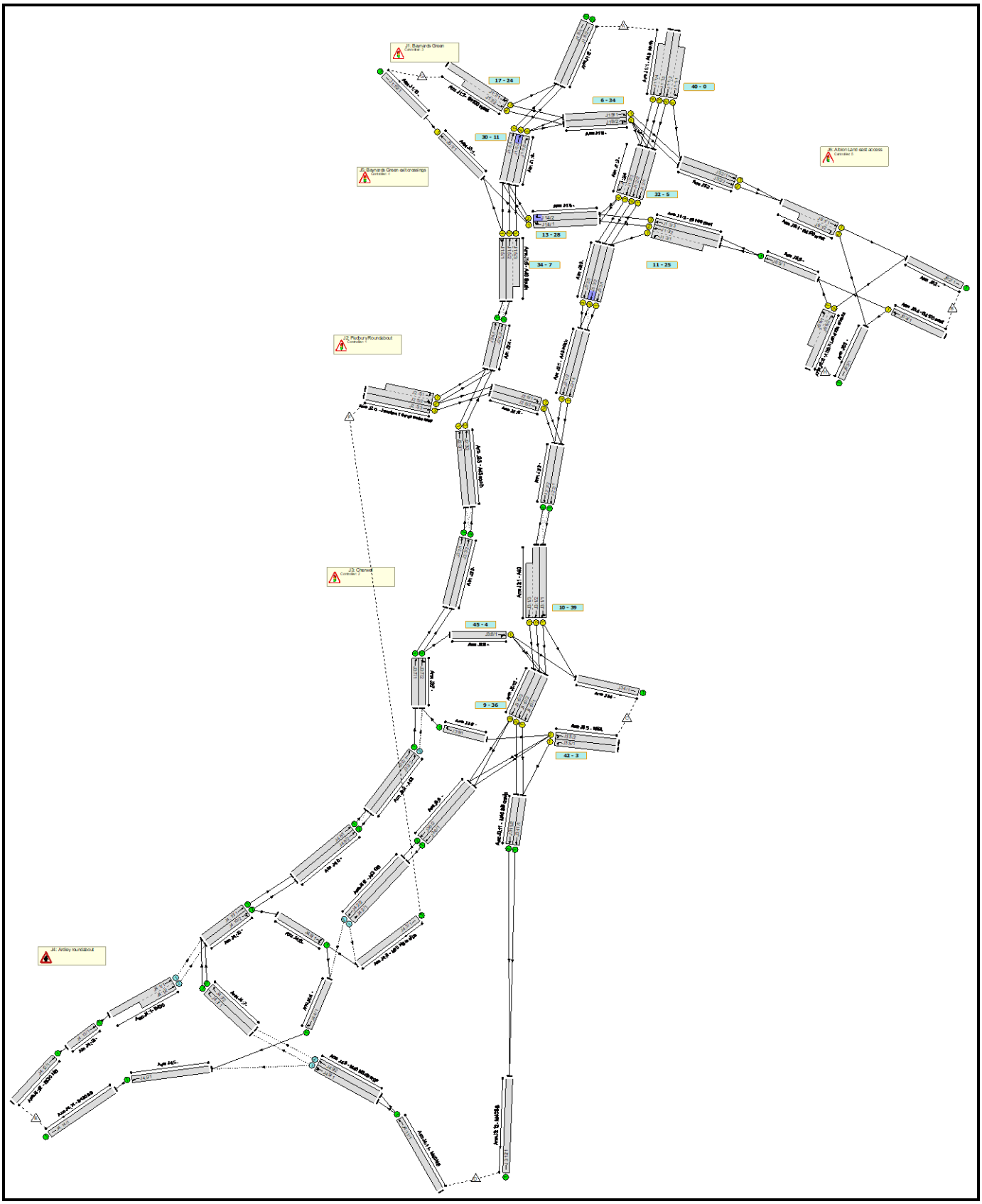
LINSIG MODELLING M40 J10 RC1A, RC2A, RC3A, RC4A

Full Input Data And Results

User and Project Details

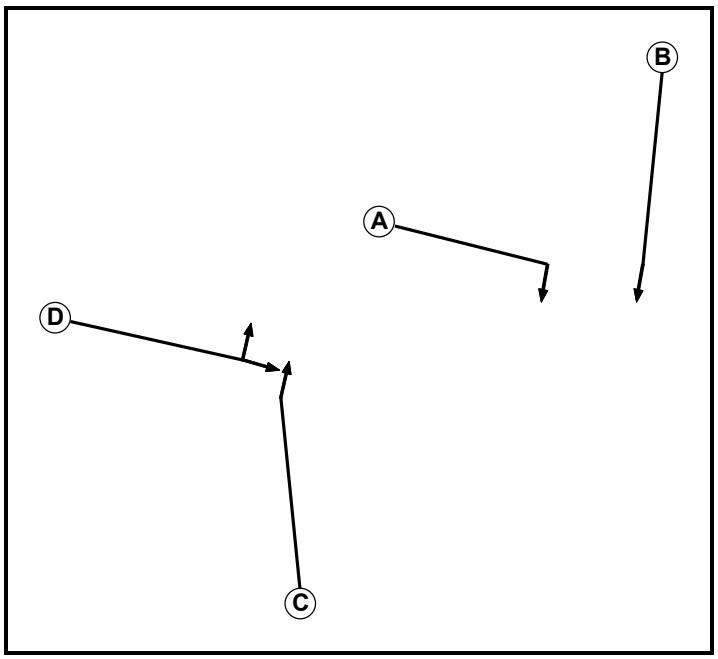
Project:	**Oxfordshire SRFI**
Title:	**M40 Junction 10 - Reference Case Network Model**
Location:	
Additional detail:	RC1A, RC2A, RC3A and RC4A
File name:	251222 M40 J10 - RC1A RC2A RC3A RC4A.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Controller :C1 - Padbury

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

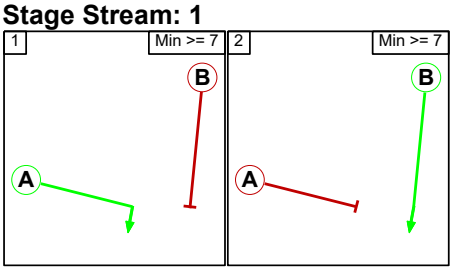
		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

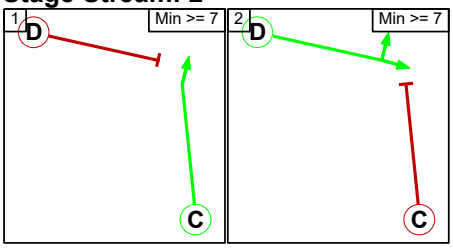
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

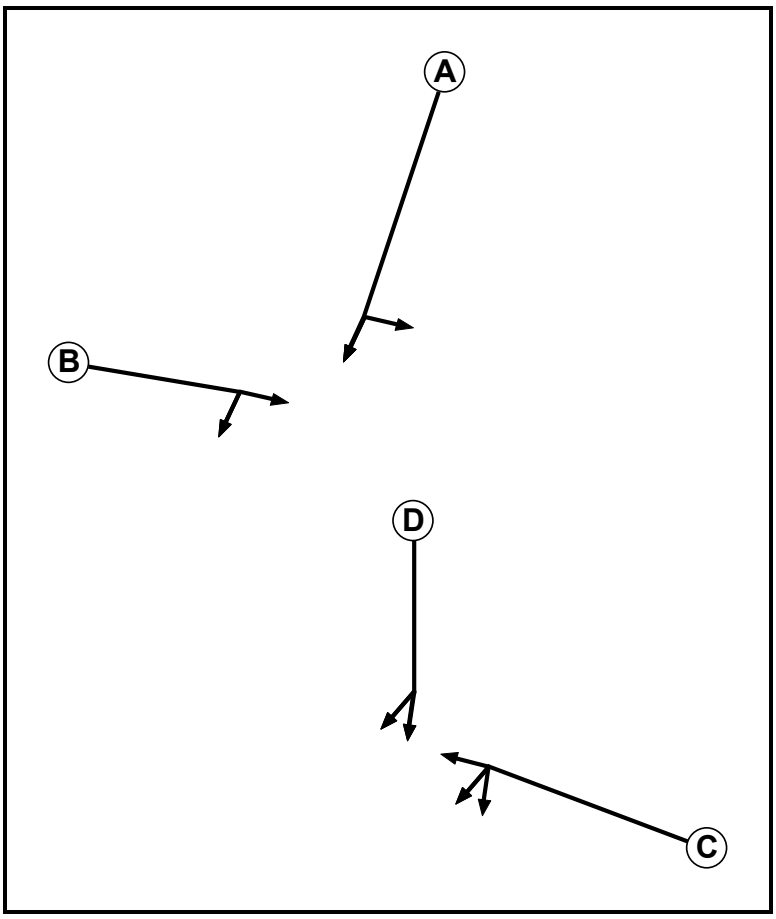
		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		6
	2	6	

Controller :C2 - Cherwell

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

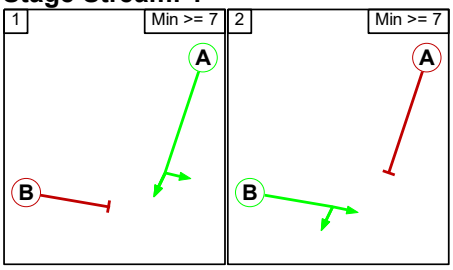
		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

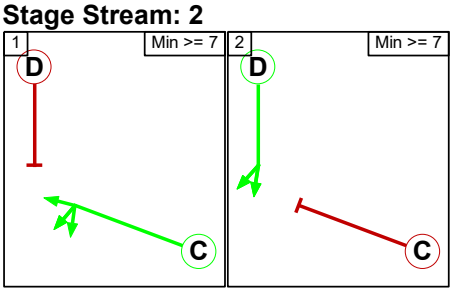
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

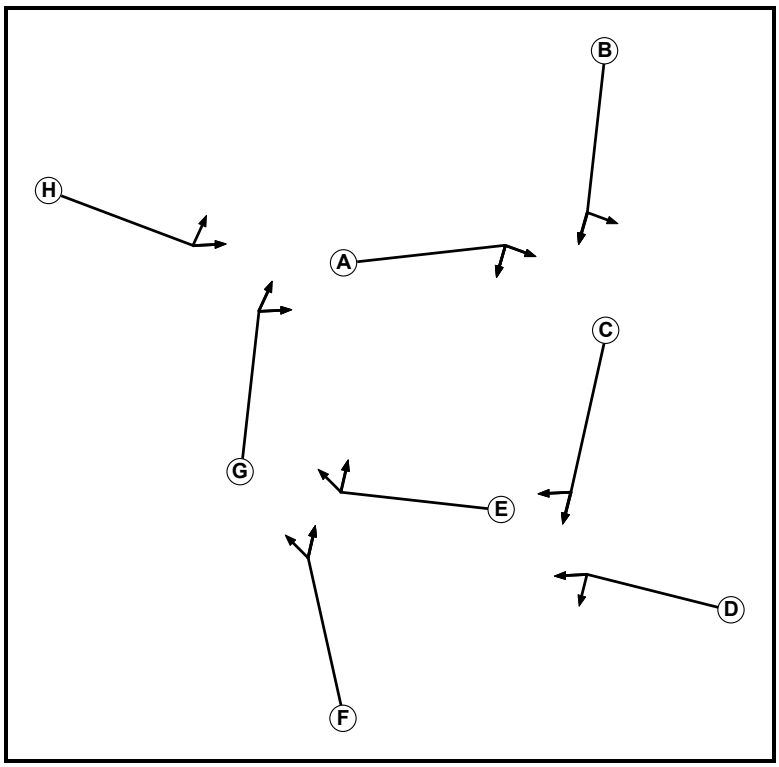
		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		6
	2	6	

Controller :C3 - Baynards Green

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Phase Intergreens Matrix

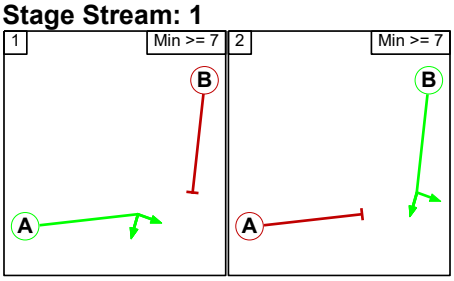
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		6	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		6	-	-	-	-
D	-	-	7		-	-	-	-
E	-	-	-	-		6	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		6
H	-	-	-	-	-	-	6	

Phases in Stage

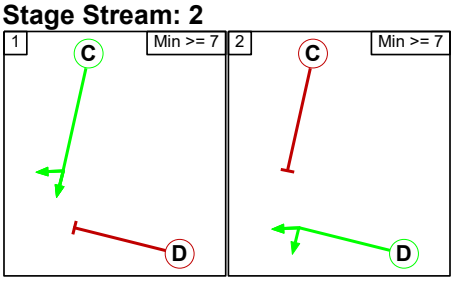
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

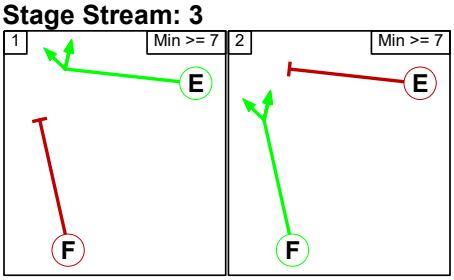
Stage Stream: 1



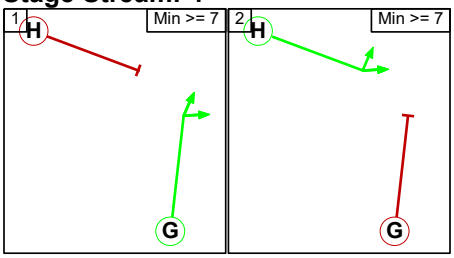
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	7	

Stage Stream: 3

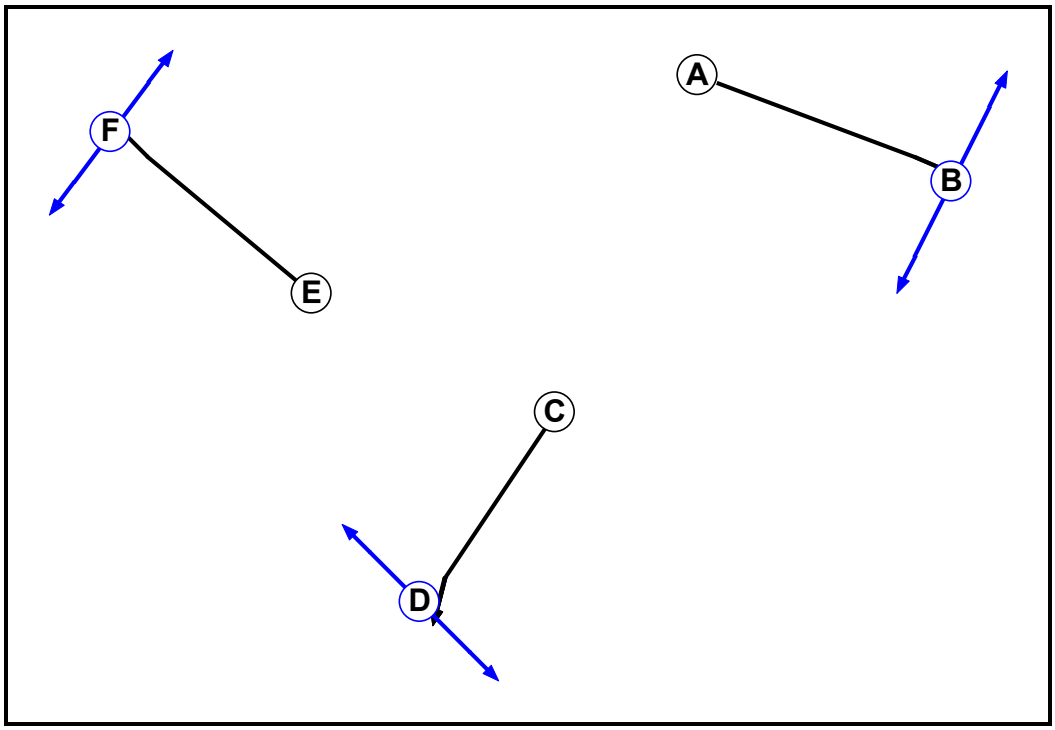
	To Stage		
		1	2
From Stage	1		6
	2	6	

Stage Stream: 4

From Stage	To Stage 1	To Stage 2
1		6
2	6	

Controller :C4 - BG exit crossings

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Pedestrian	1		5	5
C	Traffic	2		7	7
D	Pedestrian	2		7	7
E	Traffic	3		7	7
F	Pedestrian	3		5	5

Phase Intergreens Matrix

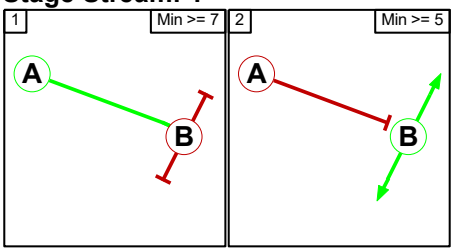
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		5	-	-	-	-
	B	6		-	-	-	-
	C	-	-		5	-	-
	D	-	-	7		-	-
	E	-	-	-	-		5
	F	-	-	-	-	5	

Phases in Stage

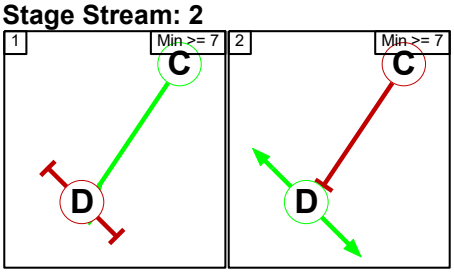
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F

Stage Diagram

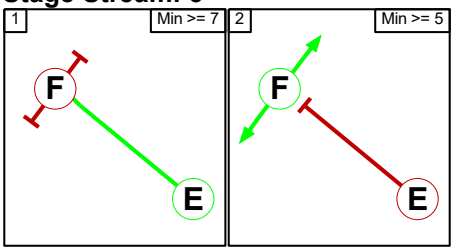
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	6	

Stage Stream: 2

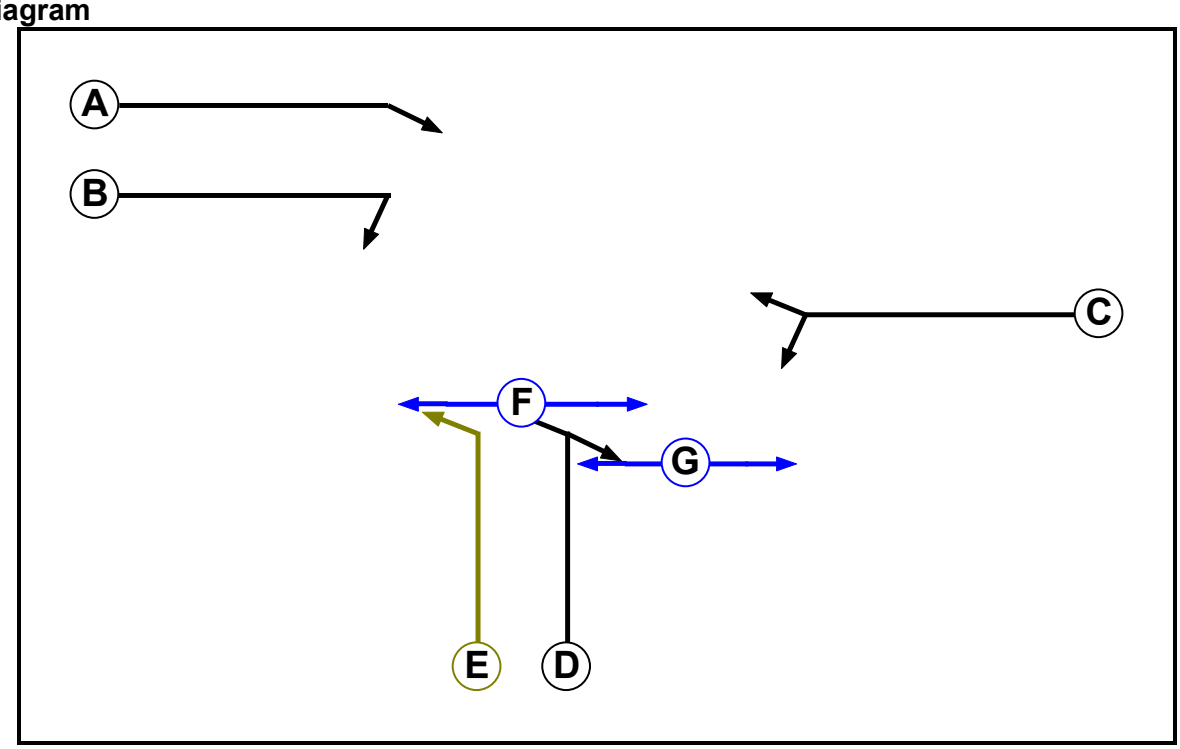
		To Stage	
		1	2
From Stage	1		5
	2	7	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		5
	2	5	

Controller :C5 - Albion Land east access

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	D	4	0
F	Pedestrian		5	5
G	Pedestrian		5	5

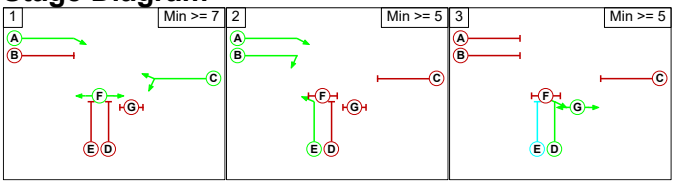
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	-	5	-	-	-
	B	-		5	5	-	-	7
	C	-	5		5	-	-	6
	D	5	5	5		-	5	-
	E	-	-	-	-		5	-
	F	-	-	-	7	7		-
	G	-	5	5	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		7	7
	2	X		7
	3	5	5	

Give-Way Lane Input Data

Junction: J3: Cherwell											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J3:2/2 (A43)	J3:7/2 (Ahead)	1030	0	J3:9/1	0.48	All	-	-	-	-	-

Junction: J4: Ardley roundabout											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J4:1/1 (B430)	J4:10/1 Ahead)	1057	0	J4:7/1	0.28	All	-	-	-	-	-
J4:1/2 (B430)	J4:10/2 (Ahead)	1057	0	J4:7/1	0.28	All	-	-	-	-	-
				J4:7/2	0.28	All					
J4:2/1 (A43 SB)	J4:3/1 (U-Turn)	1205	0	J4:6/1	0.31	All	-	-	-	-	-
J4:2/2 (A43 SB)	J4:4/1 (Ahead)	1205	0	J4:6/1	0.31	All	-	-	-	-	-
J4:9/1 (M40 NB diverge)	J4:5/1 (Ahead)	1215	0	J4:4/1	0.32	All	-	-	-	-	-
	J4:7/1 (Ahead)	1215	0	J4:4/1	0.32	All					
J4:9/2 (M40 NB diverge)	J4:7/2 (Ahead)	1215	0	J4:4/1	0.32	All	-	-	-	-	-

Lane Input Data

Junction: J1: Baynards Green												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A43 North)	U	B	2	3	20.0	Geom	-	3.65	0.00	Y	Arm J5:2 Left	70.00
J1:1/2 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:2 Ahead	60.00
J1:1/3 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	60.00
J1:1/4 (A43 North)	U	B	2	3	21.0	Geom	-	3.65	0.00	Y	Arm J1:2 Ahead	60.00
J1:2/1	U	C	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J5:3 Ahead	50.00
J1:2/2	U	C	2	3	10.4	Geom	-	4.00	0.00	N	Arm J5:3 Ahead	50.00
J1:2/3	U	C	1	3	10.4	Geom	-	4.00	0.00	N	Arm J5:3 Ahead	40.00
J1:2/4	U	C	2	3	2.6	Geom	-	4.00	0.00	Y	Arm J1:4 Right	30.00
J1:3/1 (B4100 East)	U	D	2	3	14.0	Geom	-	3.65	0.00	Y	Arm J5:3 Left	30.00
J1:3/2 (B4100 East)	U	D	2	3	34.8	Geom	-	3.65	0.00	Y	Arm J1:4 Ahead	70.00
J1:3/3 (B4100 East)	U	D	2	3	34.8	Geom	-	3.65	0.00	N	Arm J1:4 Ahead	70.00
J1:4/1	U	E	1	3	8.7	Geom	-	4.00	0.00	Y	Arm J1:6 Right	40.00
											Arm J5:1 Right	40.00
J1:4/2	U	E	1	3	8.7	Geom	-	4.00	0.00	N	Arm J1:6 Right	35.00
J1:5/1 (A43 South)	U	F	2	3	104.3	Geom	-	3.65	0.00	Y	Arm J1:6 Ahead	60.00
											Arm J5:1 Left	60.00
J1:5/2 (A43 South)	U	F	2	3	104.3	Geom	-	3.65	0.00	Y	Arm J1:6 Ahead	60.00
J1:5/3 (A43 South)	U	F	2	3	28.0	Geom	-	3.65	0.00	Y	Arm J1:6 Ahead	60.00
J1:6/1	U	G	1	3	8.7	Geom	-	4.00	0.00	Y	Arm J1:8 Ahead	35.00
J1:6/2	U	G	1	3	8.7	Geom	-	4.00	0.00	N	Arm J1:8 Ahead	35.00
J1:6/3	U	G	1	3	9.2	Geom	-	4.00	0.00	Y	Arm J1:9 Right	30.00
J1:7/1 (B4100	U	H	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:8 Left	30.00

West)											Arm J1:9 Ahead	50.00
J1:7/2 (B4100 West)	U	H	2	3	10.5	Geom	-	3.65	0.00	Y	Arm J1:9 Ahead	50.00
J1:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1	U	A	1	3	8.7	Geom	-	4.00	0.00	Y	Arm J5:2 Ahead	35.00
J1:9/2	U	A	1	3	8.7	Geom	-	4.00	0.00	N	Arm J1:2 Right	35.00
											Arm J5:2 Ahead	35.00
J1:10/1	U		2	3	48.7	Inf	-	-	-	-	-	-

Junction: J2: Padbury Roundabout

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A43 north)	U	B	2	3	95.7	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	50.00
J2:1/2 (A43 north)	U	B	2	3	95.7	Geom	-	3.65	0.00	N	Arm J2:2 Ahead	50.00
J2:2/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:2/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:3/1 (A43 south)	U	C	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J2:4 Ahead	30.00
J2:3/2 (A43 south)	U	C	2	3	52.2	Geom	-	3.65	0.00	N	Arm J2:4 Ahead	30.00
J2:4/1	U		2	3	13.0	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	13.0	Inf	-	-	-	-	-	-
J2:5/1 (Junction 10 s'bound offslip)	U	D	2	3	10.8	Geom	-	3.65	0.00	Y	Arm J2:4 Left	40.00
J2:5/2 (Junction 10 s'bound offslip)	U	D	2	3	95.7	Geom	-	3.65	0.00	N	Arm J2:4 Left	50.00
											Arm J2:6 Ahead	50.00
J2:5/3 (Junction 10 s'bound offslip)	U	D	2	3	95.7	Geom	-	3.65	0.00	N	Arm J2:6 Ahead	50.00
J2:6/1	U	A	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J2:2 Right	Inf
J2:6/2	U	A	2	3	8.7	Geom	-	3.65	0.00	N	Arm J2:2 Right	Inf

Junction: J3: Cherwell												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (A43)	U	A	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J3:4 Left	Inf
											Arm J3:10 Ahead	Inf
J3:1/2 (A43)	U	A	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J3:10 Ahead	Inf
J3:1/3 (A43)	U	A	2	3	12.2	Geom	-	3.65	0.00	Y	Arm J3:10 Ahead	Inf
J3:2/1 (A43)	U		2	3	41.7	Inf	-	-	-	-	-	-
J3:2/2 (A43)	O		2	3	41.7	Inf	-	-	-	-	-	-
J3:3/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:3/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1 (MSA)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:11 Left	30.00
J3:5/2 (MSA)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm J3:6 Left	40.00
											Arm J3:9 Ahead	Inf
J3:6/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:6/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:7/1	U		2	3	7.0	Inf	-	-	-	-	-	-
J3:7/2	U		2	3	7.0	Inf	-	-	-	-	-	-
J3:8/1	U	B	2	3	5.2	User	1850	-	-	-	-	-
J3:9/1	U		2	3	7.8	Inf	-	-	-	-	-	-
J3:10/1	U	D	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J3:11 Ahead	Inf
J3:10/2	U	D	2	3	8.7	Geom	-	3.65	0.00	N	Arm J3:11 Ahead	Inf
J3:10/3	U	D	2	3	8.7	Geom	-	3.65	0.00	N	Arm J3:6 Ahead	Inf
J3:11/1 (M40 SB onslip)	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:11/2 (M40 SB onslip)	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:12/1 (M40 SB)	U		2	3	173.9	Inf	-	-	-	-	-	-

Junction: J4: Ardley roundabout												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (B430)	O		2	3	165.2	Inf	-	-	-	-	-	-
J4:1/2 (B430)	O		2	3	8.7	Inf	-	-	-	-	-	-
J4:2/1 (A43 SB)	O		2	3	41.7	Inf	-	-	-	-	-	-
J4:2/2 (A43 SB)	O		2	3	41.7	Inf	-	-	-	-	-	-
J4:3/1 (M40 NB merge)	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:4/1	U		2	3	9.6	Inf	-	-	-	-	-	-
J4:5/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:6/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:7/1	U		2	3	7.8	Inf	-	-	-	-	-	-
J4:7/2	U		2	3	7.8	Inf	-	-	-	-	-	-
J4:8/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:8/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J4:9/1 (M40 NB diverge)	O		2	3	173.9	Inf	-	-	-	-	-	-
J4:9/2 (M40 NB diverge)	O		2	3	173.9	Inf	-	-	-	-	-	-
J4:10/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:10/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:11/1 (M40 NB)	U		2	3	104.3	Inf	-	-	-	-	-	-
J4:12/1 (B430 NB)	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:13/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J4:14/1 (B430 SB)	U		2	3	87.0	Inf	-	-	-	-	-	-

Junction: J5: Baynards Green exit crossings												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J5:1/1	U	E	2	3	11.3	Geom	-	3.65	0.00	Y	Arm J1:10 Ahead	Inf
J5:2/1	U	A	2	3	10.4	Geom	-	3.65	0.00	Y	Arm J6:1 Ahead	Inf
J5:2/2	U	A	2	3	10.4	Geom	-	3.65	0.00	Y	Arm J6:1 Ahead	Inf
J5:3/1	U	C	2	3	7.0	Geom	-	3.65	0.00	Y	Arm J2:1 Ahead	Inf
J5:3/2	U	C	2	3	7.0	Geom	-	3.65	0.00	Y	Arm J2:1 Ahead	Inf
J5:3/3	U	C	2	3	7.0	Geom	-	3.65	0.00	Y	Arm J2:1 Ahead	Inf

Junction: J6: Albion Land east access												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J6:1/1 (B4100 west)	U	A	2	3	34.8	Geom	-	3.65	0.00	Y	Arm J6:2 Ahead	Inf
J6:1/2 (B4100 west)	U	B	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J6:3 Right	18.00
J6:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:4/1 (B4100 east)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J6:3 Left	12.00
											Arm J6:5 Ahead	Inf
J6:5/1	U		2	3	10.4	Inf	-	-	-	-	-	-
J6:6/1 (Albion Land site access)	U	D E	2	3	8.7	Geom	-	3.50	0.00	Y	Arm J6:5 Left	12.00
J6:6/2 (Albion Land site access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J6:2 Right	18.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 RC1A - AM'	08:00	09:00	01:00	
2: '2031 RC1A - PM'	17:00	18:00	01:00	
3: '2031 RC2A - AM'	08:00	09:00	01:00	
4: '2031 RC2A - PM'	17:00	18:00	01:00	
5: '2034 RC3A - AM'	08:00	09:00	01:00	
6: '2034 RC3A - PM'	17:00	18:00	01:00	
7: '2042 RC4A - AM'	08:00	09:00	01:00	
8: '2042 RC4A - PM'	17:00	18:00	01:00	

Scenario 1: '2031 RC1A - AM Peak' (FG1: '2031 RC1A - AM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	404	64	1434	483	0	119	44	2548
	B	232	0	0	1	10	178	271	31	723
	C	73	0	0	252	79	184	0	0	588
	D	1176	1	237	0	15	0	49	22	1500
	E	170	12	0	14	0	227	16	9	448
	F	0	235	233	0	203	0	47	13	731
	G	94	344	0	76	14	8	0	12	548
	H	18	16	0	16	7	4	3	0	64
	Tot.	1763	1012	534	1793	811	601	505	131	7150

Traffic Lane Flows

Lane	Scenario 1: 2031 RC1A - AM Peak
Junction: J1: Baynards Green	
J1:1/1 (short)	448
J1:1/2 (with short)	1127(In) 679(Out)
J1:1/3 (with short)	1421(In) 720(Out)
J1:1/4 (short)	701
J1:2/1	694
J1:2/2	759
J1:2/3 (with short)	745(In) 626(Out)
J1:2/4 (short)	119
J1:3/1 (short)	216
J1:3/2 (with short)	559(In) 343(Out)
J1:3/3	181
J1:4/1	462
J1:4/2	181
J1:5/1	679
J1:5/2 (with short)	1144(In) 852(Out)
J1:5/3 (short)	292
J1:6/1	636
J1:6/2	1033
J1:6/3	292
J1:7/1 (with short)	548(In) 273(Out)
J1:7/2 (short)	275
J1:8/1	730
J1:8/2	1033
J1:9/1	331
J1:9/2	415
J1:10/1	505
Junction: J2: Padbury Roundabout	
J2:1/1	1131
J2:1/2	1164
J2:2/1	1322
J2:2/2	1409
J2:3/1	724
J2:3/2	804
J2:4/1	915
J2:4/2	908

J2:5/1 (short)	191
J2:5/2 (with short)	486(In) 295(Out)
J2:5/3	245
J2:6/1	191
J2:6/2	245
Junction: J3: Cherwell	
J3:1/1	1051
J3:1/2 (with short)	1680(In) 773(Out)
J3:1/3 (short)	907
J3:2/1	1169
J3:2/2	537
J3:3/1	1169
J3:3/2	359
J3:4/1	534
J3:5/1	252
J3:5/2	336
J3:6/1	374
J3:6/2	796
J3:7/1	1169
J3:7/2	610
J3:8/1	251
J3:9/1	73
J3:10/1	754
J3:10/2	787
J3:10/3	907
J3:11/1	1006
J3:11/2	787
J3:12/1	1793
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	448(In) 207(Out)
J4:1/2 (short)	241
J4:2/1	374
J4:2/2	796
J4:3/1	601
J4:4/1	796
J4:5/1	811
J4:6/1	227
J4:7/1	813
J4:7/2	672
J4:8/1	1020
J4:8/2	686
J4:9/1	828

J4:9/2	672
J4:10/1	1020
J4:10/2	913
J4:11/1	1500
J4:12/1	448
J4:13/1	448
J4:14/1	811
Junction: J5: Baynards Green exit crossings	
J5:1/1	505
J5:2/1	779
J5:2/2	317
J5:3/1	910
J5:3/2	759
J5:3/3	626
Junction: J6: Albion Land east access	
J6:1/1 (with short)	1096(In) 996(Out)
J6:1/2 (short)	100
J6:2/1	1012
J6:3/1	131
J6:4/1	723
J6:5/1	740
J6:6/1 (short)	48
J6:6/2 (with short)	64(In) 16(Out)

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:2 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	60.00	100.0 %	2068	2068
J1:1/4 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:2/1	4.00	0.00	Y	Arm J5:3 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:3 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:3 Ahead	40.00	100.0 %	2077	2077
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:3 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	Y	Arm J1:4 Ahead	70.00	100.0 %	1938	1938
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	70.00	100.0 %	2076	2076
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	40.00	14.9 %	1942	1942
				Arm J5:1 Right	40.00	85.1 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	83.5 %	1932	1932
				Arm J5:1 Left	60.00	16.5 %		
J1:5/2 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:5/3 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	34.4 %	1910	1910
				Arm J1:9 Ahead	50.00	65.6 %		
J1:7/2 (B4100 West)	3.65	0.00	Y	Arm J1:9 Ahead	50.00	100.0 %	1922	1922
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	4.00	0.00	Y	Arm J5:2 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	35.00	23.6 %	2066	2066
				Arm J5:2 Ahead	35.00	76.4 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	35.3 %	2058	2058
				Arm J2:6 Ahead	50.00	64.7 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	28.3 %	1980	1980
				Arm J3:10 Ahead	Inf	71.7 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	78.3 %	2045	2045
				Arm J3:9 Ahead	Inf	21.7 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1 (A43 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (A43 SB Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit crossings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/2	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/3	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980

Junction: J6: Albion Land east access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (B4100 west)	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2 (B4100 west)	3.65	0.00	Y	Arm J6:3 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (B4100 east)	3.65	0.00	Y	Arm J6:3 Left	12.00	4.3 %	1969	1969
				Arm J6:5 Ahead	Inf	95.7 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albion Land site access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:6/2 (Albion Land site access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

Scenario 2: '2031 RC1A - PM Peak' (FG2: '2031 RC1A - PM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	287	108	1293	122	0	78	20	1908
	B	351	0	0	4	7	247	239	13	861
	C	98	0	0	298	0	209	0	0	605
	D	1702	3	248	0	37	0	56	15	2061
	E	156	3	0	2	0	181	4	2	348
	F	0	259	235	0	130	0	14	5	643
	G	119	204	0	63	19	16	0	2	423
	H	39	36	0	18	11	10	15	0	129
	Tot.	2465	792	591	1678	326	663	406	57	6978

Traffic Lane Flows

Lane	Scenario 2: 2031 RC1A - PM Peak
Junction: J1: Baynards Green	
J1:1/1 (short)	307
J1:1/2 (with short)	815(In) 508(Out)
J1:1/3 (with short)	1093(In) 595(Out)
J1:1/4 (short)	498
J1:2/1	529
J1:2/2	625
J1:2/3 (with short)	545(In) 467(Out)
J1:2/4 (short)	78
J1:3/1 (short)	297
J1:3/2 (with short)	690(In) 393(Out)
J1:3/3	251
J1:4/1	471
J1:4/2	251
J1:5/1	989
J1:5/2 (with short)	1328(In) 1041(Out)
J1:5/3 (short)	287
J1:6/1	1054
J1:6/2	1292
J1:6/3	287
J1:7/1 (with short)	423(In) 210(Out)
J1:7/2 (short)	213
J1:8/1	1173
J1:8/2	1292
J1:9/1	234
J1:9/2	357
J1:10/1	406
Junction: J2: Padbury Roundabout	
J2:1/1	958
J2:1/2	960
J2:2/1	1107
J2:2/2	1176
J2:3/1	980
J2:3/2	1059
J2:4/1	1142
J2:4/2	1175

J2:5/1 (short)	162
J2:5/2 (with short)	427(In) 265(Out)
J2:5/3	216
J2:6/1	149
J2:6/2	216
Junction: J3: Cherwell	
J3:1/1	915
J3:1/2 (with short)	1368(In) 806(Out)
J3:1/3 (short)	562
J3:2/1	1660
J3:2/2	531
J3:3/1	1660
J3:3/2	379
J3:4/1	591
J3:5/1	298
J3:5/2	307
J3:6/1	482
J3:6/2	289
J3:7/1	1660
J3:7/2	629
J3:8/1	250
J3:9/1	98
J3:10/1	572
J3:10/2	808
J3:10/3	562
J3:11/1	870
J3:11/2	808
J3:12/1	1678
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	348(In) 165(Out)
J4:1/2 (short)	183
J4:2/1	482
J4:2/2	289
J4:3/1	663
J4:4/1	289
J4:5/1	326
J4:6/1	181
J4:7/1	1015
J4:7/2	1009
J4:8/1	1180
J4:8/2	1011
J4:9/1	1052

J4:9/2	1009
J4:10/1	1180
J4:10/2	1192
J4:11/1	2061
J4:12/1	348
J4:13/1	348
J4:14/1	326
Junction: J5: Baynards Green exit crossings	
J5:1/1	406
J5:2/1	541
J5:2/2	259
J5:3/1	826
J5:3/2	625
J5:3/3	467
Junction: J6: Albion Land east access	
J6:1/1 (with short)	800(In) 756(Out)
J6:1/2 (short)	44
J6:2/1	792
J6:3/1	57
J6:4/1	861
J6:5/1	941
J6:6/1 (short)	93
J6:6/2 (with short)	129(In) 36(Out)

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:2 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	60.00	100.0 %	2068	2068
J1:1/4 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:2/1	4.00	0.00	Y	Arm J5:3 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:3 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:3 Ahead	40.00	100.0 %	2077	2077
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:3 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	Y	Arm J1:4 Ahead	70.00	100.0 %	1938	1938
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	70.00	100.0 %	2076	2076
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	40.00	29.5 %	1942	1942
				Arm J5:1 Right	40.00	70.5 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	92.5 %	1932	1932
				Arm J5:1 Left	60.00	7.5 %		
J1:5/2 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:5/3 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	56.7 %	1901	1901
				Arm J1:9 Ahead	50.00	43.3 %		
J1:7/2 (B4100 West)	3.65	0.00	Y	Arm J1:9 Ahead	50.00	100.0 %	1922	1922
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	4.00	0.00	Y	Arm J5:2 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	35.00	27.5 %	2066	2066
				Arm J5:2 Ahead	35.00	72.5 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	43.8 %	2058	2058
				Arm J2:6 Ahead	50.00	56.2 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	37.5 %	1980	1980
				Arm J3:10 Ahead	Inf	62.5 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	68.1 %	2053	2053
				Arm J3:9 Ahead	Inf	31.9 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1 (A43 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (A43 SB Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit crossings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/2	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/3	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980

Junction: J6: Albion Land east access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (B4100 west)	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2 (B4100 west)	3.65	0.00	Y	Arm J6:3 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (B4100 east)	3.65	0.00	Y	Arm J6:3 Left	12.00	1.5 %	1976	1976
				Arm J6:5 Ahead	Inf	98.5 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albion Land site access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:6/2 (Albion Land site access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

Scenario 3: '2031 RC2A - AM Peak' (FG3: '2031 RC2A - AM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	405	64	1422	507	0	119	44	2561
	B	233	0	0	1	10	179	259	31	713
	C	73	0	0	252	79	184	0	0	588
	D	1176	1	237	0	15	0	49	22	1500
	E	160	9	0	15	0	221	16	8	429
	F	0	234	233	0	205	0	47	13	732
	G	92	344	0	82	14	8	0	12	552
	H	18	16	0	16	7	4	3	0	64
	Tot.	1752	1009	534	1788	837	596	493	130	7139

Traffic Lane Flows

Lane	Scenario 3: 2031 RC2A - AM Peak
Junction: J1: Baynards Green	
J1:1/1 (short)	449
J1:1/2 (with short)	1131(In) 682(Out)
J1:1/3 (with short)	1430(In) 718(Out)
J1:1/4 (short)	712
J1:2/1	698
J1:2/2	762
J1:2/3 (with short)	756(In) 637(Out)
J1:2/4 (short)	119
J1:3/1 (short)	217
J1:3/2 (with short)	556(In) 339(Out)
J1:3/3	174
J1:4/1	458
J1:4/2	174
J1:5/1	675
J1:5/2 (with short)	1133(In) 846(Out)
J1:5/3 (short)	287
J1:6/1	640
J1:6/2	1020
J1:6/3	287
J1:7/1 (with short)	552(In) 275(Out)
J1:7/2 (short)	277
J1:8/1	732
J1:8/2	1020
J1:9/1	332
J1:9/2	415
J1:10/1	493
Junction: J2: Padbury Roundabout	
J2:1/1	1139
J2:1/2	1175
J2:2/1	1331
J2:2/2	1421
J2:3/1	721
J2:3/2	793
J2:4/1	915
J2:4/2	893

J2:5/1 (short)	194
J2:5/2 (with short)	486(In) 292(Out)
J2:5/3	246
J2:6/1	192
J2:6/2	246
Junction: J3: Cherwell	
J3:1/1	1076
J3:1/2 (with short)	1676(In) 742(Out)
J3:1/3 (short)	934
J3:2/1	1154
J3:2/2	539
J3:3/1	1154
J3:3/2	360
J3:4/1	534
J3:5/1	252
J3:5/2	336
J3:6/1	375
J3:6/2	822
J3:7/1	1154
J3:7/2	612
J3:8/1	252
J3:9/1	73
J3:10/1	782
J3:10/2	754
J3:10/3	934
J3:11/1	1034
J3:11/2	754
J3:12/1	1788
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	429(In) 193(Out)
J4:1/2 (short)	236
J4:2/1	375
J4:2/2	822
J4:3/1	596
J4:4/1	822
J4:5/1	837
J4:6/1	221
J4:7/1	811
J4:7/2	674
J4:8/1	1004
J4:8/2	689
J4:9/1	826

J4:9/2	674
J4:10/1	1004
J4:10/2	910
J4:11/1	1500
J4:12/1	429
J4:13/1	429
J4:14/1	837
Junction: J5: Baynards Green exit crossings	
J5:1/1	493
J5:2/1	781
J5:2/2	311
J5:3/1	915
J5:3/2	762
J5:3/3	637
Junction: J6: Albion Land east access	
J6:1/1 (with short)	1092(In) 993(Out)
J6:1/2 (short)	99
J6:2/1	1009
J6:3/1	130
J6:4/1	713
J6:5/1	730
J6:6/1 (short)	48
J6:6/2 (with short)	64(In) 16(Out)

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:2 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	60.00	100.0 %	2068	2068
J1:1/4 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:2/1	4.00	0.00	Y	Arm J5:3 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:3 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:3 Ahead	40.00	100.0 %	2077	2077
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:3 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	Y	Arm J1:4 Ahead	70.00	100.0 %	1938	1938
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	70.00	100.0 %	2076	2076
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	40.00	16.8 %	1942	1942
				Arm J5:1 Right	40.00	83.2 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	83.4 %	1932	1932
				Arm J5:1 Left	60.00	16.6 %		
J1:5/2 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:5/3 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	33.5 %	1910	1910
				Arm J1:9 Ahead	50.00	66.5 %		
J1:7/2 (B4100 West)	3.65	0.00	Y	Arm J1:9 Ahead	50.00	100.0 %	1922	1922
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	4.00	0.00	Y	Arm J5:2 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	35.00	25.1 %	2066	2066
				Arm J5:2 Ahead	35.00	74.9 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	34.2 %	2058	2058
				Arm J2:6 Ahead	50.00	65.8 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	27.6 %	1980	1980
				Arm J3:10 Ahead	Inf	72.4 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	78.3 %	2045	2045
				Arm J3:9 Ahead	Inf	21.7 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1 (A43 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (A43 SB Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit crossings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/2	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/3	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980

Junction: J6: Albion Land east access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (B4100 west)	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2 (B4100 west)	3.65	0.00	Y	Arm J6:3 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (B4100 east)	3.65	0.00	Y	Arm J6:3 Left	12.00	4.3 %	1969	1969
				Arm J6:5 Ahead	Inf	95.7 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albion Land site access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:6/2 (Albion Land site access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

Scenario 4: '2031 RC2A - PM Peak' (FG4: '2031 RC2A - PM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	282	108	1298	135	0	74	20	1917
	B	355	0	0	4	8	256	227	13	863
	C	98	0	0	298	0	209	0	0	605
	D	1698	3	249	0	21	0	56	15	2042
	E	153	2	0	2	0	181	4	2	344
	F	0	257	235	0	133	0	14	5	644
	G	119	205	0	64	18	16	0	2	424
	H	40	36	0	18	11	12	13	0	130
	Tot.	2463	785	592	1684	326	674	388	57	6969

Traffic Lane Flows

Lane	Scenario 4: 2031 RC2A - PM Peak
Junction: J1: Baynards Green	
J1:1/1 (short)	302
J1:1/2 (with short)	816(In) 514(Out)
J1:1/3 (with short)	1101(In) 579(Out)
J1:1/4 (short)	522
J1:2/1	525
J1:2/2	610
J1:2/3 (with short)	578(In) 504(Out)
J1:2/4 (short)	74
J1:3/1 (short)	309
J1:3/2 (with short)	692(In) 383(Out)
J1:3/3	252
J1:4/1	457
J1:4/2	252
J1:5/1	988
J1:5/2 (with short)	1319(In) 1035(Out)
J1:5/3 (short)	284
J1:6/1	1057
J1:6/2	1287
J1:6/3	284
J1:7/1 (with short)	424(In) 211(Out)
J1:7/2 (short)	213
J1:8/1	1176
J1:8/2	1287
J1:9/1	235
J1:9/2	354
J1:10/1	388
Junction: J2: Padbury Roundabout	
J2:1/1	996
J2:1/2	952
J2:2/1	1159
J2:2/2	1157
J2:3/1	970
J2:3/2	1061
J2:4/1	1133
J2:4/2	1174

J2:5/1 (short)	163
J2:5/2 (with short)	439(In) 276(Out)
J2:5/3	205
J2:6/1	163
J2:6/2	205
Junction: J3: Cherwell	
J3:1/1	901
J3:1/2 (with short)	1415(In) 826(Out)
J3:1/3 (short)	589
J3:2/1	1649
J3:2/2	535
J3:3/1	1649
J3:3/2	382
J3:4/1	592
J3:5/1	298
J3:5/2	307
J3:6/1	493
J3:6/2	305
J3:7/1	1649
J3:7/2	633
J3:8/1	251
J3:9/1	98
J3:10/1	558
J3:10/2	828
J3:10/3	589
J3:11/1	856
J3:11/2	828
J3:12/1	1684
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	344(In) 161(Out)
J4:1/2 (short)	183
J4:2/1	493
J4:2/2	305
J4:3/1	674
J4:4/1	305
J4:5/1	326
J4:6/1	181
J4:7/1	1018
J4:7/2	1003
J4:8/1	1179
J4:8/2	1005
J4:9/1	1039

J4:9/2	1003
J4:10/1	1179
J4:10/2	1186
J4:11/1	2042
J4:12/1	344
J4:13/1	344
J4:14/1	326
Junction: J5: Baynards Green exit crossings	
J5:1/1	388
J5:2/1	537
J5:2/2	256
J5:3/1	834
J5:3/2	610
J5:3/3	504
Junction: J6: Albion Land east access	
J6:1/1 (with short)	793(In) 749(Out)
J6:1/2 (short)	44
J6:2/1	785
J6:3/1	57
J6:4/1	863
J6:5/1	944
J6:6/1 (short)	94
J6:6/2 (with short)	130(In) 36(Out)

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:2 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	60.00	100.0 %	2068	2068
J1:1/4 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:2/1	4.00	0.00	Y	Arm J5:3 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:3 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:3 Ahead	40.00	100.0 %	2077	2077
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:3 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	Y	Arm J1:4 Ahead	70.00	100.0 %	1938	1938
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	70.00	100.0 %	2076	2076
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	40.00	31.3 %	1942	1942
				Arm J5:1 Right	40.00	68.7 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	92.5 %	1932	1932
				Arm J5:1 Left	60.00	7.5 %		
J1:5/2 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:5/3 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	56.4 %	1902	1902
				Arm J1:9 Ahead	50.00	43.6 %		
J1:7/2 (B4100 West)	3.65	0.00	Y	Arm J1:9 Ahead	50.00	100.0 %	1922	1922
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	4.00	0.00	Y	Arm J5:2 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	35.00	27.7 %	2066	2066
				Arm J5:2 Ahead	35.00	72.3 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	40.9 %	2058	2058
				Arm J2:6 Ahead	50.00	59.1 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	38.1 %	1980	1980
				Arm J3:10 Ahead	Inf	61.9 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	68.1 %	2053	2053
				Arm J3:9 Ahead	Inf	31.9 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1 (A43 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (A43 SB Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit crossings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/2	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/3	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980

Junction: J6: Albion Land east access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (B4100 west)	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2 (B4100 west)	3.65	0.00	Y	Arm J6:3 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (B4100 east)	3.65	0.00	Y	Arm J6:3 Left	12.00	1.5 %	1976	1976
				Arm J6:5 Ahead	Inf	98.5 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albion Land site access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:6/2 (Albion Land site access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

Scenario 5: '2034 RC3A - AM Peak' (FG5: '2034 RC3A - AM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	395	64	1487	517	0	120	42	2625
	B	241	0	0	1	9	195	276	31	753
	C	76	0	0	260	82	190	0	0	608
	D	1220	2	246	0	23	0	47	22	1560
	E	199	10	0	16	0	254	16	8	503
	F	0	259	241	0	214	0	29	14	757
	G	94	345	0	45	13	8	0	11	516
	H	18	16	0	17	6	5	3	0	65
	Tot.	1848	1027	551	1826	864	652	491	128	7387

Traffic Lane Flows

Lane	Scenario 5: 2034 RC3A - AM Peak
Junction: J1: Baynards Green	
J1:1/1 (short)	437
J1:1/2 (with short)	1112(In) 675(Out)
J1:1/3 (with short)	1513(In) 750(Out)
J1:1/4 (short)	763
J1:2/1	685
J1:2/2	776
J1:2/3 (with short)	793(In) 673(Out)
J1:2/4 (short)	120
J1:3/1 (short)	233
J1:3/2 (with short)	588(In) 355(Out)
J1:3/3	183
J1:4/1	475
J1:4/2	183
J1:5/1	708
J1:5/2 (with short)	1194(In) 879(Out)
J1:5/3 (short)	315
J1:6/1	692
J1:6/2	1062
J1:6/3	315
J1:7/1 (with short)	516(In) 257(Out)
J1:7/2 (short)	259
J1:8/1	786
J1:8/2	1062
J1:9/1	326
J1:9/2	411
J1:10/1	491
Junction: J2: Padbury Roundabout	
J2:1/1	1166
J2:1/2	1201
J2:2/1	1376
J2:2/2	1446
J2:3/1	759
J2:3/2	841
J2:4/1	973
J2:4/2	929

J2:5/1 (short)	214
J2:5/2 (with short)	512(In) 298(Out)
J2:5/3	245
J2:6/1	210
J2:6/2	245
Junction: J3: Cherwell	
J3:1/1	1116
J3:1/2 (with short)	1706(In) 739(Out)
J3:1/3 (short)	967
J3:2/1	1270
J3:2/2	516
J3:3/1	1270
J3:3/2	330
J3:4/1	551
J3:5/1	260
J3:5/2	348
J3:6/1	398
J3:6/2	841
J3:7/1	1270
J3:7/2	592
J3:8/1	262
J3:9/1	76
J3:10/1	811
J3:10/2	755
J3:10/3	967
J3:11/1	1071
J3:11/2	755
J3:12/1	1826
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	503(In) 233(Out)
J4:1/2 (short)	270
J4:2/1	398
J4:2/2	841
J4:3/1	652
J4:4/1	841
J4:5/1	864
J4:6/1	254
J4:7/1	817
J4:7/2	720
J4:8/1	1050
J4:8/2	736
J4:9/1	840

J4:9/2	720
J4:10/1	1050
J4:10/2	990
J4:11/1	1560
J4:12/1	503
J4:13/1	503
J4:14/1	864
Junction: J5: Baynards Green exit crossings	
J5:1/1	491
J5:2/1	763
J5:2/2	345
J5:3/1	918
J5:3/2	776
J5:3/3	673
Junction: J6: Albion Land east access	
J6:1/1 (with short)	1108(In) 1011(Out)
J6:1/2 (short)	97
J6:2/1	1027
J6:3/1	128
J6:4/1	753
J6:5/1	771
J6:6/1 (short)	49
J6:6/2 (with short)	65(In) 16(Out)

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:2 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	60.00	100.0 %	2068	2068
J1:1/4 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:2/1	4.00	0.00	Y	Arm J5:3 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:3 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:3 Ahead	40.00	100.0 %	2077	2077
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:3 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	Y	Arm J1:4 Ahead	70.00	100.0 %	1938	1938
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	70.00	100.0 %	2076	2076
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	40.00	16.0 %	1942	1942
				Arm J5:1 Right	40.00	84.0 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	87.0 %	1932	1932
				Arm J5:1 Left	60.00	13.0 %		
J1:5/2 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:5/3 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	36.6 %	1909	1909
				Arm J1:9 Ahead	50.00	63.4 %		
J1:7/2 (B4100 West)	3.65	0.00	Y	Arm J1:9 Ahead	50.00	100.0 %	1922	1922
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	4.00	0.00	Y	Arm J5:2 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	35.00	16.1 %	2066	2066
				Arm J5:2 Ahead	35.00	83.9 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	29.5 %	2058	2058
				Arm J2:6 Ahead	50.00	70.5 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	27.3 %	1980	1980
				Arm J3:10 Ahead	Inf	72.7 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	78.2 %	2045	2045
				Arm J3:9 Ahead	Inf	21.8 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1 (A43 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (A43 SB Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit crossings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/2	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/3	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980

Junction: J6: Albion Land east access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (B4100 west)	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2 (B4100 west)	3.65	0.00	Y	Arm J6:3 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (B4100 east)	3.65	0.00	Y	Arm J6:3 Left	12.00	4.1 %	1970	1970
				Arm J6:5 Ahead	Inf	95.9 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albion Land site access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:6/2 (Albion Land site access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

Scenario 6: '2034 RC3A - PM Peak' (FG6: '2034 RC3A - PM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	292	112	1288	216	0	78	20	2006
	B	374	0	0	3	7	248	250	12	894
	C	101	0	0	308	0	216	0	0	625
	D	1713	1	254	0	76	0	27	14	2085
	E	182	2	0	3	0	209	5	2	403
	F	0	292	243	0	142	0	16	5	698
	G	122	206	0	66	20	19	0	2	435
	H	39	36	0	18	11	11	14	0	129
	Tot.	2531	829	609	1686	472	703	390	55	7275

Traffic Lane Flows

Lane	Scenario 6: 2034 RC3A - PM Peak
Junction: J1: Baynards Green	
J1:1/1 (short)	312
J1:1/2 (with short)	845(In) 533(Out)
J1:1/3 (with short)	1161(In) 583(Out)
J1:1/4 (short)	578
J1:2/1	535
J1:2/2	605
J1:2/3 (with short)	659(In) 581(Out)
J1:2/4 (short)	78
J1:3/1 (short)	298
J1:3/2 (with short)	709(In) 411(Out)
J1:3/3	266
J1:4/1	489
J1:4/2	266
J1:5/1	995
J1:5/2 (with short)	1365(In) 1049(Out)
J1:5/3 (short)	316
J1:6/1	1094
J1:6/2	1315
J1:6/3	316
J1:7/1 (with short)	435(In) 217(Out)
J1:7/2 (short)	218
J1:8/1	1216
J1:8/2	1315
J1:9/1	253
J1:9/2	376
J1:10/1	390
Junction: J2: Padbury Roundabout	
J2:1/1	1031
J2:1/2	988
J2:2/1	1194
J2:2/2	1210
J2:3/1	984
J2:3/2	1063
J2:4/1	1173
J2:4/2	1187

J2:5/1 (short)	189
J2:5/2 (with short)	476(In) 287(Out)
J2:5/3	222
J2:6/1	163
J2:6/2	222
Junction: J3: Cherwell	
J3:1/1	927
J3:1/2 (with short)	1477(In) 803(Out)
J3:1/3 (short)	674
J3:2/1	1659
J3:2/2	544
J3:3/1	1659
J3:3/2	388
J3:4/1	609
J3:5/1	308
J3:5/2	317
J3:6/1	494
J3:6/2	396
J3:7/1	1659
J3:7/2	645
J3:8/1	257
J3:9/1	101
J3:10/1	573
J3:10/2	805
J3:10/3	674
J3:11/1	881
J3:11/2	805
J3:12/1	1686
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	403(In) 191(Out)
J4:1/2 (short)	212
J4:2/1	494
J4:2/2	396
J4:3/1	703
J4:4/1	396
J4:5/1	472
J4:6/1	209
J4:7/1	975
J4:7/2	1034
J4:8/1	1166
J4:8/2	1037
J4:9/1	1051

J4:9/2	1034
J4:10/1	1166
J4:10/2	1246
J4:11/1	2085
J4:12/1	403
J4:13/1	403
J4:14/1	472
Junction: J5: Baynards Green exit crossings	
J5:1/1	390
J5:2/1	565
J5:2/2	271
J5:3/1	833
J5:3/2	605
J5:3/3	581
Junction: J6: Albion Land east access	
J6:1/1 (with short)	836(In) 793(Out)
J6:1/2 (short)	43
J6:2/1	829
J6:3/1	55
J6:4/1	894
J6:5/1	975
J6:6/1 (short)	93
J6:6/2 (with short)	129(In) 36(Out)

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:2 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	60.00	100.0 %	2068	2068
J1:1/4 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:2/1	4.00	0.00	Y	Arm J5:3 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:3 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:3 Ahead	40.00	100.0 %	2077	2077
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:3 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	Y	Arm J1:4 Ahead	70.00	100.0 %	1938	1938
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	70.00	100.0 %	2076	2076
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	40.00	30.1 %	1942	1942
				Arm J5:1 Right	40.00	69.9 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	95.2 %	1932	1932
				Arm J5:1 Left	60.00	4.8 %		
J1:5/2 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:5/3 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	56.2 %	1902	1902
				Arm J1:9 Ahead	50.00	43.8 %		
J1:7/2 (B4100 West)	3.65	0.00	Y	Arm J1:9 Ahead	50.00	100.0 %	1922	1922
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	4.00	0.00	Y	Arm J5:2 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	35.00	27.9 %	2066	2066
				Arm J5:2 Ahead	35.00	72.1 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	43.2 %	2058	2058
				Arm J2:6 Ahead	50.00	56.8 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	38.3 %	1980	1980
				Arm J3:10 Ahead	Inf	61.7 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	68.1 %	2053	2053
				Arm J3:9 Ahead	Inf	31.9 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1 (A43 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (A43 SB Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit crossings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/2	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/3	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980

Junction: J6: Albion Land east access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (B4100 west)	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2 (B4100 west)	3.65	0.00	Y	Arm J6:3 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (B4100 east)	3.65	0.00	Y	Arm J6:3 Left	12.00	1.3 %	1977	1977
				Arm J6:5 Ahead	Inf	98.7 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albion Land site access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:6/2 (Albion Land site access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

Scenario 7: '2042 RC4A - AM Peak' (FG7: '2042 RC4A - AM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	353	68	1452	634	0	115	40	2662
	B	238	0	0	2	8	162	394	30	834
	C	81	0	0	366	1	203	0	0	651
	D	1256	1	257	0	33	0	42	22	1611
	E	213	10	0	13	0	351	13	7	607
	F	0	355	257	0	226	0	32	17	887
	G	98	355	0	94	10	9	0	9	575
	H	18	16	0	18	4	5	3	0	64
	Tot.	1904	1090	582	1945	916	730	599	125	7891

Traffic Lane Flows

Lane	Scenario 7: 2042 RC4A - AM Peak
Junction: J1: Baynards Green	
J1:1/1 (short)	393
J1:1/2 (with short)	1122(In) 729(Out)
J1:1/3 (with short)	1540(In) 799(Out)
J1:1/4 (short)	741
J1:2/1	745
J1:2/2	847
J1:2/3 (with short)	790(In) 675(Out)
J1:2/4 (short)	115
J1:3/1 (short)	199
J1:3/2 (with short)	611(In) 412(Out)
J1:3/3	241
J1:4/1	527
J1:4/2	241
J1:5/1	738
J1:5/2 (with short)	1311(In) 899(Out)
J1:5/3 (short)	412
J1:6/1	666
J1:6/2	1140
J1:6/3	412
J1:7/1 (with short)	575(In) 287(Out)
J1:7/2 (short)	288
J1:8/1	764
J1:8/2	1140
J1:9/1	400
J1:9/2	489
J1:10/1	599
Junction: J2: Padbury Roundabout	
J2:1/1	1188
J2:1/2	1278
J2:2/1	1386
J2:2/2	1563
J2:3/1	784
J2:3/2	861
J2:4/1	1052
J2:4/2	997

J2:5/1 (short)	268
J2:5/2 (with short)	602(In) 334(Out)
J2:5/3	285
J2:6/1	198
J2:6/2	285
Junction: J3: Cherwell	
J3:1/1	1233
J3:1/2 (with short)	1716(In) 658(Out)
J3:1/3 (short)	1058
J3:2/1	1254
J3:2/2	580
J3:3/1	1254
J3:3/2	391
J3:4/1	582
J3:5/1	366
J3:5/2	285
J3:6/1	379
J3:6/2	883
J3:7/1	1254
J3:7/2	661
J3:8/1	270
J3:9/1	81
J3:10/1	908
J3:10/2	671
J3:10/3	1058
J3:11/1	1274
J3:11/2	671
J3:12/1	1945
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	607(In) 243(Out)
J4:1/2 (short)	364
J4:2/1	379
J4:2/2	883
J4:3/1	730
J4:4/1	883
J4:5/1	916
J4:6/1	351
J4:7/1	817
J4:7/2	761
J4:8/1	1060
J4:8/2	774
J4:9/1	850

J4:9/2	761
J4:10/1	1060
J4:10/2	1125
J4:11/1	1611
J4:12/1	607
J4:13/1	607
J4:14/1	916
Junction: J5: Baynards Green exit crossings	
J5:1/1	599
J5:2/1	793
J5:2/2	376
J5:3/1	944
J5:3/2	847
J5:3/3	675
Junction: J6: Albion Land east access	
J6:1/1 (with short)	1169(In) 1074(Out)
J6:1/2 (short)	95
J6:2/1	1090
J6:3/1	125
J6:4/1	834
J6:5/1	852
J6:6/1 (short)	48
J6:6/2 (with short)	64(In) 16(Out)

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:2 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	60.00	100.0 %	2068	2068
J1:1/4 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:2/1	4.00	0.00	Y	Arm J5:3 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:3 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:3 Ahead	40.00	100.0 %	2077	2077
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:3 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	Y	Arm J1:4 Ahead	70.00	100.0 %	1938	1938
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	70.00	100.0 %	2076	2076
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	40.00	2.8 %	1942	1942
				Arm J5:1 Right	40.00	97.2 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	88.2 %	1932	1932
				Arm J5:1 Left	60.00	11.8 %		
J1:5/2 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:5/3 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	34.1 %	1910	1910
				Arm J1:9 Ahead	50.00	65.9 %		
J1:7/2 (B4100 West)	3.65	0.00	Y	Arm J1:9 Ahead	50.00	100.0 %	1922	1922
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	4.00	0.00	Y	Arm J5:2 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	35.00	23.1 %	2066	2066
				Arm J5:2 Ahead	35.00	76.9 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	40.7 %	2058	2058
				Arm J2:6 Ahead	50.00	59.3 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	26.4 %	1980	1980
				Arm J3:10 Ahead	Inf	73.6 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	71.6 %	2050	2050
				Arm J3:9 Ahead	Inf	28.4 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1 (A43 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (A43 SB Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit crossings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/2	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/3	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980

Junction: J6: Albion Land east access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (B4100 west)	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2 (B4100 west)	3.65	0.00	Y	Arm J6:3 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (B4100 east)	3.65	0.00	Y	Arm J6:3 Left	12.00	3.6 %	1971	1971
				Arm J6:5 Ahead	Inf	96.4 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albion Land site access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:6/2 (Albion Land site access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

Scenario 8: '2042 RC4A - PM Peak' (FG8: '2042 RC4A - PM', Plan 1: 'Network Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	298	119	1347	244	0	86	20	2114
	B	326	0	0	4	2	334	306	11	983
	C	108	0	0	329	0	230	0	0	667
	D	1805	2	268	0	73	0	28	14	2190
	E	167	2	0	2	0	339	4	2	516
	F	0	429	260	0	215	0	10	6	920
	G	151	218	0	59	23	6	0	2	459
	H	38	36	0	19	9	13	14	0	129
	Tot.	2595	985	647	1760	566	922	448	55	7978

Traffic Lane Flows

Lane	Scenario 8: 2042 RC4A - PM Peak
Junction: J1: Baynards Green	
J1:1/1 (short)	318
J1:1/2 (with short)	889(In) 571(Out)
J1:1/3 (with short)	1225(In) 621(Out)
J1:1/4 (short)	604
J1:2/1	571
J1:2/2	627
J1:2/3 (with short)	686(In) 600(Out)
J1:2/4 (short)	86
J1:3/1 (short)	381
J1:3/2 (with short)	773(In) 392(Out)
J1:3/3	292
J1:4/1	478
J1:4/2	292
J1:5/1	1020
J1:5/2 (with short)	1557(In) 1102(Out)
J1:5/3 (short)	455
J1:6/1	1050
J1:6/2	1394
J1:6/3	455
J1:7/1 (with short)	459(In) 228(Out)
J1:7/2 (short)	231
J1:8/1	1201
J1:8/2	1394
J1:9/1	302
J1:9/2	461
J1:10/1	448
Junction: J2: Padbury Roundabout	
J2:1/1	1050
J2:1/2	1129
J2:2/1	1242
J2:2/2	1412
J2:3/1	1022
J2:3/2	1110
J2:4/1	1322
J2:4/2	1255

J2:5/1 (short)	300
J2:5/2 (with short)	637(In) 337(Out)
J2:5/3	283
J2:6/1	192
J2:6/2	283
Junction: J3: Cherwell	
J3:1/1	1002
J3:1/2 (with short)	1652(In) 806(Out)
J3:1/3 (short)	846
J3:2/1	1767
J3:2/2	527
J3:3/1	1767
J3:3/2	365
J3:4/1	647
J3:5/1	329
J3:5/2	338
J3:6/1	583
J3:6/2	493
J3:7/1	1767
J3:7/2	635
J3:8/1	270
J3:9/1	108
J3:10/1	623
J3:10/2	808
J3:10/3	846
J3:11/1	952
J3:11/2	808
J3:12/1	1760
Junction: J4: Ardley roundabout	
J4:1/1 (with short)	516(In) 175(Out)
J4:1/2 (short)	341
J4:2/1	583
J4:2/2	493
J4:3/1	922
J4:4/1	493
J4:5/1	566
J4:6/1	339
J4:7/1	1024
J4:7/2	1093
J4:8/1	1199
J4:8/2	1095
J4:9/1	1097

J4:9/2	1093
J4:10/1	1199
J4:10/2	1434
J4:11/1	2190
J4:12/1	516
J4:13/1	516
J4:14/1	566
Junction: J5: Baynards Green exit crossings	
J5:1/1	448
J5:2/1	620
J5:2/2	373
J5:3/1	952
J5:3/2	627
J5:3/3	600
Junction: J6: Albion Land east access	
J6:1/1 (with short)	993(In) 949(Out)
J6:1/2 (short)	44
J6:2/1	985
J6:3/1	55
J6:4/1	983
J6:5/1	1065
J6:6/1 (short)	93
J6:6/2 (with short)	129(In) 36(Out)

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:2 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	60.00	100.0 %	2068	2068
J1:1/4 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	60.00	100.0 %	1932	1932
J1:2/1	4.00	0.00	Y	Arm J5:3 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:3 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:3 Ahead	40.00	100.0 %	2077	2077
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:3 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	Y	Arm J1:4 Ahead	70.00	100.0 %	1938	1938
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	70.00	100.0 %	2076	2076
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	40.00	15.1 %	1942	1942
				Arm J5:1 Right	40.00	84.9 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	95.9 %	1932	1932
				Arm J5:1 Left	60.00	4.1 %		
J1:5/2 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:5/3 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	60.00	100.0 %	1932	1932
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	66.2 %	1898	1898
				Arm J1:9 Ahead	50.00	33.8 %		
J1:7/2 (B4100 West)	3.65	0.00	Y	Arm J1:9 Ahead	50.00	100.0 %	1922	1922
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	4.00	0.00	Y	Arm J5:2 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	35.00	19.1 %	2066	2066
				Arm J5:2 Ahead	35.00	80.9 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Padbury Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A43 north)	3.65	0.00	Y	Arm J2:2 Ahead	50.00	100.0 %	1922	1922
J2:1/2 (A43 north)	3.65	0.00	N	Arm J2:2 Ahead	50.00	100.0 %	2058	2058
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:3/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	43.0 %	2058	2058
				Arm J2:6 Ahead	50.00	57.0 %		
J2:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:6/1	3.65	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:2 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43)	3.65	0.00	Y	Arm J3:4 Left	Inf	37.8 %	1980	1980
				Arm J3:10 Ahead	Inf	62.2 %		
J3:1/2 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:1/3 (A43)	3.65	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	1980	1980
J3:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:3/2	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1 (MSA)	3.50	0.00	Y	Arm J3:11 Left	30.00	100.0 %	1871	1871
J3:5/2 (MSA)	3.50	0.00	N	Arm J3:6 Left	40.00	68.0 %	2053	2053
				Arm J3:9 Ahead	Inf	32.0 %		
J3:6/1	Infinite Saturation Flow						Inf	Inf
J3:6/2	Infinite Saturation Flow						Inf	Inf
J3:7/1	Infinite Saturation Flow						Inf	Inf
J3:7/2	Infinite Saturation Flow						Inf	Inf
J3:8/1	This lane uses a directly entered Saturation Flow						1850	1850
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	3.65	0.00	Y	Arm J3:11 Ahead	Inf	100.0 %	1980	1980
J3:10/2	3.65	0.00	N	Arm J3:11 Ahead	Inf	100.0 %	2120	2120
J3:10/3	3.65	0.00	N	Arm J3:6 Ahead	Inf	100.0 %	2120	2120
J3:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:12/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (B430 Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:2/1 (A43 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (A43 SB Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1 (M40 NB merge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	Infinite Saturation Flow						Inf	Inf
J4:7/2	Infinite Saturation Flow						Inf	Inf
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:8/2	Infinite Saturation Flow						Inf	Inf
J4:9/1 (M40 NB diverge Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:9/2 (M40 NB diverge Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:11/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:12/1 (B430 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:14/1 (B430 SB Lane 1)	Infinite Saturation Flow						Inf	Inf

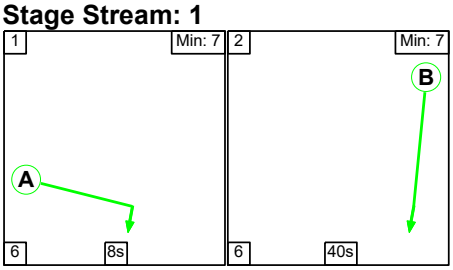
Junction: J5: Baynards Green exit crossings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/2	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980
J5:3/3	3.65	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1980	1980

Junction: J6: Albion Land east access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (B4100 west)	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2 (B4100 west)	3.65	0.00	Y	Arm J6:3 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (B4100 east)	3.65	0.00	Y	Arm J6:3 Left	12.00	1.1 %	1977	1977
				Arm J6:5 Ahead	Inf	98.9 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albion Land site access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:6/2 (Albion Land site access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

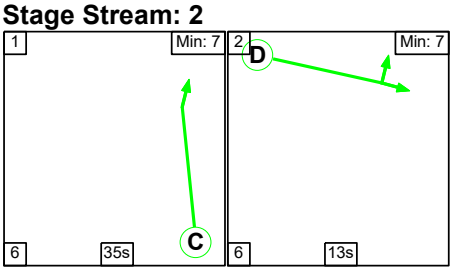
Scenario 1: '2031 RC1A - AM Peak' (FG1: '2031 RC1A - AM', Plan 1: 'Network Plan 1')
Controller :C1 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

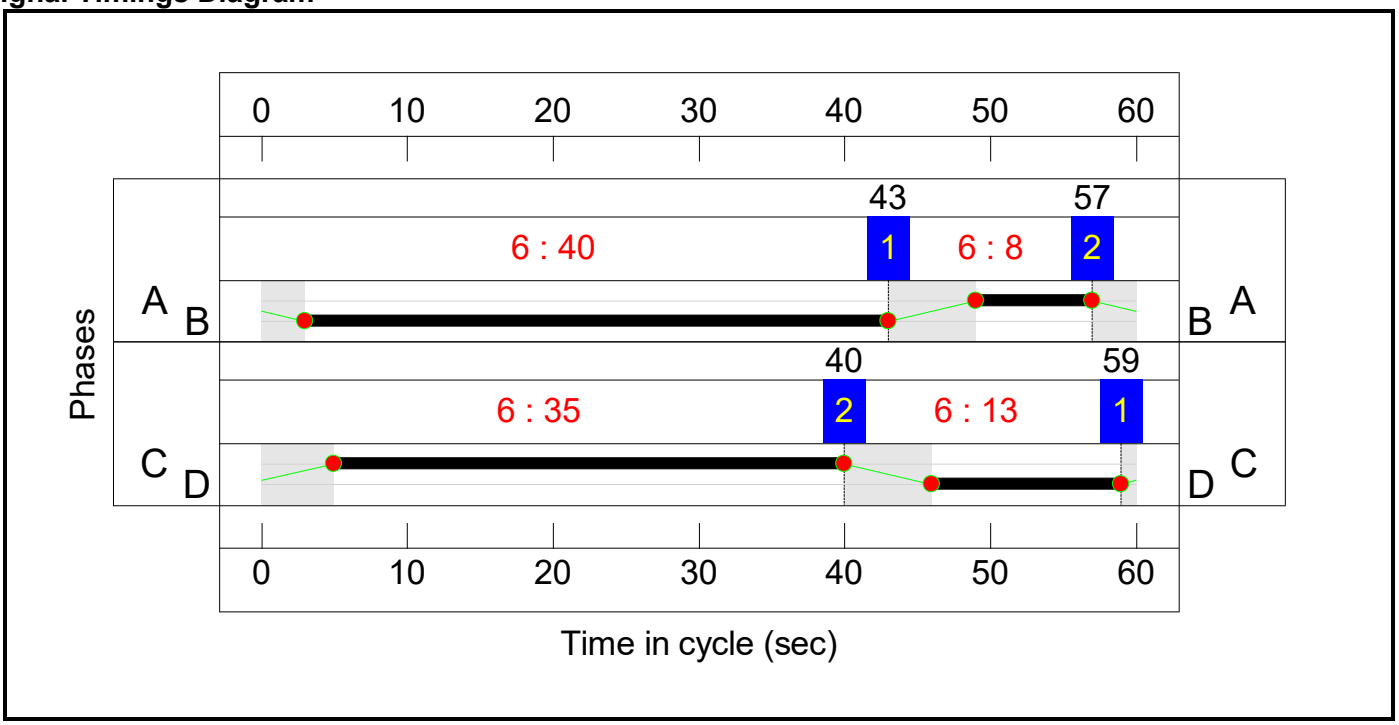
Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	43	57

Stage Stream: 2

Stage	1	2
Duration	35	13
Change Point	59	40

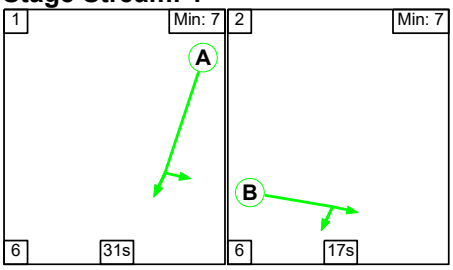
Signal Timings Diagram



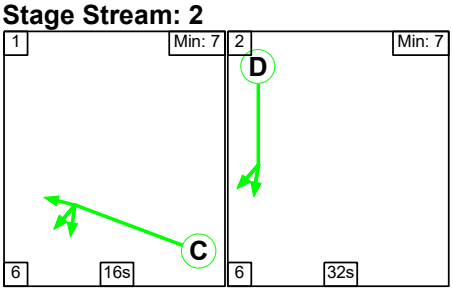
Controller :C2 - Cherwell

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

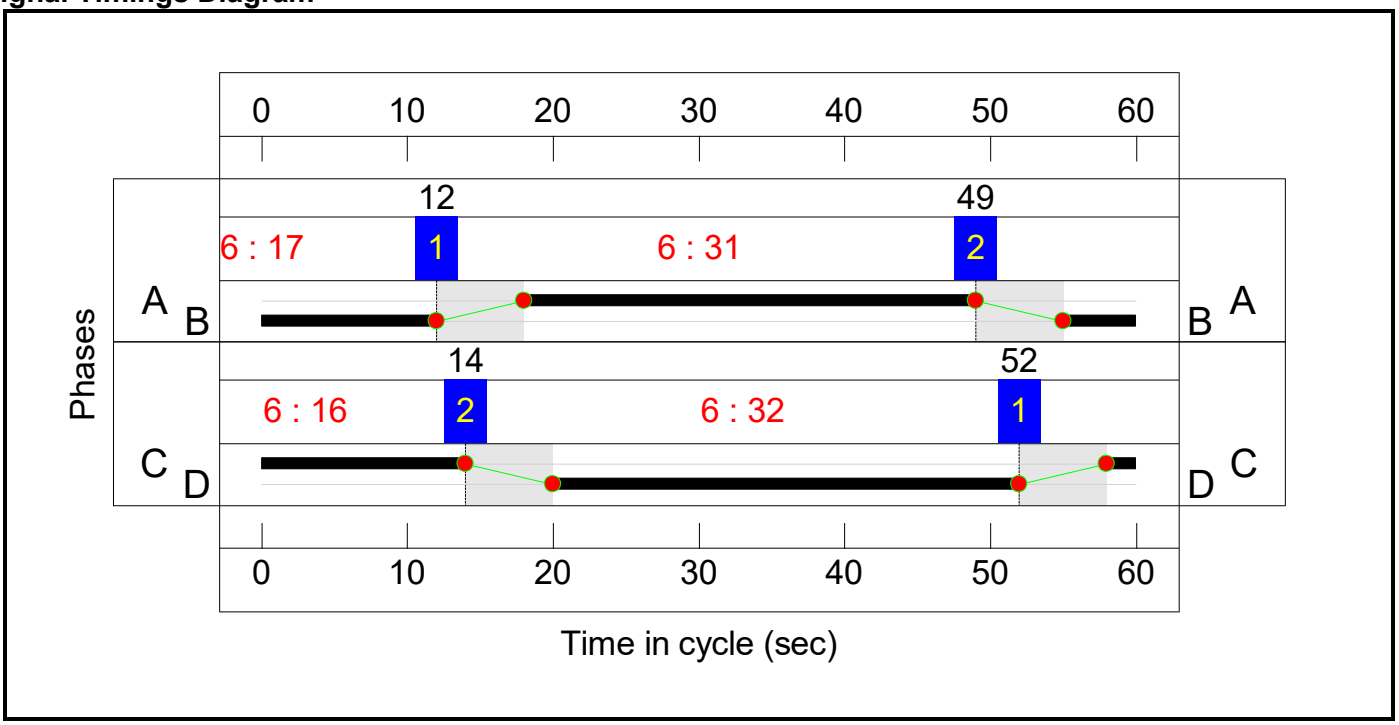
Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	12	49

Stage Stream: 2

Stage	1	2
Duration	16	32
Change Point	52	14

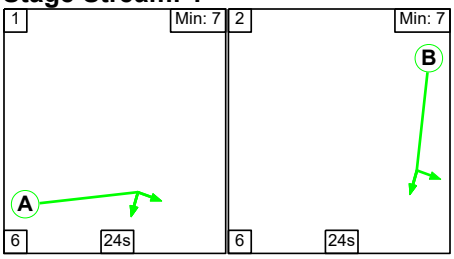
Signal Timings Diagram



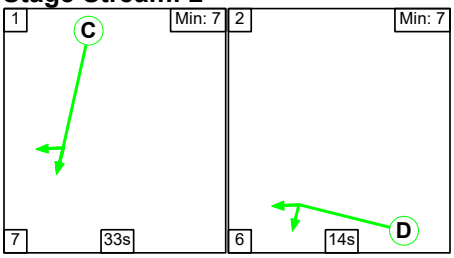
Controller :C3 - Baynards Green

Stage Sequence Diagram

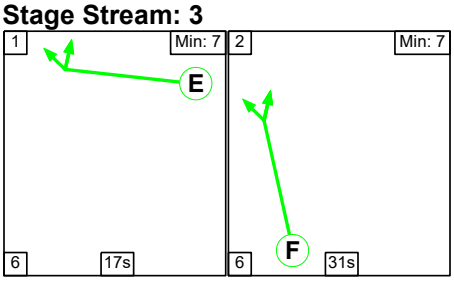
Stage Stream: 1



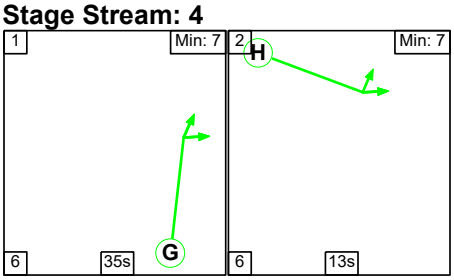
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	24
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	33	14
Change Point	24	4

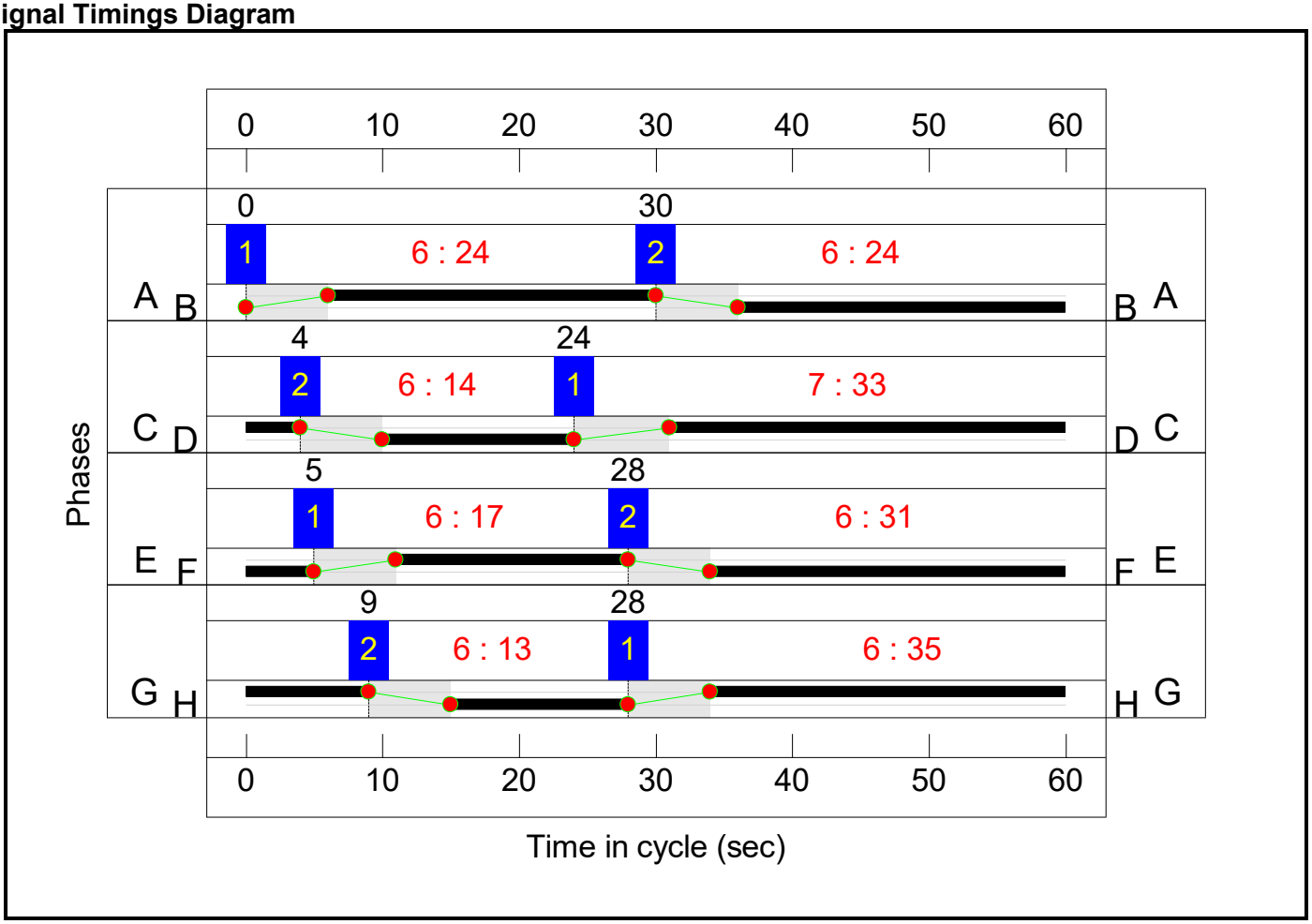
Stage Stream: 3

Stage	1	2
Duration	17	31
Change Point	5	28

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	28	9

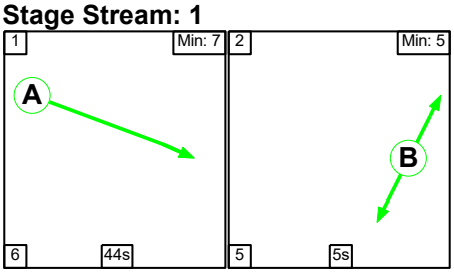
Signal Timings Diagram



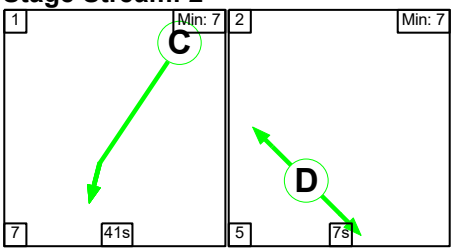
Controller :C4 - BG exit crossings

Stage Sequence Diagram

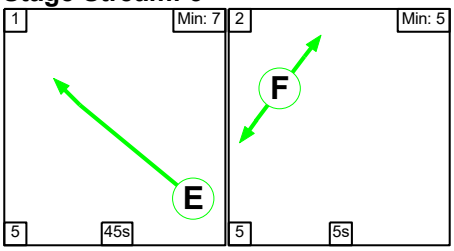
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	0	50

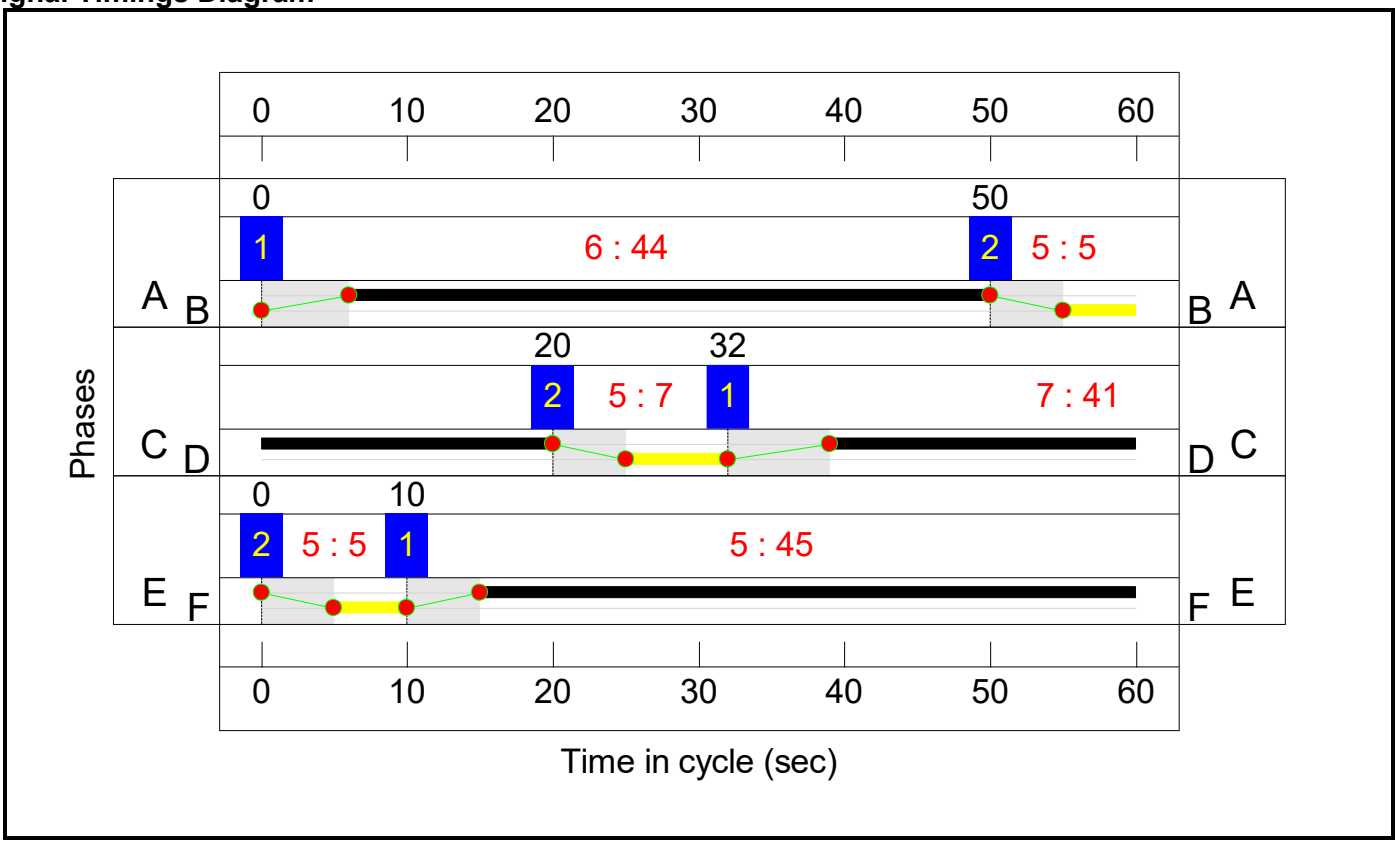
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	32	20

Stage Stream: 3

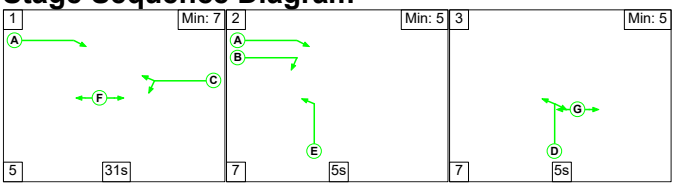
Stage	1	2
Duration	45	5
Change Point	10	0

Signal Timings Diagram



Controller :C5 - Albion Land east access

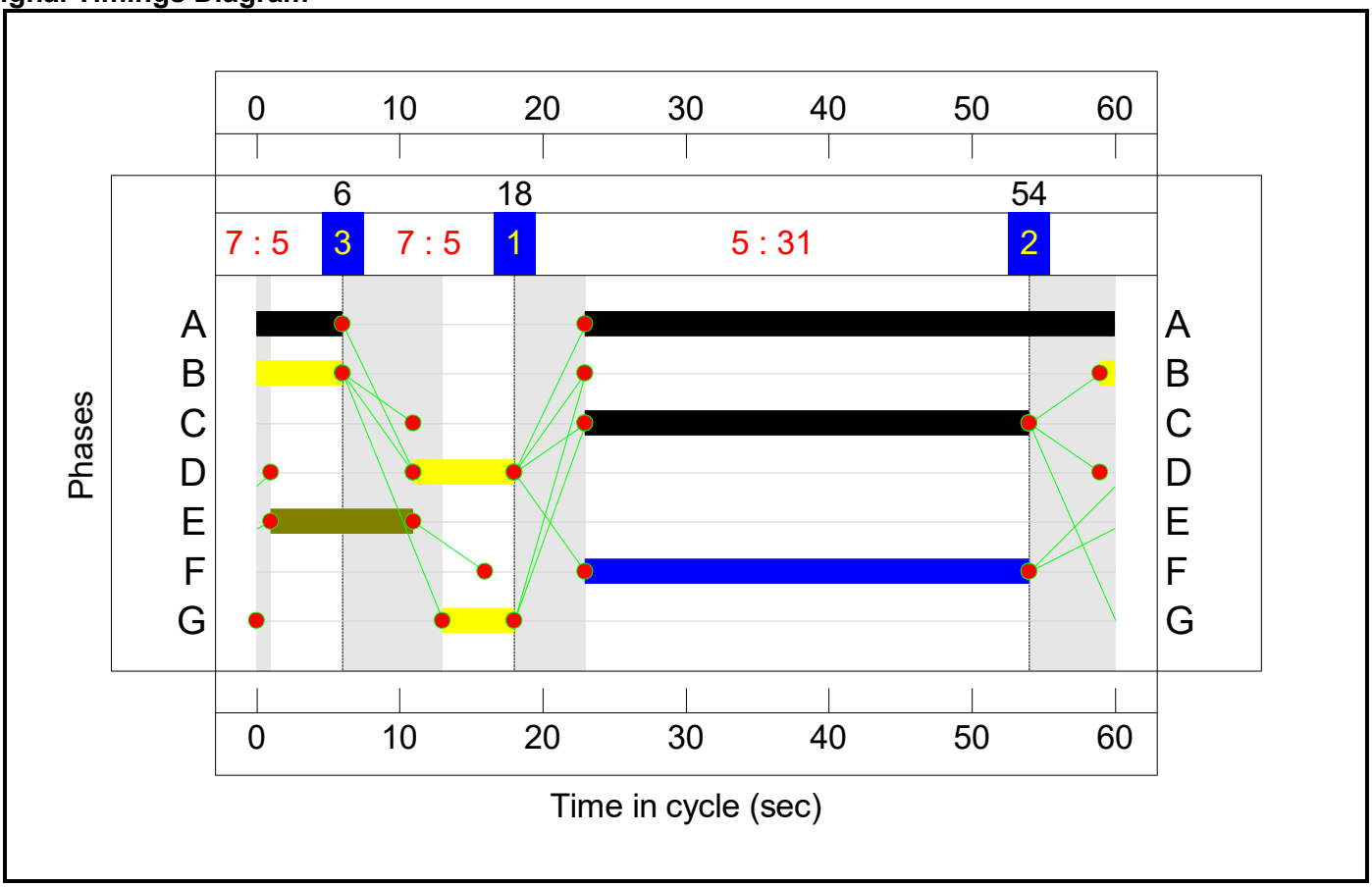
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	5	5
Change Point	18	54	6

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.9%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
1/2+1/1	A43 North Ahead Left	U	3:1	N/A	C3:B		1	24	-	1127	1932:1938	805+554	84.3 : 80.9%
1/3+1/4	A43 North Ahead	U	3:1	N/A	C3:B		1	24	-	1421	2068:1932	862+805	83.6 : 87.1%
2/1	Ahead	U	3:2	N/A	C3:C		1	33	-	694	1956	1141	60.8%
2/2	Ahead	U	3:2	N/A	C3:C		1	33	-	759	2092	1185	64.0%
2/3+2/4	Right Ahead	U	3:2	N/A	C3:C		1	33	-	745	2077:1919	1059+201	59.1 : 59.1%
3/2+3/1	B4100 East Ahead Left	U	3:2	N/A	C3:D		1	14	-	559	1938:1886	484+375	70.8 : 57.6%
3/3	B4100 East Ahead	U	3:2	N/A	C3:D		1	14	-	181	2076	519	34.9%
4/1	Right Right2	U	3:3	N/A	C3:E		1	17	-	462	1942	615	75.1%
4/2	Right	U	3:3	N/A	C3:E		1	17	-	181	2066	654	27.7%
5/1	A43 South Ahead Left	U	3:3	N/A	C3:F		1	31	-	679	1932	1030	65.9%
5/2+5/3	A43 South Ahead	U	3:3	N/A	C3:F		1	31	-	1144	1932:1932	1030+403	82.7 : 72.5%
6/1	Ahead	U	3:4	N/A	C3:G		1	35	-	636	1932	1191	53.4%
6/2	Ahead	U	3:4	N/A	C3:G		1	35	-	1033	2066	1274	81.1%
6/3	Right	U	3:4	N/A	C3:G		1	35	-	292	1919	1183	24.7%
7/1+7/2	B4100 West Left Ahead	U	3:4	N/A	C3:H		1	13	-	548	1910:1922	446+448	61.3 : 61.3%
9/1	Ahead	U	3:1	N/A	C3:A		1	24	-	331	1932	837	39.5%
9/2	Right Ahead	U	3:1	N/A	C3:A		1	24	-	415	2066	895	46.4%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.1%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1131	1922	1313	86.1%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1164	2058	1406	82.8%

3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	35	-	724	1886	1132	64.0%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	35	-	804	2019	1211	66.4%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	13	-	486	2058:1908	480+311	61.4 : 61.4%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	13	-	245	2058	480	51.0%
6/1	Right	U	1:1	N/A	C1:A		1	8	-	191	1980	297	64.3%
6/2	Right	U	1:1	N/A	C1:A		1	8	-	245	2120	318	77.0%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.9%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	31	-	1051	1980	1056	99.5%
1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	31	-	1680	1980:1980	774+908	99.9 : 99.9%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	537	Inf	995	54.0%
5/1	MSA Left	U	2:2	N/A	C2:C		1	16	-	252	1871	530	47.5%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	16	-	336	2045	579	58.0%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	17	-	251	1850	555	45.2%
10/1	Ahead	U	2:2	N/A	C2:D		1	32	-	754	1980	1089	69.2%
10/2	Ahead	U	2:2	N/A	C2:D		1	32	-	787	2120	1166	62.7%
10/3	Ahead	U	2:2	N/A	C2:D		1	32	-	907	2120	1166	74.4%
J4: Ardley roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	448	Inf : Inf	551+641	37.6 : 37.6%
2/1	A43 SB U-Turn	O	N/A	N/A	-		-	-	-	374	Inf	1135	32.9%
2/2	A43 SB Ahead	O	N/A	N/A	-		-	-	-	796	Inf	1135	66.7%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	828	Inf	973	85.1%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	672	Inf	973	69.1%
J5: Baynards Green exit crossings	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.7%**
1/1	Ahead	U	4:3	N/A	C4:E		1	45	-	505	1980	1518	33.3%
2/1	Ahead	U	4:1	N/A	C4:A		1	44	-	779	1980	1485	52.5%

2/2	Ahead	U	4:1	N/A	C4:A		1	44	-	317	1980	1485	21.3%
3/1	Ahead	U	4:2	N/A	C4:C		1	41	-	910	1980	1386	65.7%
3/2	Ahead	U	4:2	N/A	C4:C		1	41	-	759	1980	1386	54.8%
3/3	Ahead	U	4:2	N/A	C4:C		1	41	-	626	1980	1386	45.2%
J6: Albion Land east access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.0%**
1/1+1/2	B4100 west Ahead Right	U	N/A	N/A	C5:A C5:B		1	43:7	-	1096	1980:1828	1365+137	73.0 : 73.0%
4/1	B4100 east Left Ahead	U	N/A	N/A	C5:C		1	31	-	723	1969	1050	68.8%
6/2+6/1	Albion Land site access Right Left	U	N/A	N/A	C5:D	C5:E	1	7:17	10	64	1814:1747	175+524	9.2 : 9.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**4064**	**0**	**0**	**52.5**	**63.7**	**0.0**	**116.2**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**24.3**	**10.1**	**0.0**	**34.4**	**-**	**-**	**-**	**-**
1/2+1/1	1127	1127	-	-	-	4.6	2.4	-	7.0	22.4	10.0	2.4	12.4
1/3+1/4	1421	1421	-	-	-	6.3	2.8	-	9.1	23.0	10.6	2.8	13.4
2/1	694	694	-	-	-	0.1	0.0	-	0.1	0.5	0.4	0.0	0.4
2/2	759	759	-	-	-	0.1	0.0	-	0.1	0.7	0.8	0.0	0.8
2/3+2/4	745	745	-	-	-	0.1	0.0	-	0.1	0.7	0.8	0.0	0.8
3/2+3/1	559	559	-	-	-	2.7	0.9	-	3.7	23.5	5.5	0.9	6.4
3/3	181	181	-	-	-	0.8	0.3	-	1.0	20.4	2.8	0.3	3.1
4/1	462	462	-	-	-	0.6	0.0	-	0.6	4.5	2.0	0.0	2.0
4/2	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	679	679	-	-	-	1.0	1.0	-	2.0	10.5	4.9	1.0	5.8
5/2+5/3	1144	1144	-	-	-	2.0	2.0	-	4.0	12.4	28.5	2.0	30.5
6/1	636	636	-	-	-	0.2	0.0	-	0.2	1.1	1.2	0.0	1.2
6/2	1033	1033	-	-	-	0.7	0.0	-	0.7	2.6	3.0	0.0	3.0
6/3	292	292	-	-	-	0.0	0.0	-	0.0	0.0	4.3	0.0	4.3
7/1+7/2	548	548	-	-	-	3.1	0.8	-	3.9	25.8	4.0	0.8	4.8
9/1	331	331	-	-	-	0.9	0.0	-	0.9	10.0	2.6	0.0	2.6
9/2	415	415	-	-	-	0.9	0.0	-	0.9	7.9	2.5	0.0	2.5
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**9.2**	**8.5**	**0.0**	**17.8**	**-**	**-**	**-**	**-**
1/1	1131	1131	-	-	-	0.6	3.0	-	3.6	11.5	15.1	3.0	18.1
1/2	1164	1164	-	-	-	0.6	2.4	-	3.0	9.2	14.6	2.4	17.0
3/1	724	724	-	-	-	1.5	0.9	-	2.3	11.7	7.1	0.9	8.0
3/2	804	804	-	-	-	1.7	1.0	-	2.6	11.8	8.1	1.0	9.1
5/2+5/1	486	486	-	-	-	2.7	0.8	-	3.5	26.1	4.3	0.8	5.1
5/3	245	245	-	-	-	1.4	0.5	-	1.9	27.6	3.5	0.5	4.1

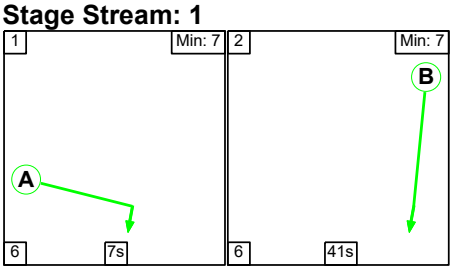
6/1	191	191	-	-	-	0.4	0.0	-	0.4	7.2	0.6	0.0	0.6
6/2	245	245	-	-	-	0.4	0.0	-	0.4	6.0	1.2	0.0	1.2
J3: Cherwell	**-**	**-**	**537**	**0**	**0**	**14.6**	**37.2**	**0.0**	**51.8**	**-**	**-**	**-**	**-**
1/1	1051	1051	-	-	-	2.4	15.0	-	17.4	59.6	17.2	15.0	32.2
1/2+1/3	1680	1585	-	-	-	8.0	20.0	-	28.0	60.1	31.3	20.0	51.3
2/2	537	537	537	0	0	0.0	0.6	-	0.6	3.9	0.0	0.6	0.6
5/1	252	252	-	-	-	1.2	0.5	-	1.7	24.3	3.4	0.5	3.9
5/2	336	336	-	-	-	1.7	0.7	-	2.4	25.8	4.8	0.7	5.4
8/1	251	251	-	-	-	1.2	0.4	-	1.6	22.9	3.3	0.4	3.8
10/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	731	731	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2
10/3	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley roundabout	**-**	**-**	**3527**	**0**	**0**	**0.3**	**5.4**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
1/1+1/2	448	448	896	0	0	0.0	0.3	-	0.3	2.4	0.0	0.3	0.3
2/1	374	374	374	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
2/2	757	757	757	0	0	0.3	1.0	-	1.3	6.2	8.5	1.0	9.5
9/1	828	828	828	0	0	0.0	2.8	-	2.8	12.0	0.0	2.8	2.8
9/2	672	672	672	0	0	0.0	1.1	-	1.1	5.9	0.0	1.1	1.1
J5: Baynards Green exit crossings	**-**	**-**	**0**	**0**	**0**	**0.7**	**0.0**	**0.0**	**0.7**	**-**	**-**	**-**	**-**
1/1	505	505	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
2/1	779	779	-	-	-	0.4	0.0	-	0.4	1.6	2.1	0.0	2.1
2/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	1.7	0.0	1.7
3/1	910	910	-	-	-	0.1	0.0	-	0.1	0.5	0.8	0.0	0.8
3/2	759	759	-	-	-	0.1	0.0	-	0.1	0.7	0.9	0.0	0.9
3/3	626	626	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9
J6: Albion Land east access	**-**	**-**	**0**	**0**	**0**	**3.4**	**2.5**	**0.0**	**5.9**	**-**	**-**	**-**	**-**
1/1+1/2	1096	1096	-	-	-	1.0	1.3	-	2.3	7.7	11.5	1.3	12.9
4/1	723	723	-	-	-	2.1	1.1	-	3.2	15.8	8.8	1.1	9.9
6/2+6/1	64	64	-	-	-	0.3	0.1	-	0.4	19.9	0.6	0.1	0.6

C1 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	7.37	Cycle Time (s):	60
C1 - Padbury	Stream: 2	PRC for Signalled Lanes (%):	35.6	Total Delay for Signalled Lanes (pcuHr):	10.38	Cycle Time (s):	60
C2 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	-11.0	Total Delay for Signalled Lanes (pcuHr):	47.02	Cycle Time (s):	60
C2 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	20.9	Total Delay for Signalled Lanes (pcuHr):	4.17	Cycle Time (s):	60
C3 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	17.92	Cycle Time (s):	60
C3 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	27.1	Total Delay for Signalled Lanes (pcuHr):	5.05	Cycle Time (s):	60
C3 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	8.8	Total Delay for Signalled Lanes (pcuHr):	6.52	Cycle Time (s):	60
C3 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	11.0	Total Delay for Signalled Lanes (pcuHr):	4.87	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 1	PRC for Signalled Lanes (%):	71.6	Total Delay for Signalled Lanes (pcuHr):	0.35	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 2	PRC for Signalled Lanes (%):	37.1	Total Delay for Signalled Lanes (pcuHr):	0.35	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 3	PRC for Signalled Lanes (%):	170.5	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	60
C5 - Albion Land east access		PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	5.87	Cycle Time (s):	60
		PRC Over All Lanes (%):	-11.0	Total Delay Over All Lanes(pcuHr):	116.20		

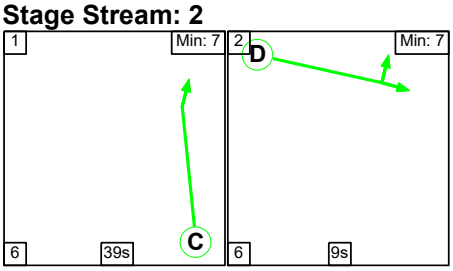
Scenario 2: '2031 RC1A - PM Peak' (FG2: '2031 RC1A - PM', Plan 1: 'Network Plan 1')
Controller :C1 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

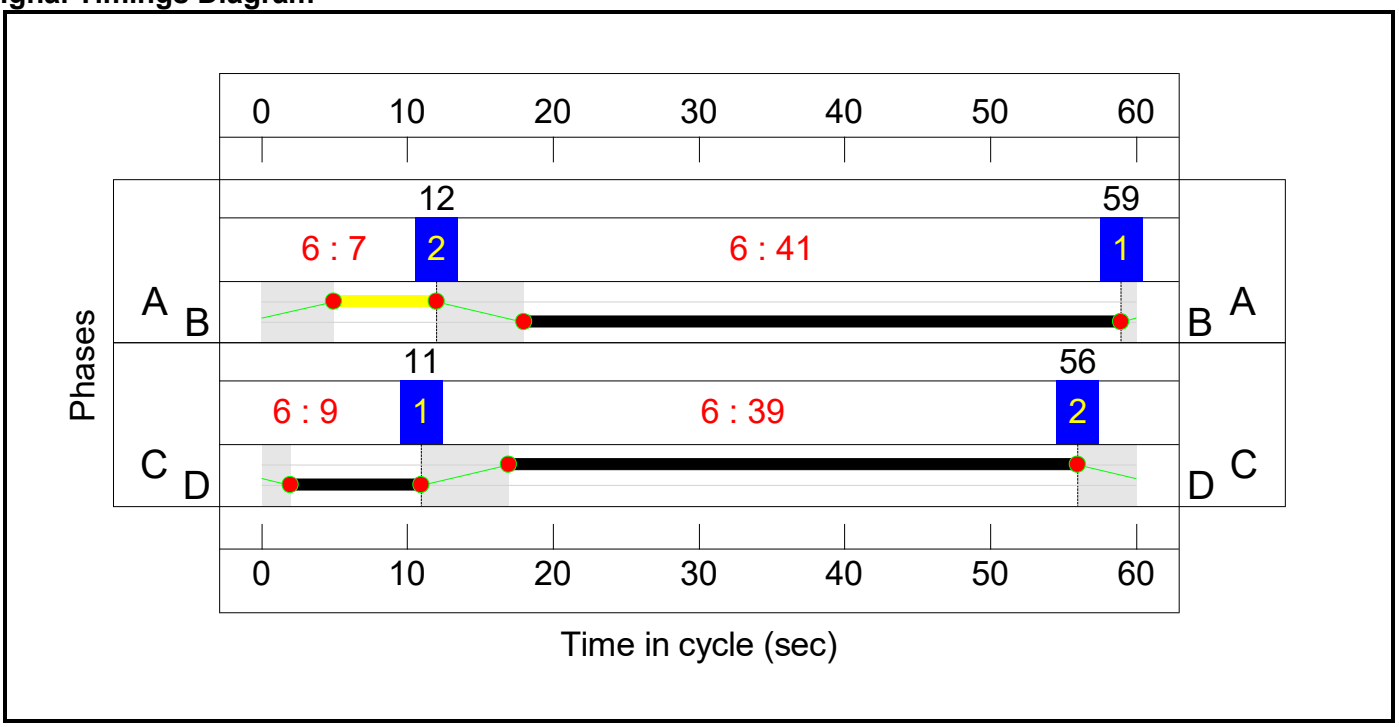
Stage Stream: 1

Stage	1	2
Duration	7	41
Change Point	59	12

Stage Stream: 2

Stage	1	2
Duration	39	9
Change Point	11	56

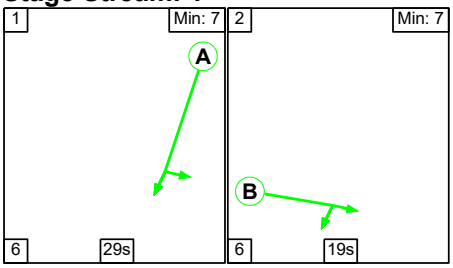
Signal Timings Diagram



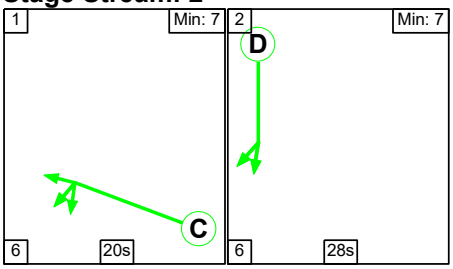
Controller :C2 - Cherwell

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

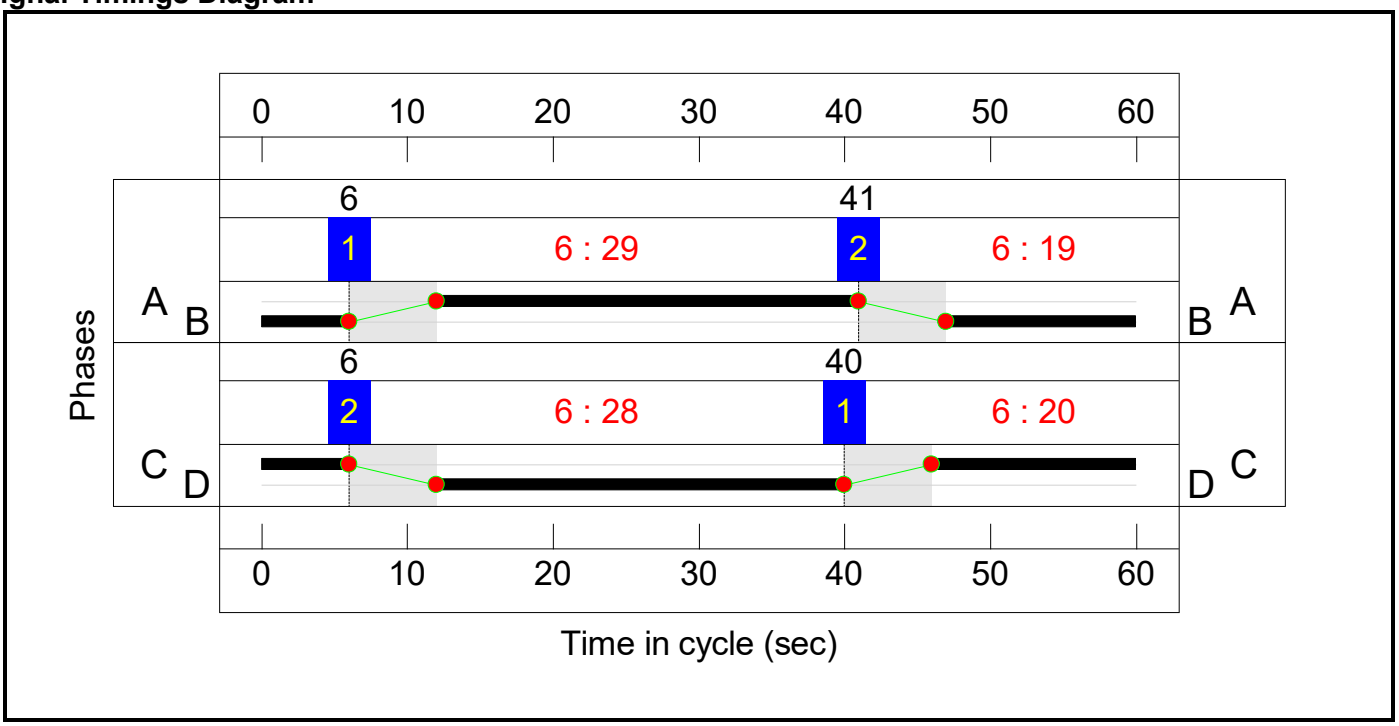
Stage Stream: 1

Stage	1	2
Duration	29	19
Change Point	6	41

Stage Stream: 2

Stage	1	2
Duration	20	28
Change Point	40	6

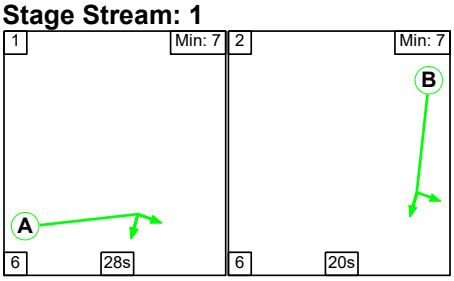
Signal Timings Diagram



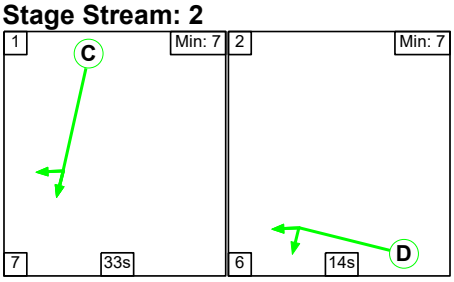
Controller :C3 - Baynards Green

Stage Sequence Diagram

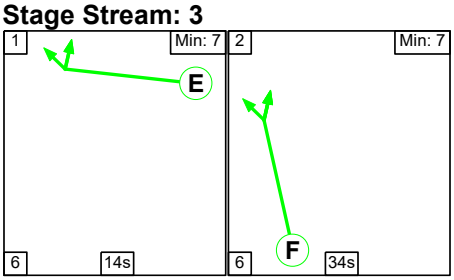
Stage Stream: 1



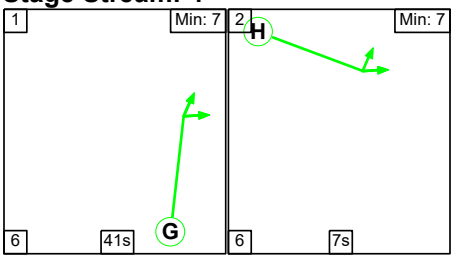
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	20
Change Point	0	34

Stage Stream: 2

Stage	1	2
Duration	33	14
Change Point	25	5

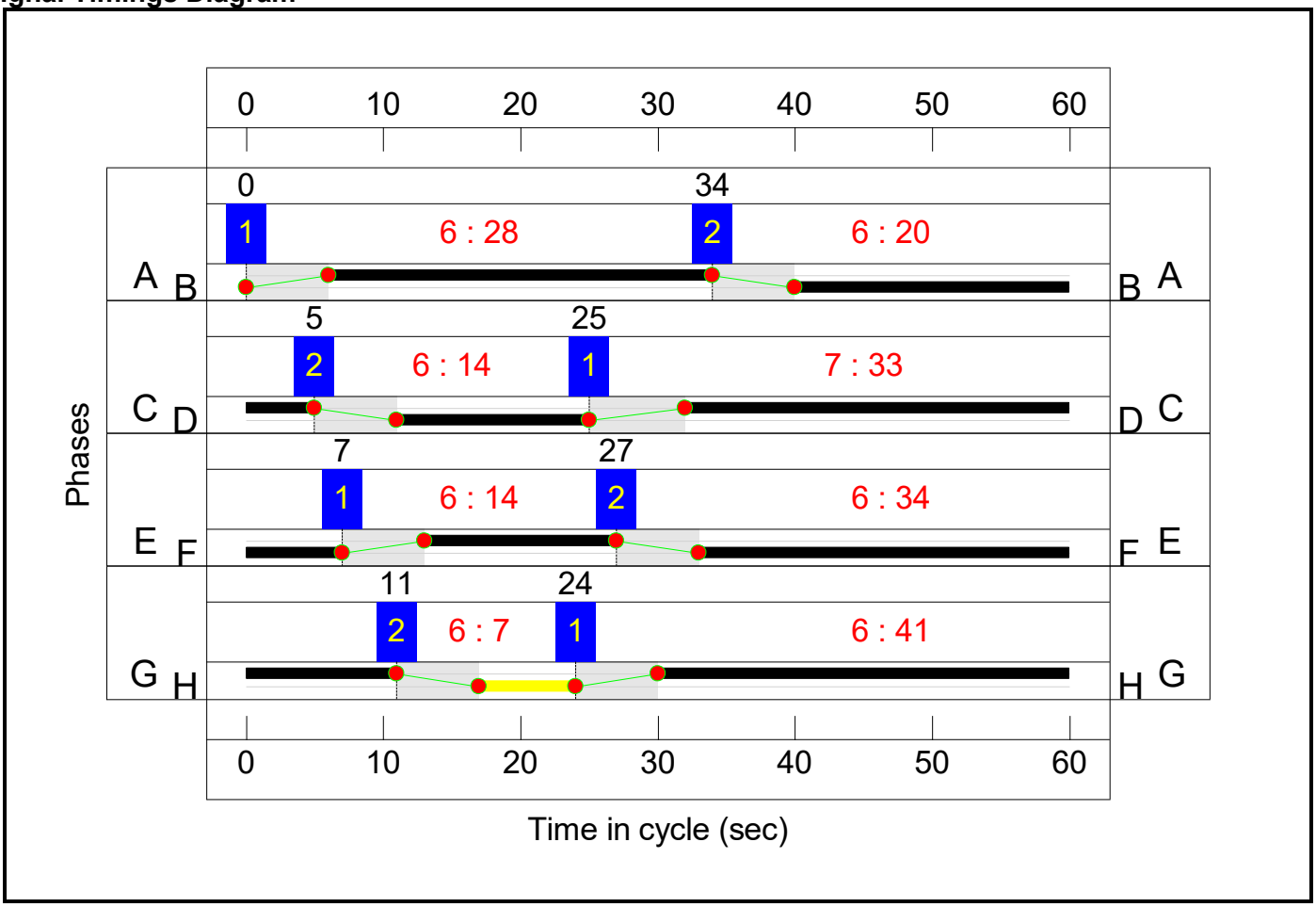
Stage Stream: 3

Stage	1	2
Duration	14	34
Change Point	7	27

Stage Stream: 4

Stage	1	2
Duration	41	7
Change Point	24	11

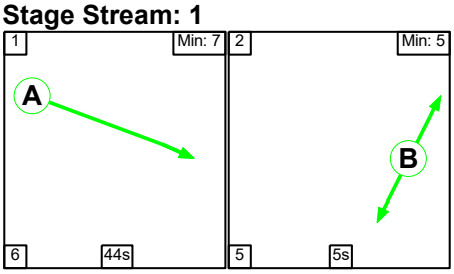
Signal Timings Diagram



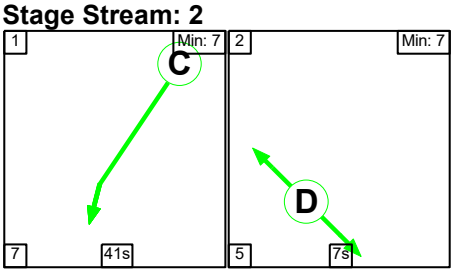
Controller :C4 - BG exit crossings

Stage Sequence Diagram

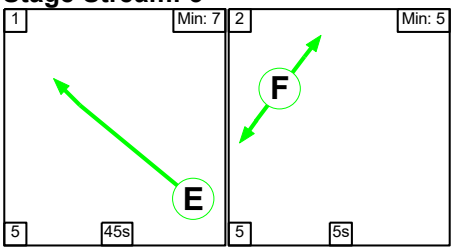
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	2	52

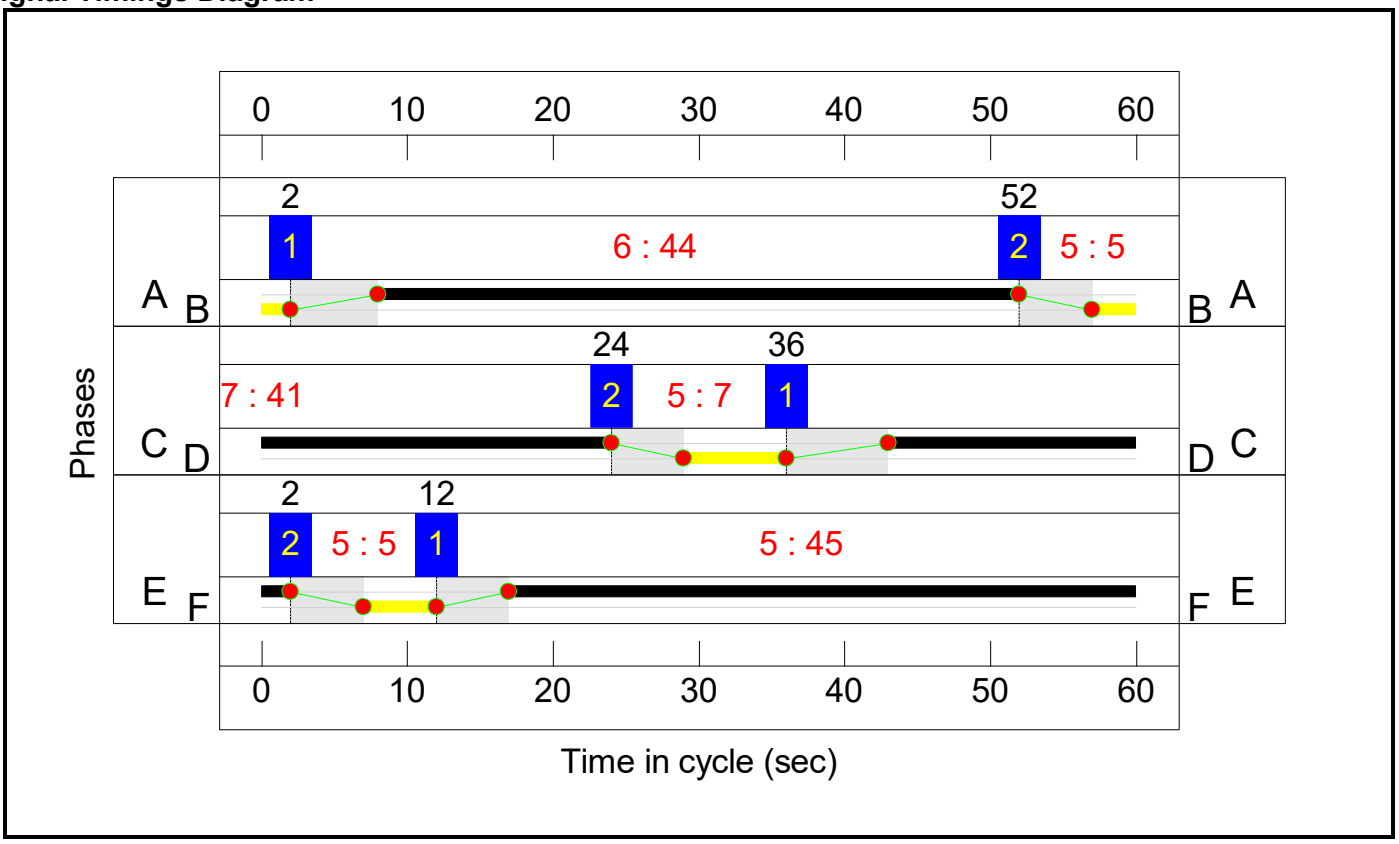
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	36	24

Stage Stream: 3

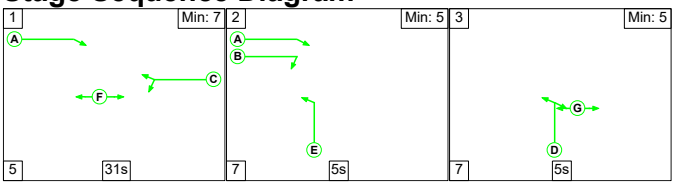
Stage	1	2
Duration	45	5
Change Point	12	2

Signal Timings Diagram



Controller :C5 - Albion Land east access

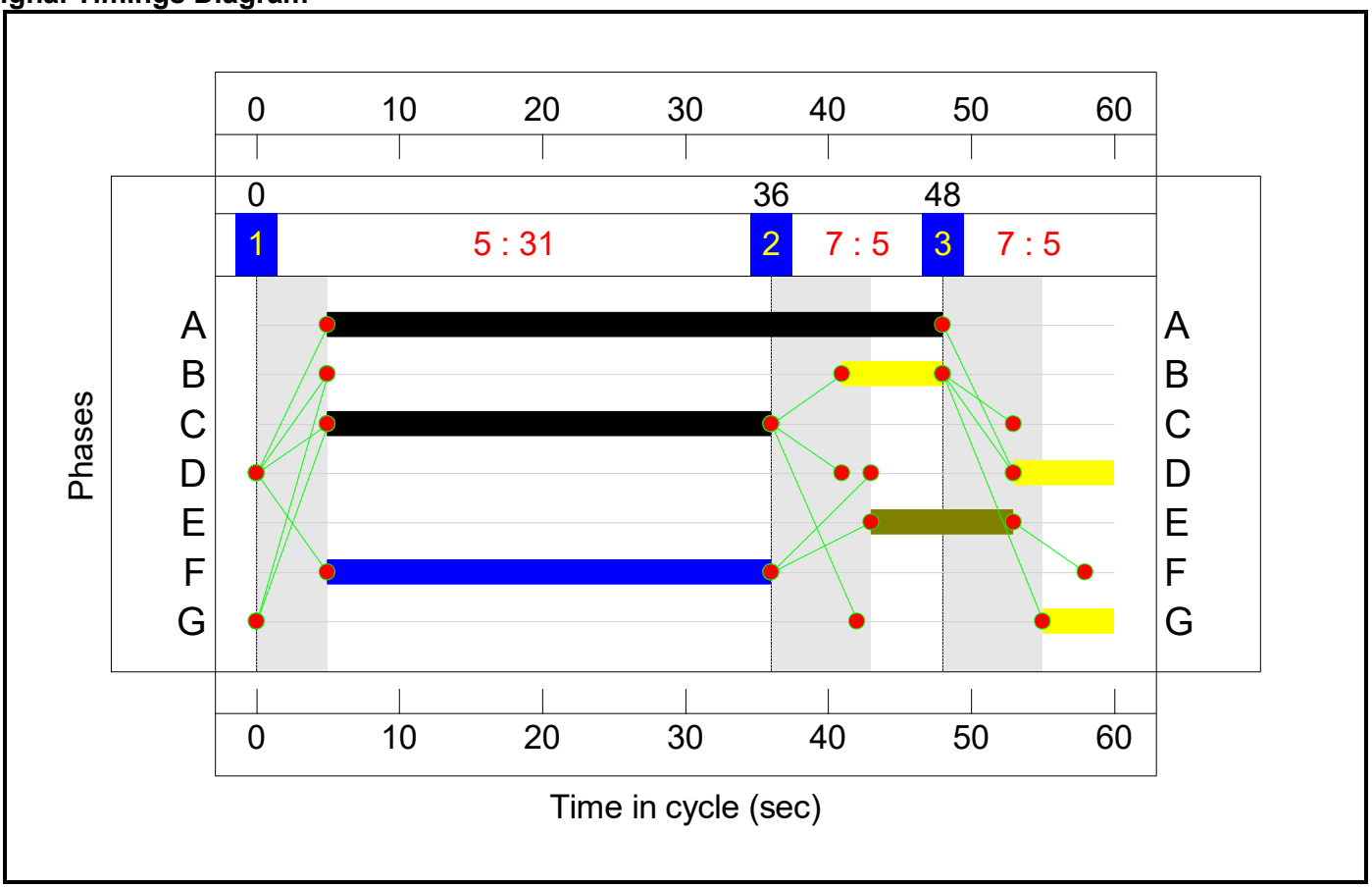
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	5	5
Change Point	0	36	48

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.7%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
1/2+1/1	A43 North Ahead Left	U	3:1	N/A	C3:B		1	20	-	815	1932:1938	676+409	75.1 : 75.1%
1/3+1/4	A43 North Ahead	U	3:1	N/A	C3:B		1	20	-	1093	2068:1932	724+676	82.2 : 73.6%
2/1	Ahead	U	3:2	N/A	C3:C		1	33	-	529	1956	1141	46.4%
2/2	Ahead	U	3:2	N/A	C3:C		1	33	-	625	2092	1185	52.7%
2/3+2/4	Right Ahead	U	3:2	N/A	C3:C		1	33	-	545	2077:1919	1078+180	43.3 : 43.3%
3/2+3/1	B4100 East Ahead Left	U	3:2	N/A	C3:D		1	14	-	690	1938:1886	484+471	81.1 : 63.0%
3/3	B4100 East Ahead	U	3:2	N/A	C3:D		1	14	-	251	2076	519	48.4%
4/1	Right Right2	U	3:3	N/A	C3:E		1	14	-	471	1942	518	91.0%
4/2	Right	U	3:3	N/A	C3:E		1	14	-	251	2066	551	45.6%
5/1	A43 South Ahead Left	U	3:3	N/A	C3:F		1	34	-	989	1932	1127	87.8%
5/2+5/3	A43 South Ahead	U	3:3	N/A	C3:F		1	34	-	1328	1932:1932	1127+335	92.4 : 85.6%
6/1	Ahead	U	3:4	N/A	C3:G		1	41	-	1054	1932	1385	76.1%
6/2	Ahead	U	3:4	N/A	C3:G		1	41	-	1292	2066	1481	87.3%
6/3	Right	U	3:4	N/A	C3:G		1	41	-	287	1919	1375	20.9%
7/1+7/2	B4100 West Left Ahead	U	3:4	N/A	C3:H		1	7	-	423	1901:1922	253+256	82.9 : 83.1%
9/1	Ahead	U	3:1	N/A	C3:A		1	28	-	234	1932	966	24.2%
9/2	Right Ahead	U	3:1	N/A	C3:A		1	28	-	357	2066	1033	34.6%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.7%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	958	1922	1345	71.2%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	960	2058	1441	66.6%

3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	39	-	980	1886	1257	77.9%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	39	-	1059	2019	1346	78.7%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	9	-	427	2058:1908	343+313	77.3 : 51.7%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	9	-	216	2058	343	63.0%
6/1	Right	U	1:1	N/A	C1:A		1	7	-	149	1980	264	56.4%
6/2	Right	U	1:1	N/A	C1:A		1	7	-	216	2120	283	76.4%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	29	-	915	1980	990	92.4%
1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	29	-	1368	1980:1980	885+617	91.1 : 91.1%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	531	Inf	983	54.0%
5/1	MSA Left	U	2:2	N/A	C2:C		1	20	-	298	1871	655	45.5%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	20	-	307	2053	719	42.7%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	19	-	250	1850	617	40.5%
10/1	Ahead	U	2:2	N/A	C2:D		1	28	-	572	1980	957	59.8%
10/2	Ahead	U	2:2	N/A	C2:D		1	28	-	808	2120	1025	78.9%
10/3	Ahead	U	2:2	N/A	C2:D		1	28	-	562	2120	1025	54.8%
J4: Ardley roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.7%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	348	Inf : Inf	442+490	37.3 : 37.3%
2/1	A43 SB U-Turn	O	N/A	N/A	-		-	-	-	482	Inf	1149	42.0%
2/2	A43 SB Ahead	O	N/A	N/A	-		-	-	-	289	Inf	1149	25.2%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	1052	Inf	1123	93.7%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	1009	Inf	1123	89.9%
J5: Baynards Green exit crossings	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.6%**
1/1	Ahead	U	4:3	N/A	C4:E		1	45	-	406	1980	1518	26.7%
2/1	Ahead	U	4:1	N/A	C4:A		1	44	-	541	1980	1485	36.4%

2/2	Ahead	U	4:1	N/A	C4:A		1	44	-	259	1980	1485	17.4%
3/1	Ahead	U	4:2	N/A	C4:C		1	41	-	826	1980	1386	59.6%
3/2	Ahead	U	4:2	N/A	C4:C		1	41	-	625	1980	1386	45.1%
3/3	Ahead	U	4:2	N/A	C4:C		1	41	-	467	1980	1386	33.7%
J6: Albion Land east access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**
1/1+1/2	B4100 west Ahead Right	U	N/A	N/A	C5:A C5:B		1	43:7	-	800	1980:1828	1401+82	54.0 : 54.0%
4/1	B4100 east Left Ahead	U	N/A	N/A	C5:C		1	31	-	861	1976	1054	81.7%
6/2+6/1	Albion Land site access Right Left	U	N/A	N/A	C5:D	C5:E	1	7:17	10	129	1814:1747	203+524	17.7 : 17.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**4059**	**0**	**0**	**63.5**	**48.9**	**0.0**	**112.4**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**29.6**	**15.4**	**0.0**	**44.9**	**-**	**-**	**-**	**-**
1/2+1/1	815	815	-	-	-	3.7	1.5	-	5.2	23.0	7.3	1.5	8.8
1/3+1/4	1093	1093	-	-	-	5.3	1.8	-	7.1	23.3	8.9	1.8	10.7
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.1	0.3	0.0	0.3
2/2	625	625	-	-	-	0.0	0.0	-	0.0	0.2	0.5	0.0	0.5
2/3+2/4	545	545	-	-	-	0.0	0.0	-	0.0	0.3	0.8	0.0	0.8
3/2+3/1	690	690	-	-	-	6.1	1.3	-	7.3	38.3	6.4	1.3	7.7
3/3	251	251	-	-	-	2.2	0.5	-	2.6	37.9	4.0	0.5	4.5
4/1	471	471	-	-	-	0.5	0.0	-	0.5	3.7	1.4	0.0	1.4
4/2	251	251	-	-	-	0.1	0.0	-	0.1	1.2	0.1	0.0	0.1
5/1	989	989	-	-	-	2.9	3.4	-	6.3	23.1	9.3	3.4	12.7
5/2+5/3	1328	1328	-	-	-	3.2	4.6	-	7.8	21.1	37.3	4.6	41.9
6/1	1054	1054	-	-	-	0.2	0.0	-	0.2	0.7	2.3	0.0	2.3
6/2	1292	1292	-	-	-	0.7	0.0	-	0.7	2.0	4.2	0.0	4.2
6/3	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
7/1+7/2	423	423	-	-	-	3.0	2.3	-	5.3	45.1	3.4	2.3	5.7
9/1	234	234	-	-	-	0.8	0.0	-	0.8	12.5	2.3	0.0	2.3
9/2	357	357	-	-	-	0.8	0.0	-	0.8	8.6	2.4	0.0	2.4
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**12.8**	**7.6**	**0.0**	**20.4**	**-**	**-**	**-**	**-**
1/1	958	958	-	-	-	1.4	1.2	-	2.6	9.9	11.8	1.2	13.0
1/2	960	960	-	-	-	2.5	1.0	-	3.5	13.2	15.6	1.0	16.6
3/1	980	980	-	-	-	2.0	1.7	-	3.7	13.7	11.6	1.7	13.3
3/2	1059	1059	-	-	-	2.2	1.8	-	4.0	13.6	12.6	1.8	14.4
5/2+5/1	427	427	-	-	-	2.8	0.9	-	3.7	31.3	4.2	0.9	5.1
5/3	216	216	-	-	-	1.4	0.8	-	2.2	37.3	3.3	0.8	4.1

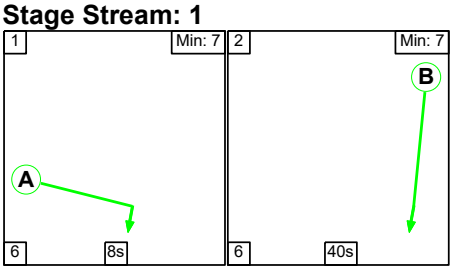
6/1	149	149	-	-	-	0.3	0.0	-	0.3	6.8	0.3	0.0	0.3
6/2	216	216	-	-	-	0.3	0.0	-	0.3	4.4	0.6	0.0	0.6
J3: Cherwell	**-**	**-**	**531**	**0**	**0**	**16.4**	**11.8**	**0.0**	**28.2**	**-**	**-**	**-**	**-**
1/1	915	915	-	-	-	4.2	5.3	-	9.5	37.5	12.2	5.3	17.6
1/2+1/3	1368	1368	-	-	-	6.8	4.8	-	11.5	30.4	21.8	4.8	26.5
2/2	531	531	531	0	0	0.0	0.6	-	0.6	4.0	0.0	0.6	0.6
5/1	298	298	-	-	-	1.2	0.4	-	1.7	20.1	3.8	0.4	4.2
5/2	307	307	-	-	-	1.3	0.4	-	1.6	19.3	3.8	0.4	4.2
8/1	250	250	-	-	-	1.1	0.3	-	1.4	20.3	3.2	0.3	3.5
10/1	572	572	-	-	-	0.7	0.0	-	0.7	4.5	1.4	0.0	1.4
10/2	808	808	-	-	-	0.9	0.0	-	0.9	4.0	1.8	0.0	1.8
10/3	562	562	-	-	-	0.2	0.0	-	0.2	1.4	0.5	0.0	0.5
J4: Ardley roundabout	**-**	**-**	**3528**	**0**	**0**	**0.1**	**11.3**	**0.0**	**11.4**	**-**	**-**	**-**	**-**
1/1+1/2	348	348	696	0	0	0.0	0.3	-	0.3	3.1	0.0	0.3	0.3
2/1	482	482	482	0	0	0.0	0.4	-	0.4	2.7	1.6	0.4	2.0
2/2	289	289	289	0	0	0.0	0.2	-	0.2	2.1	0.0	0.2	0.2
9/1	1052	1052	1052	0	0	0.1	6.3	-	6.4	21.8	9.1	6.3	15.4
9/2	1009	1009	1009	0	0	0.0	4.1	-	4.2	14.8	3.6	4.1	7.8
J5: Baynards Green exit crossings	**-**	**-**	**0**	**0**	**0**	**0.5**	**0.0**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
1/1	406	406	-	-	-	0.0	0.0	-	0.0	0.4	0.3	0.0	0.3
2/1	541	541	-	-	-	0.2	0.0	-	0.2	1.2	1.1	0.0	1.1
2/2	259	259	-	-	-	0.0	0.0	-	0.0	0.1	2.3	0.0	2.3
3/1	826	826	-	-	-	0.1	0.0	-	0.1	0.4	0.5	0.0	0.5
3/2	625	625	-	-	-	0.1	0.0	-	0.1	0.7	0.5	0.0	0.5
3/3	467	467	-	-	-	0.1	0.0	-	0.1	0.9	0.8	0.0	0.8
J6: Albion Land east access	**-**	**-**	**0**	**0**	**0**	**4.1**	**2.9**	**0.0**	**7.0**	**-**	**-**	**-**	**-**
1/1+1/2	800	800	-	-	-	0.7	0.6	-	1.3	5.8	13.1	0.6	13.7
4/1	861	861	-	-	-	2.8	2.2	-	5.0	20.7	11.7	2.2	13.9
6/2+6/1	129	129	-	-	-	0.6	0.1	-	0.7	20.6	1.1	0.1	1.2

C1 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	6.68	Cycle Time (s):	60
C1 - Padbury	Stream: 2	PRC for Signalled Lanes (%):	14.4	Total Delay for Signalled Lanes (pcuHr):	13.68	Cycle Time (s):	60
C2 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	22.50	Cycle Time (s):	60
C2 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	14.1	Total Delay for Signalled Lanes (pcuHr):	5.14	Cycle Time (s):	60
C3 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	9.5	Total Delay for Signalled Lanes (pcuHr):	13.93	Cycle Time (s):	60
C3 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	11.0	Total Delay for Signalled Lanes (pcuHr):	10.08	Cycle Time (s):	60
C3 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	14.70	Cycle Time (s):	60
C3 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	6.22	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 1	PRC for Signalled Lanes (%):	147.0	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 2	PRC for Signalled Lanes (%):	51.0	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 3	PRC for Signalled Lanes (%):	236.5	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	60
C5 - Albion Land east access		PRC for Signalled Lanes (%):	10.2	Total Delay for Signalled Lanes (pcuHr):	6.99	Cycle Time (s):	60
		PRC Over All Lanes (%):	-4.1	Total Delay Over All Lanes(pcuHr):	112.42		

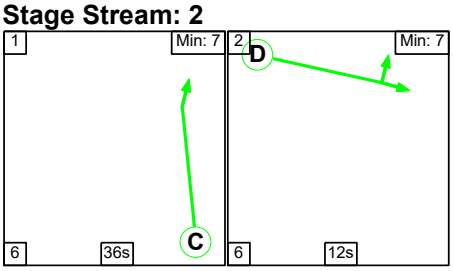
Scenario 3: '2031 RC2A - AM Peak' (FG3: '2031 RC2A - AM', Plan 1: 'Network Plan 1')
Controller :C1 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

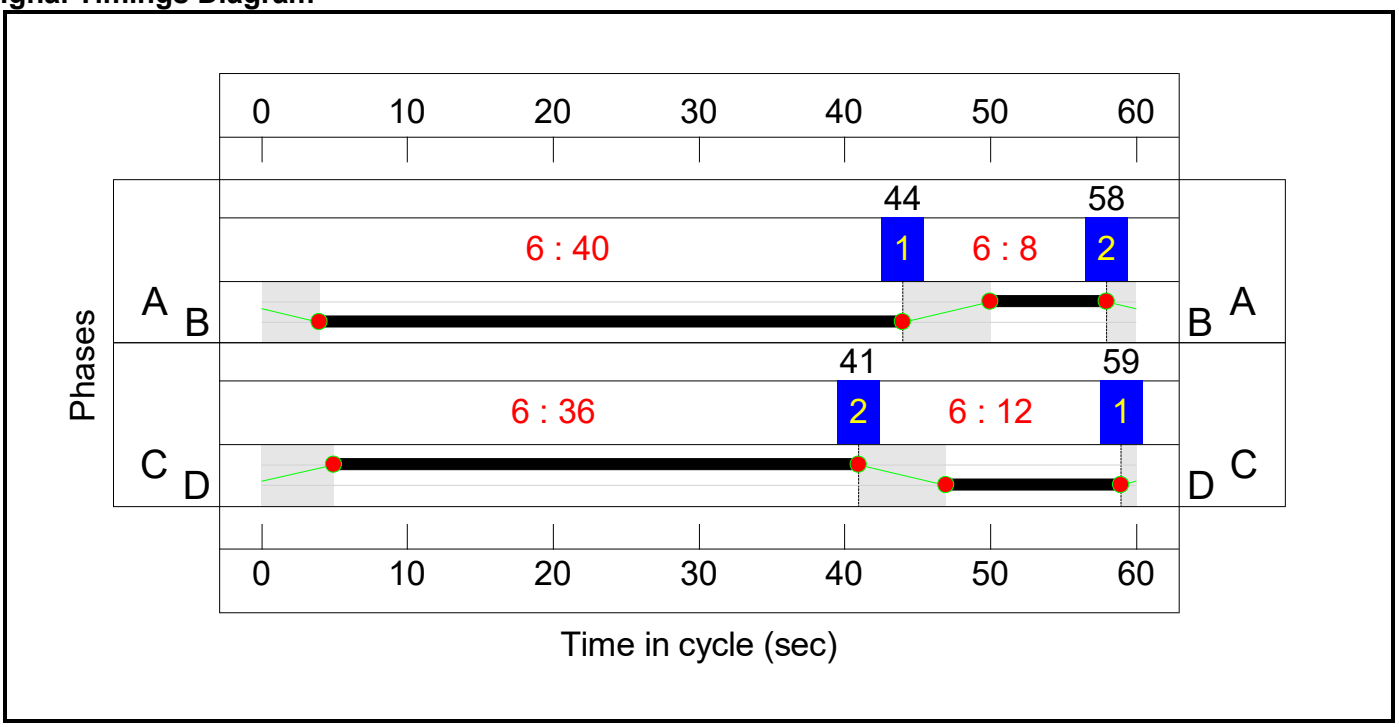
Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	44	58

Stage Stream: 2

Stage	1	2
Duration	36	12
Change Point	59	41

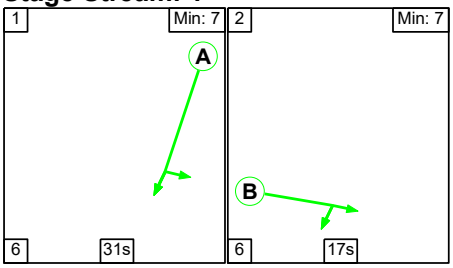
Signal Timings Diagram



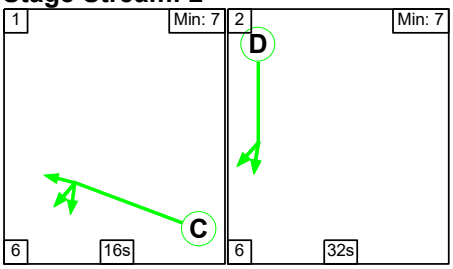
Controller :C2 - Cherwell

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

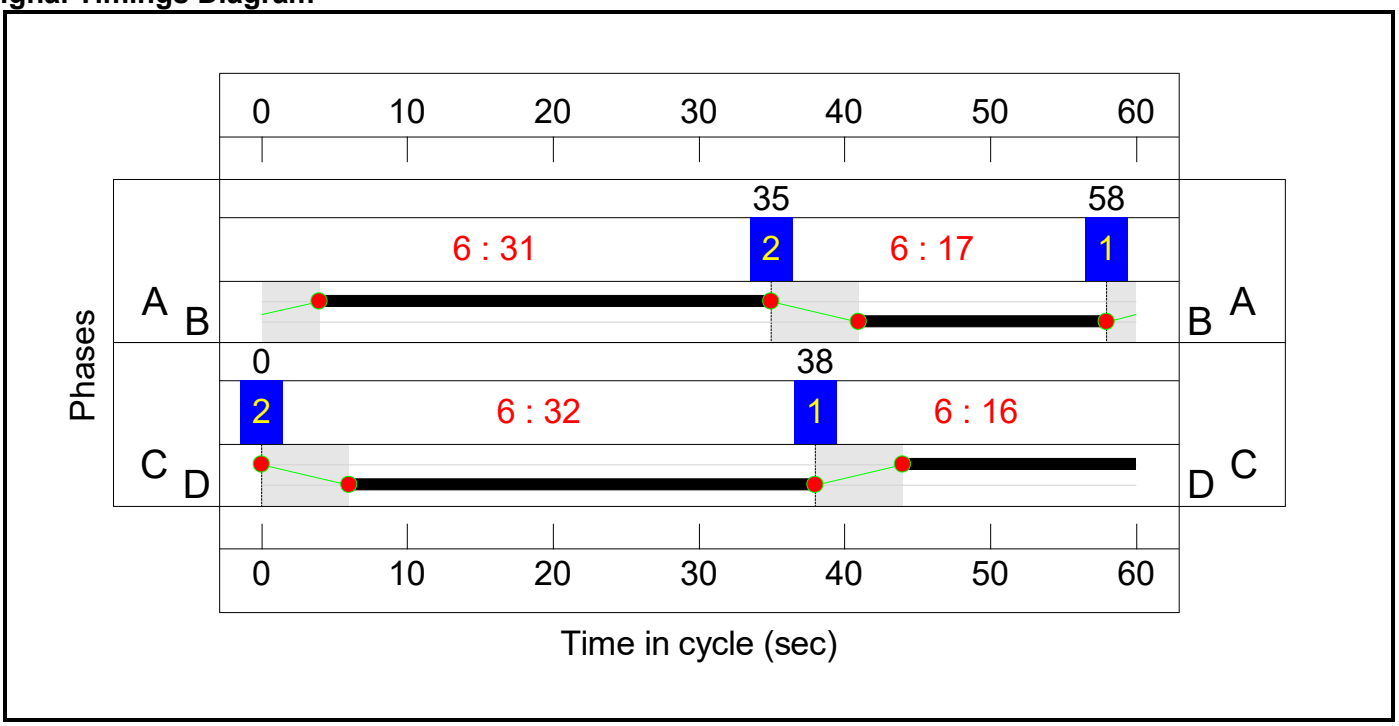
Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	58	35

Stage Stream: 2

Stage	1	2
Duration	16	32
Change Point	38	0

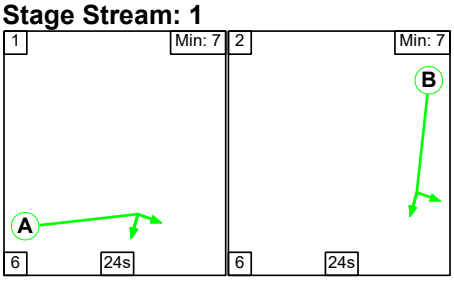
Signal Timings Diagram



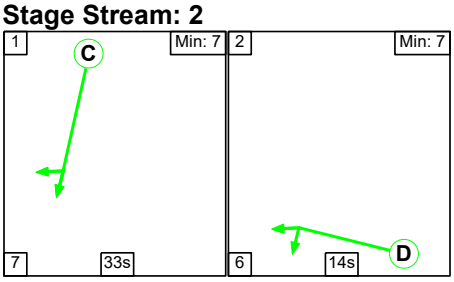
Controller :C3 - Baynards Green

Stage Sequence Diagram

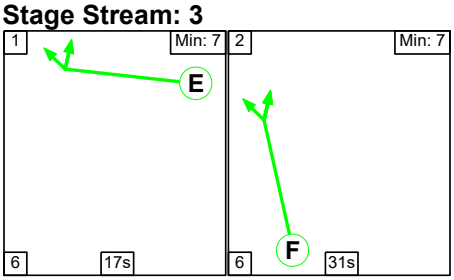
Stage Stream: 1



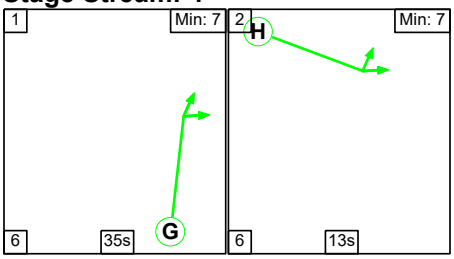
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	24
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	33	14
Change Point	24	4

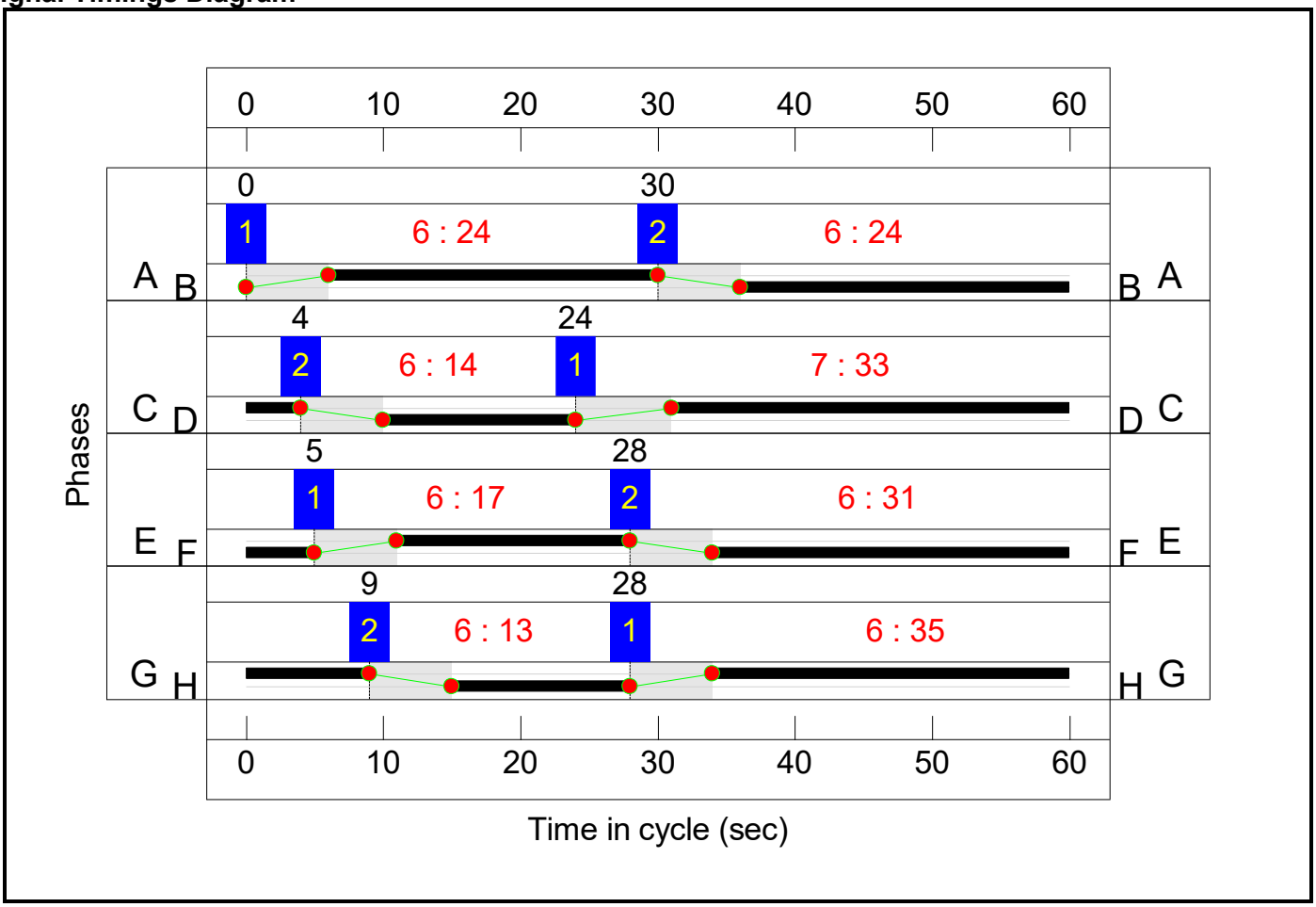
Stage Stream: 3

Stage	1	2
Duration	17	31
Change Point	5	28

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	28	9

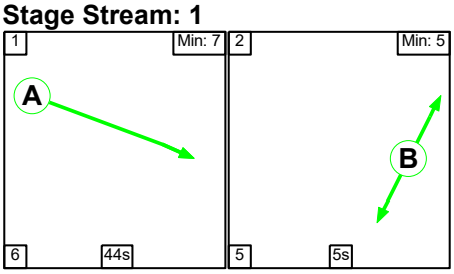
Signal Timings Diagram



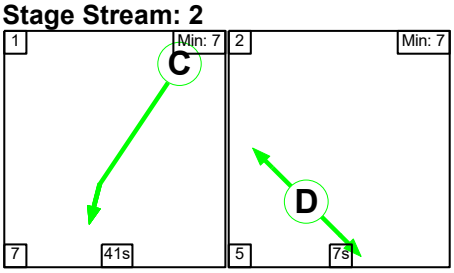
Controller :C4 - BG exit crossings

Stage Sequence Diagram

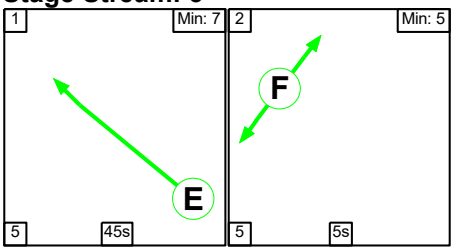
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	0	50

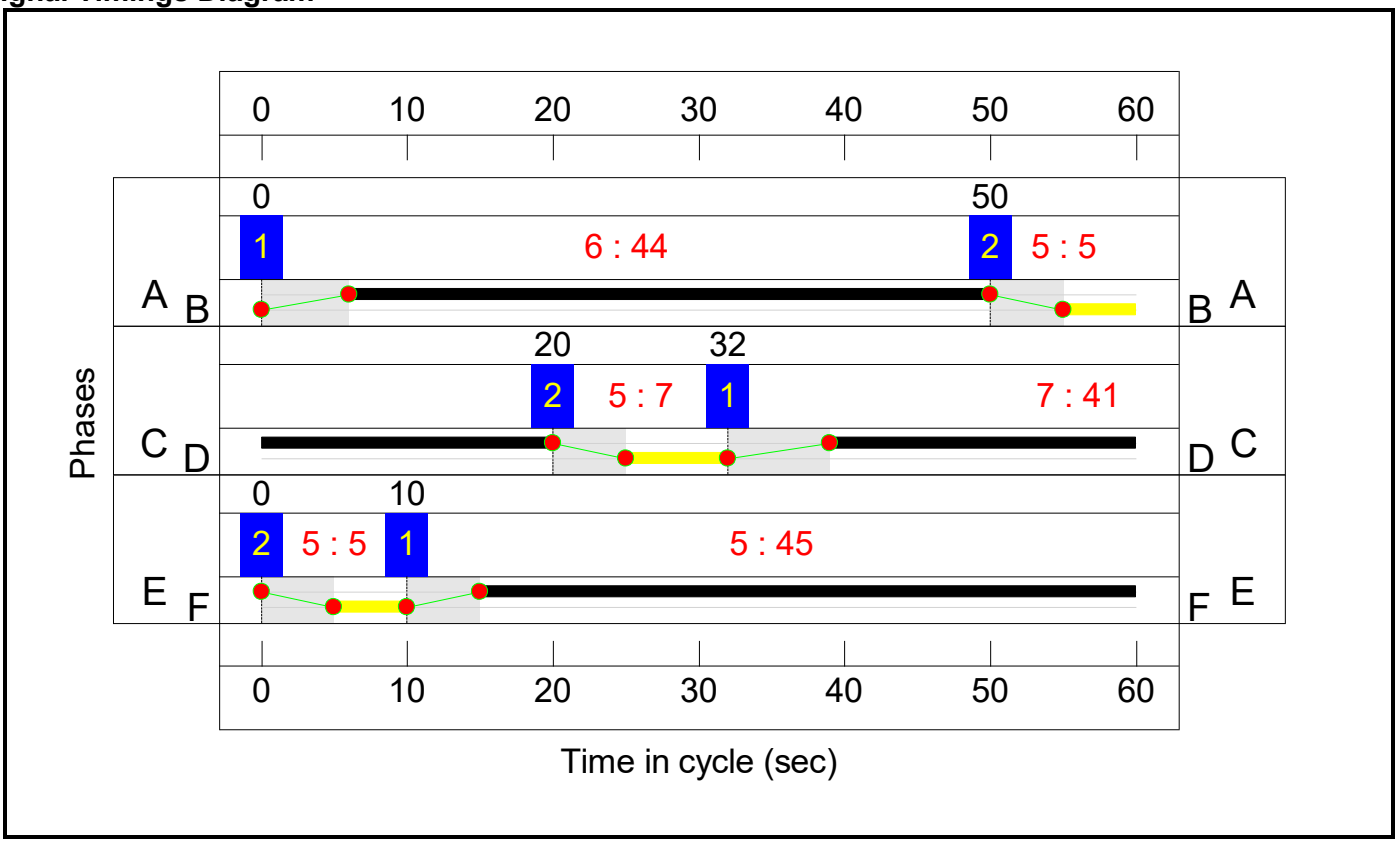
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	32	20

Stage Stream: 3

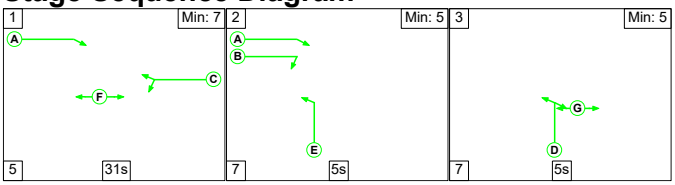
Stage	1	2
Duration	45	5
Change Point	10	0

Signal Timings Diagram



Controller :C5 - Albion Land east access

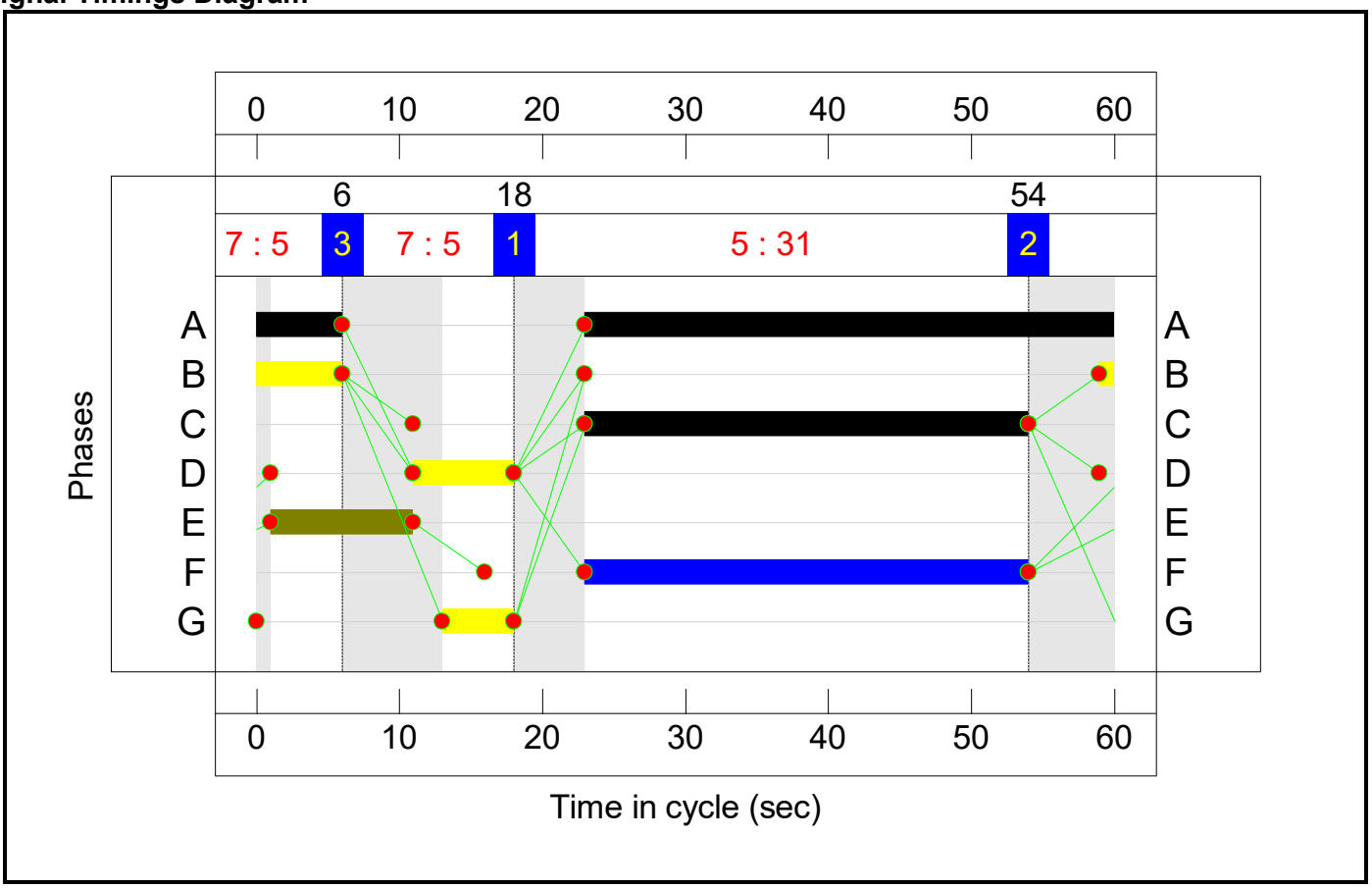
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	5	5
Change Point	18	54	6

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.2%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
1/2+1/1	A43 North Ahead Left	U	3:1	N/A	C3:B		1	24	-	1131	1932:1938	805+551	84.7 : 81.5%
1/3+1/4	A43 North Ahead	U	3:1	N/A	C3:B		1	24	-	1430	2068:1932	862+805	83.3 : 88.4%
2/1	Ahead	U	3:2	N/A	C3:C		1	33	-	698	1956	1141	61.2%
2/2	Ahead	U	3:2	N/A	C3:C		1	33	-	762	2092	1185	64.3%
2/3+2/4	Right Ahead	U	3:2	N/A	C3:C		1	33	-	756	2077:1919	1061+198	60.0 : 60.0%
3/2+3/1	B4100 East Ahead Left	U	3:2	N/A	C3:D		1	14	-	556	1938:1886	484+389	70.0 : 55.8%
3/3	B4100 East Ahead	U	3:2	N/A	C3:D		1	14	-	174	2076	519	33.5%
4/1	Right Right2	U	3:3	N/A	C3:E		1	17	-	458	1942	615	74.5%
4/2	Right	U	3:3	N/A	C3:E		1	17	-	174	2066	654	26.6%
5/1	A43 South Ahead Left	U	3:3	N/A	C3:F		1	31	-	675	1932	1030	65.5%
5/2+5/3	A43 South Ahead	U	3:3	N/A	C3:F		1	31	-	1133	1932:1932	1030+397	82.1 : 72.2%
6/1	Ahead	U	3:4	N/A	C3:G		1	35	-	640	1932	1191	53.7%
6/2	Ahead	U	3:4	N/A	C3:G		1	35	-	1020	2066	1274	80.1%
6/3	Right	U	3:4	N/A	C3:G		1	35	-	287	1919	1183	24.3%
7/1+7/2	B4100 West Left Ahead	U	3:4	N/A	C3:H		1	13	-	552	1910:1922	446+448	61.7 : 61.8%
9/1	Ahead	U	3:1	N/A	C3:A		1	24	-	332	1932	837	39.7%
9/2	Right Ahead	U	3:1	N/A	C3:A		1	24	-	415	2066	895	46.4%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.7%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1139	1922	1313	86.7%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1175	2058	1406	83.6%

3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	36	-	721	1886	1163	62.0%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	36	-	793	2019	1245	63.7%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	12	-	486	2058:1908	446+296	65.5 : 65.5%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	12	-	246	2058	446	55.2%
6/1	Right	U	1:1	N/A	C1:A		1	8	-	192	1980	297	64.6%
6/2	Right	U	1:1	N/A	C1:A		1	8	-	246	2120	318	77.4%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.2%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	31	-	1076	1980	1056	101.9%
1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	31	-	1676	1980:1980	726+914	102.2 : 102.2%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	539	Inf	995	54.2%
5/1	MSA Left	U	2:2	N/A	C2:C		1	16	-	252	1871	530	47.5%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	16	-	336	2045	579	58.0%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	17	-	252	1850	555	45.4%
10/1	Ahead	U	2:2	N/A	C2:D		1	32	-	782	1980	1089	70.1%
10/2	Ahead	U	2:2	N/A	C2:D		1	32	-	754	2120	1166	60.6%
10/3	Ahead	U	2:2	N/A	C2:D		1	32	-	934	2120	1166	77.0%
J4: Ardley roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.8%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	429	Inf : Inf	524+641	36.8 : 36.8%
2/1	A43 SB U-Turn	O	N/A	N/A	-		-	-	-	375	Inf	1136	32.9%
2/2	A43 SB Ahead	O	N/A	N/A	-		-	-	-	822	Inf	1136	69.3%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	826	Inf	963	85.8%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	674	Inf	963	70.0%
J5: Baynards Green exit crossings	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.0%**
1/1	Ahead	U	4:3	N/A	C4:E		1	45	-	493	1980	1518	32.5%
2/1	Ahead	U	4:1	N/A	C4:A		1	44	-	781	1980	1485	52.6%

2/2	Ahead	U	4:1	N/A	C4:A		1	44	-	311	1980	1485	20.9%
3/1	Ahead	U	4:2	N/A	C4:C		1	41	-	915	1980	1386	66.0%
3/2	Ahead	U	4:2	N/A	C4:C		1	41	-	762	1980	1386	55.0%
3/3	Ahead	U	4:2	N/A	C4:C		1	41	-	637	1980	1386	46.0%
J6: Albion Land east access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.7%**
1/1+1/2	B4100 west Ahead Right	U	N/A	N/A	C5:A C5:B		1	43:7	-	1092	1980:1828	1366+136	72.7 : 72.7%
4/1	B4100 east Left Ahead	U	N/A	N/A	C5:C		1	31	-	713	1969	1050	67.9%
6/2+6/1	Albion Land site access Right Left	U	N/A	N/A	C5:D	C5:E	1	7:17	10	64	1814:1747	175+524	9.2 : 9.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**4057**	**0**	**0**	**57.2**	**83.0**	**0.0**	**140.2**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**24.3**	**10.2**	**0.0**	**34.5**	**-**	**-**	**-**	**-**
1/2+1/1	1131	1131	-	-	-	4.6	2.5	-	7.1	22.6	10.2	2.5	12.7
1/3+1/4	1430	1430	-	-	-	6.3	2.9	-	9.3	23.3	10.9	2.9	13.8
2/1	698	698	-	-	-	0.1	0.0	-	0.1	0.5	0.4	0.0	0.4
2/2	762	762	-	-	-	0.2	0.0	-	0.2	0.7	0.9	0.0	0.9
2/3+2/4	756	756	-	-	-	0.1	0.0	-	0.1	0.6	0.8	0.0	0.8
3/2+3/1	556	556	-	-	-	2.7	0.9	-	3.6	23.2	5.4	0.9	6.3
3/3	174	174	-	-	-	0.7	0.3	-	1.0	20.3	2.7	0.3	3.0
4/1	458	458	-	-	-	0.6	0.0	-	0.6	4.5	2.0	0.0	2.0
4/2	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	675	675	-	-	-	1.1	0.9	-	2.0	10.8	5.0	0.9	6.0
5/2+5/3	1133	1133	-	-	-	2.0	1.9	-	3.9	12.3	28.9	1.9	30.8
6/1	640	640	-	-	-	0.2	0.0	-	0.2	1.3	1.3	0.0	1.3
6/2	1020	1020	-	-	-	0.7	0.0	-	0.7	2.5	2.9	0.0	2.9
6/3	287	287	-	-	-	0.0	0.0	-	0.0	0.0	4.3	0.0	4.3
7/1+7/2	552	552	-	-	-	3.2	0.8	-	4.0	25.8	4.1	0.8	4.9
9/1	332	332	-	-	-	0.9	0.0	-	0.9	9.9	2.6	0.0	2.6
9/2	415	415	-	-	-	0.9	0.0	-	0.9	7.9	2.4	0.0	2.4
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**9.3**	**8.9**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
1/1	1139	1139	-	-	-	0.7	3.2	-	3.9	12.3	15.5	3.2	18.6
1/2	1175	1175	-	-	-	0.7	2.5	-	3.1	9.6	14.9	2.5	17.4
3/1	721	721	-	-	-	1.4	0.8	-	2.2	10.9	7.5	0.8	8.3
3/2	793	793	-	-	-	1.5	0.9	-	2.4	11.0	8.5	0.9	9.4
5/2+5/1	486	486	-	-	-	2.8	0.9	-	3.8	28.1	4.4	0.9	5.3
5/3	246	246	-	-	-	1.4	0.6	-	2.0	29.9	3.6	0.6	4.2

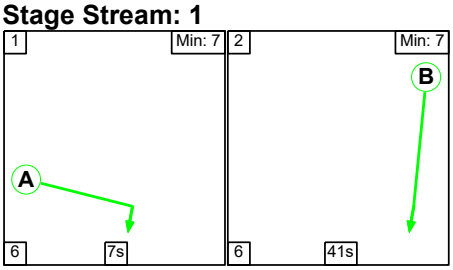
6/1	192	192	-	-	-	0.3	0.0	-	0.3	6.5	0.6	0.0	0.6
6/2	246	246	-	-	-	0.4	0.0	-	0.4	5.3	0.7	0.0	0.7
J3: Cherwell	**-**	**-**	**539**	**0**	**0**	**19.0**	**55.8**	**0.0**	**74.8**	**-**	**-**	**-**	**-**
1/1	1076	1056	-	-	-	4.9	22.1	-	27.0	90.5	18.3	22.1	40.4
1/2+1/3	1676	1592	-	-	-	9.9	31.5	-	41.4	88.9	29.1	31.5	60.6
2/2	539	539	539	0	0	0.0	0.6	-	0.6	3.9	0.0	0.6	0.6
5/1	252	252	-	-	-	1.2	0.5	-	1.7	24.3	3.4	0.5	3.9
5/2	336	336	-	-	-	1.7	0.7	-	2.4	25.8	4.8	0.7	5.4
8/1	252	252	-	-	-	1.2	0.4	-	1.6	23.0	3.4	0.4	3.8
10/1	764	764	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
10/2	707	707	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2
10/3	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley roundabout	**-**	**-**	**3518**	**0**	**0**	**0.5**	**5.7**	**0.0**	**6.2**	**-**	**-**	**-**	**-**
1/1+1/2	429	429	858	0	0	0.0	0.3	-	0.3	2.4	0.0	0.3	0.3
2/1	373	373	373	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
2/2	787	787	787	0	0	0.5	1.1	-	1.6	7.5	10.6	1.1	11.7
9/1	826	826	826	0	0	0.0	2.9	-	2.9	12.6	0.0	2.9	2.9
9/2	674	674	674	0	0	0.0	1.2	-	1.2	6.2	0.0	1.2	1.2
J5: Baynards Green exit crossings	**-**	**-**	**0**	**0**	**0**	**0.8**	**0.0**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	493	493	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
2/1	781	781	-	-	-	0.4	0.0	-	0.4	1.6	2.1	0.0	2.1
2/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	1.7	0.0	1.7
3/1	915	915	-	-	-	0.1	0.0	-	0.1	0.5	0.8	0.0	0.8
3/2	762	762	-	-	-	0.2	0.0	-	0.2	0.7	0.9	0.0	0.9
3/3	637	637	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9
J6: Albion Land east access	**-**	**-**	**0**	**0**	**0**	**3.3**	**2.4**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
1/1+1/2	1092	1092	-	-	-	1.0	1.3	-	2.3	7.6	11.5	1.3	12.9
4/1	713	713	-	-	-	2.0	1.1	-	3.1	15.5	8.5	1.1	9.6
6/2+6/1	64	64	-	-	-	0.3	0.1	-	0.4	19.9	0.6	0.1	0.6

C1 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	7.73	Cycle Time (s):	60
C1 - Padbury	Stream: 2	PRC for Signalled Lanes (%):	37.4	Total Delay for Signalled Lanes (pcuHr):	10.43	Cycle Time (s):	60
C2 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	-13.6	Total Delay for Signalled Lanes (pcuHr):	70.05	Cycle Time (s):	60
C2 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	16.9	Total Delay for Signalled Lanes (pcuHr):	4.18	Cycle Time (s):	60
C3 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	18.19	Cycle Time (s):	60
C3 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	28.6	Total Delay for Signalled Lanes (pcuHr):	4.95	Cycle Time (s):	60
C3 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	6.45	Cycle Time (s):	60
C3 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	4.90	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 1	PRC for Signalled Lanes (%):	71.1	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 2	PRC for Signalled Lanes (%):	36.3	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 3	PRC for Signalled Lanes (%):	177.1	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	60
C5 - Albion Land east access		PRC for Signalled Lanes (%):	23.8	Total Delay for Signalled Lanes (pcuHr):	5.75	Cycle Time (s):	60
		PRC Over All Lanes (%):	-13.6	Total Delay Over All Lanes(pcuHr):	140.19		

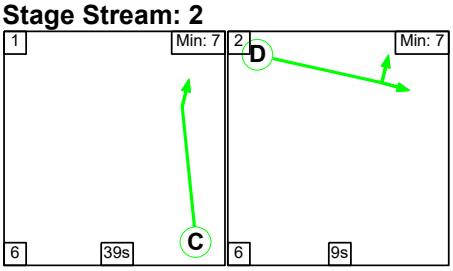
Scenario 4: '2031 RC2A - PM Peak' (FG4: '2031 RC2A - PM', Plan 1: 'Network Plan 1')
Controller :C1 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

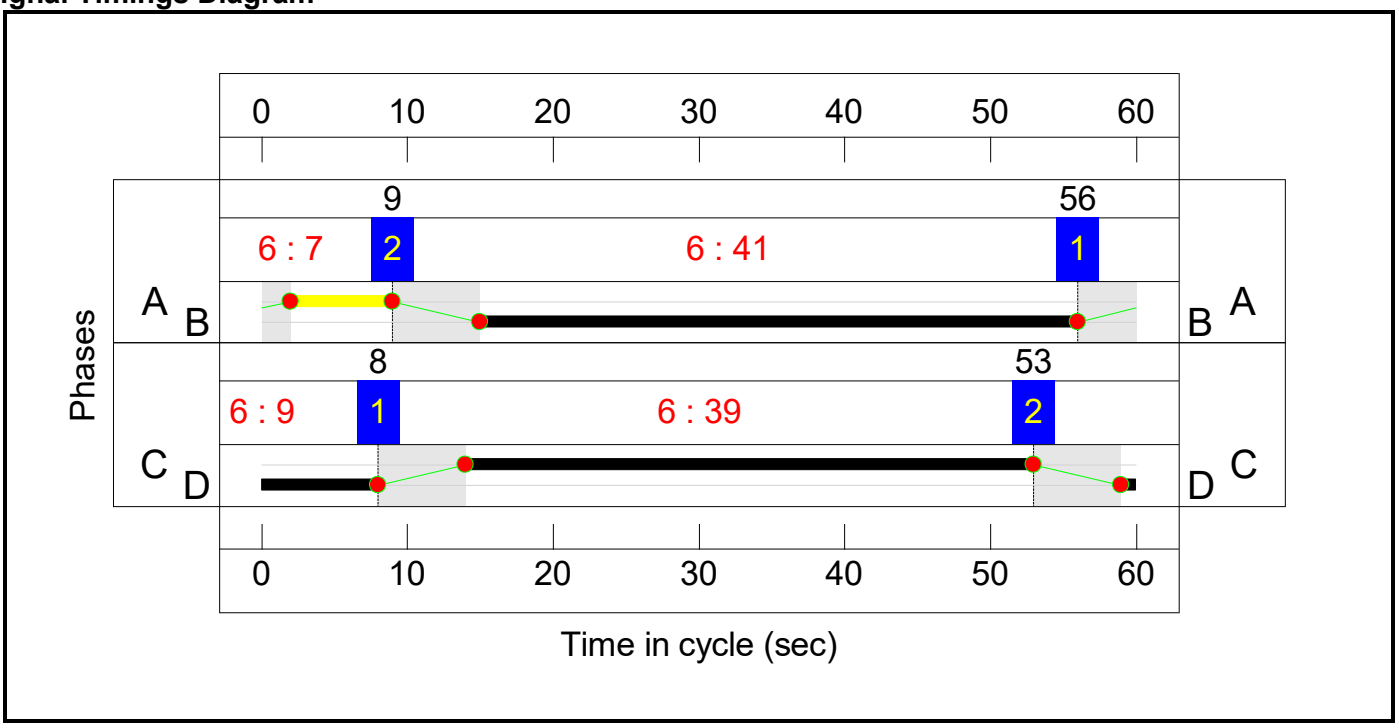
Stage Stream: 1

Stage	1	2
Duration	7	41
Change Point	56	9

Stage Stream: 2

Stage	1	2
Duration	39	9
Change Point	8	53

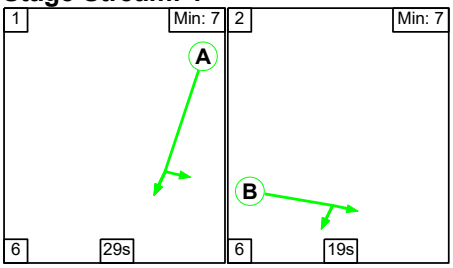
Signal Timings Diagram



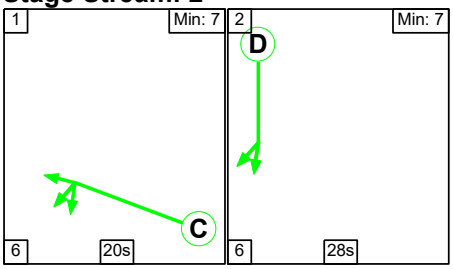
Controller :C2 - Cherwell

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

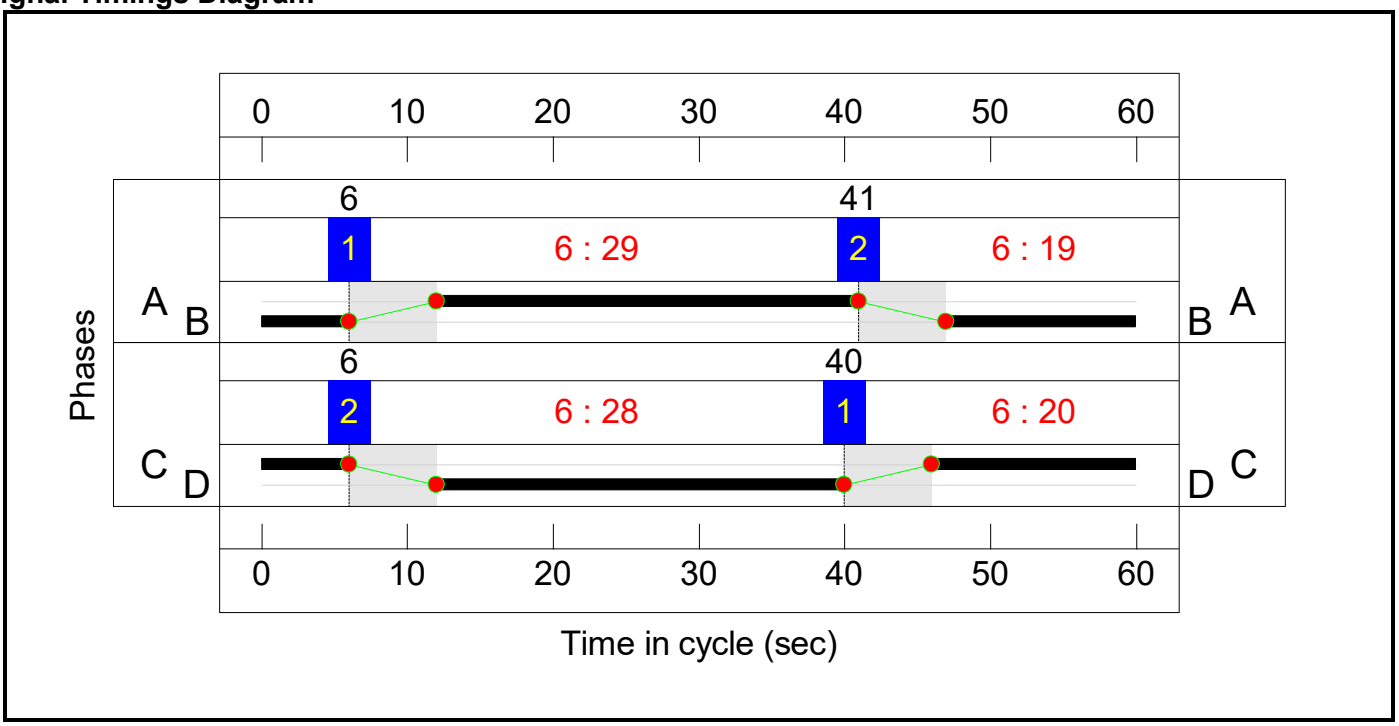
Stage Stream: 1

Stage	1	2
Duration	29	19
Change Point	6	41

Stage Stream: 2

Stage	1	2
Duration	20	28
Change Point	40	6

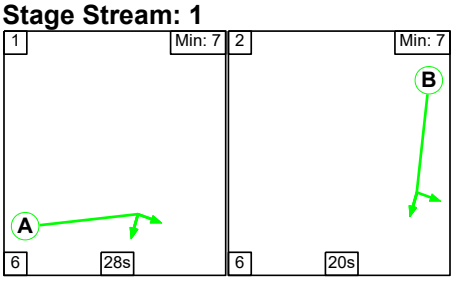
Signal Timings Diagram



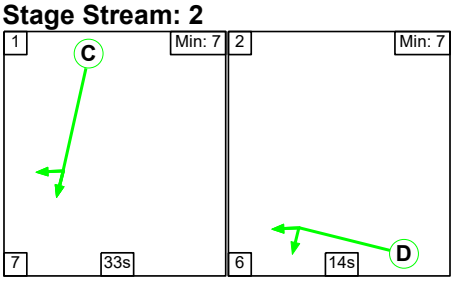
Controller :C3 - Baynards Green

Stage Sequence Diagram

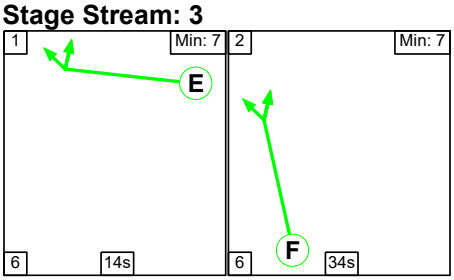
Stage Stream: 1



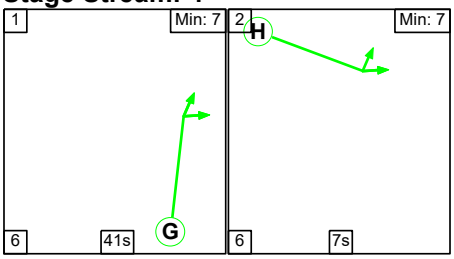
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	20
Change Point	0	34

Stage Stream: 2

Stage	1	2
Duration	33	14
Change Point	25	5

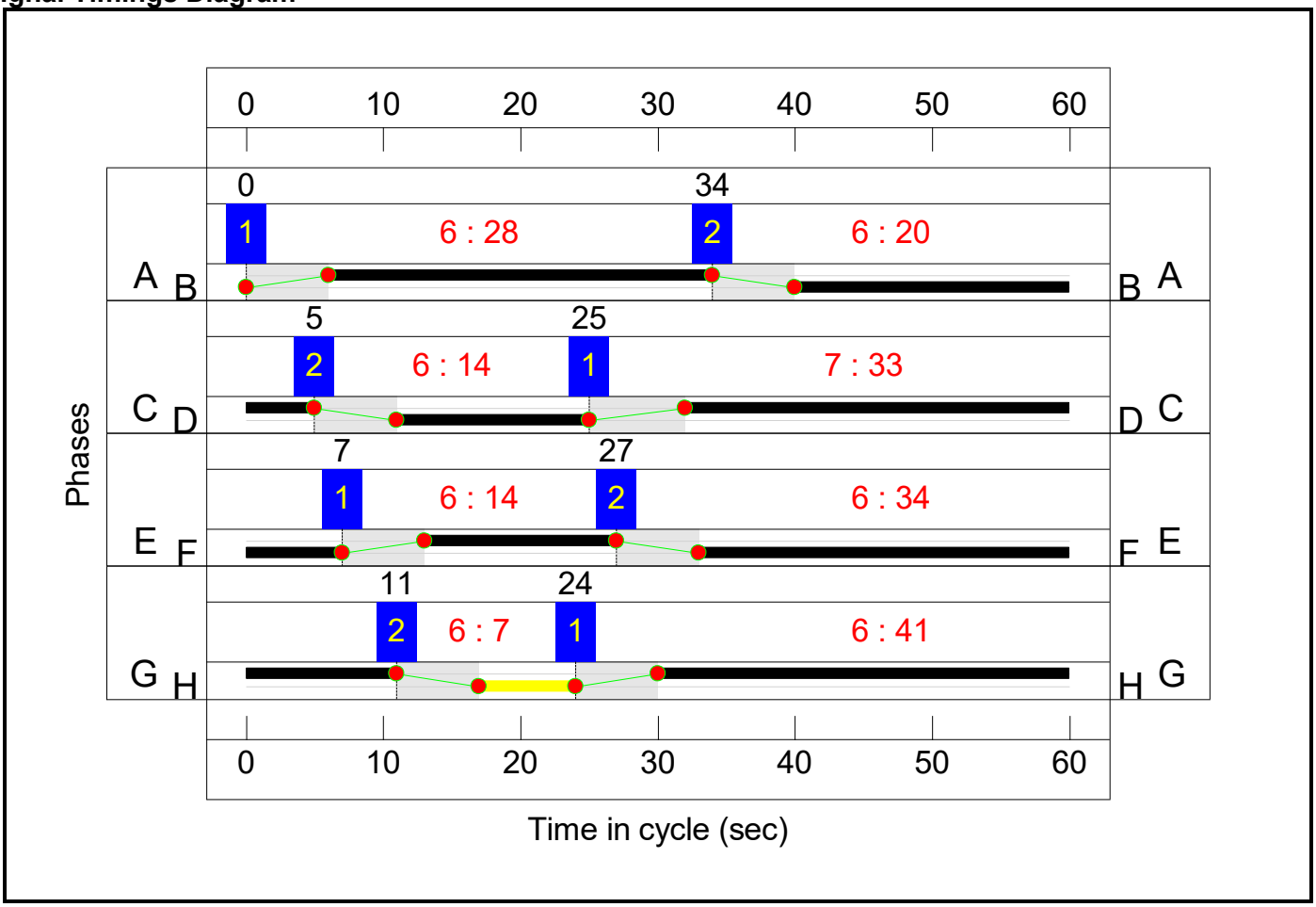
Stage Stream: 3

Stage	1	2
Duration	14	34
Change Point	7	27

Stage Stream: 4

Stage	1	2
Duration	41	7
Change Point	24	11

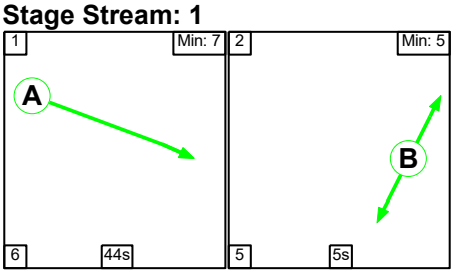
Signal Timings Diagram



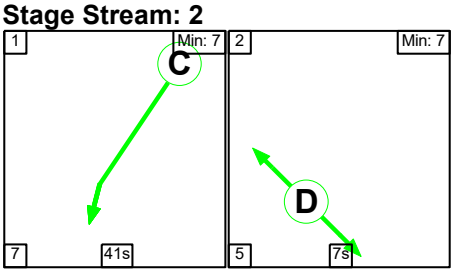
Controller :C4 - BG exit crossings

Stage Sequence Diagram

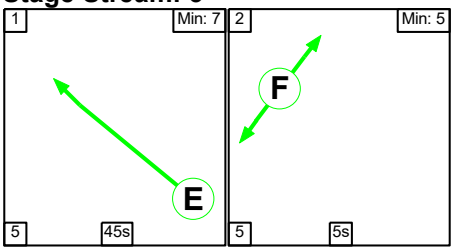
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	2	52

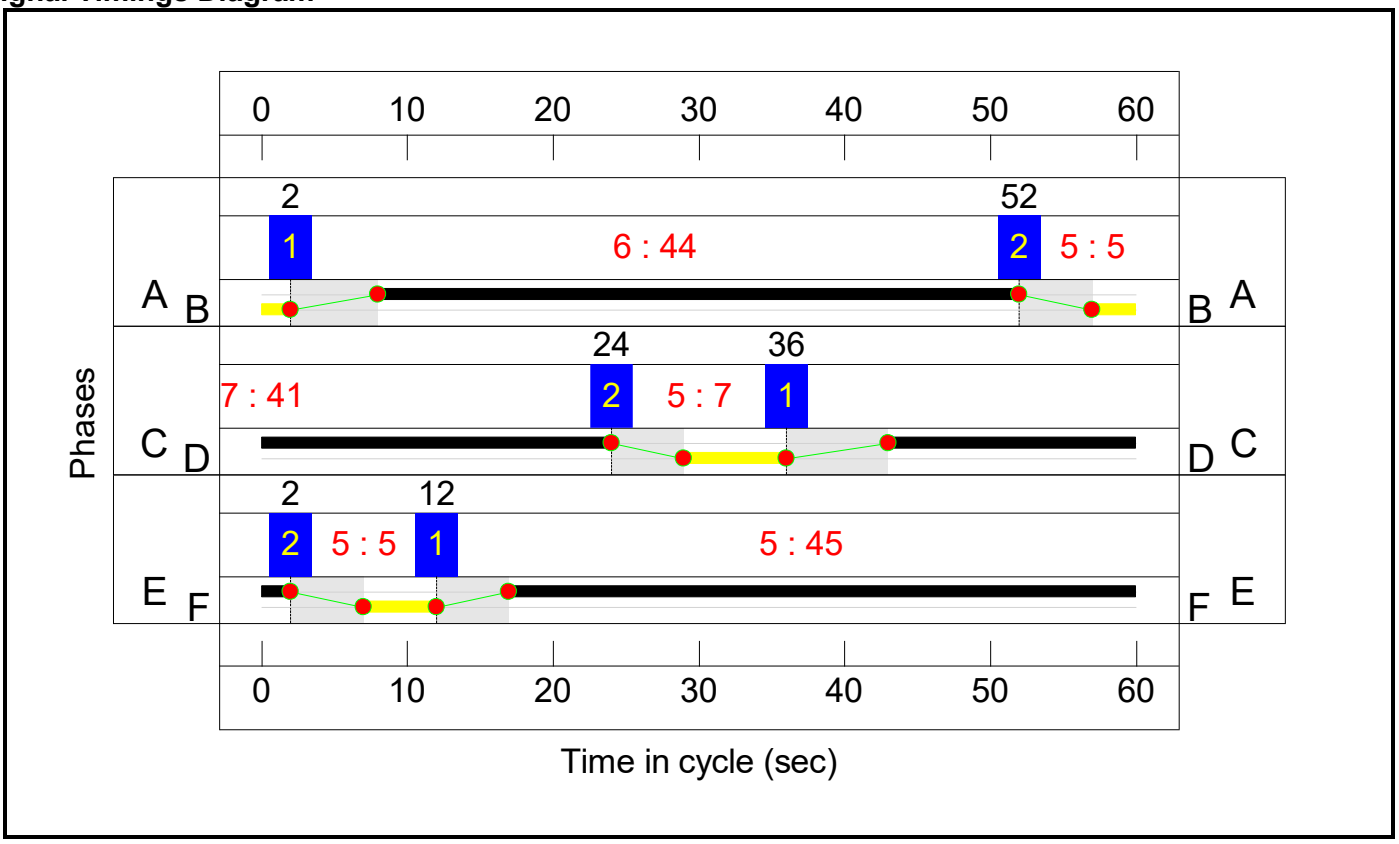
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	36	24

Stage Stream: 3

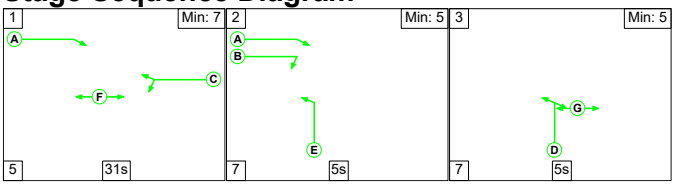
Stage	1	2
Duration	45	5
Change Point	12	2

Signal Timings Diagram



Controller :C5 - Albion Land east access

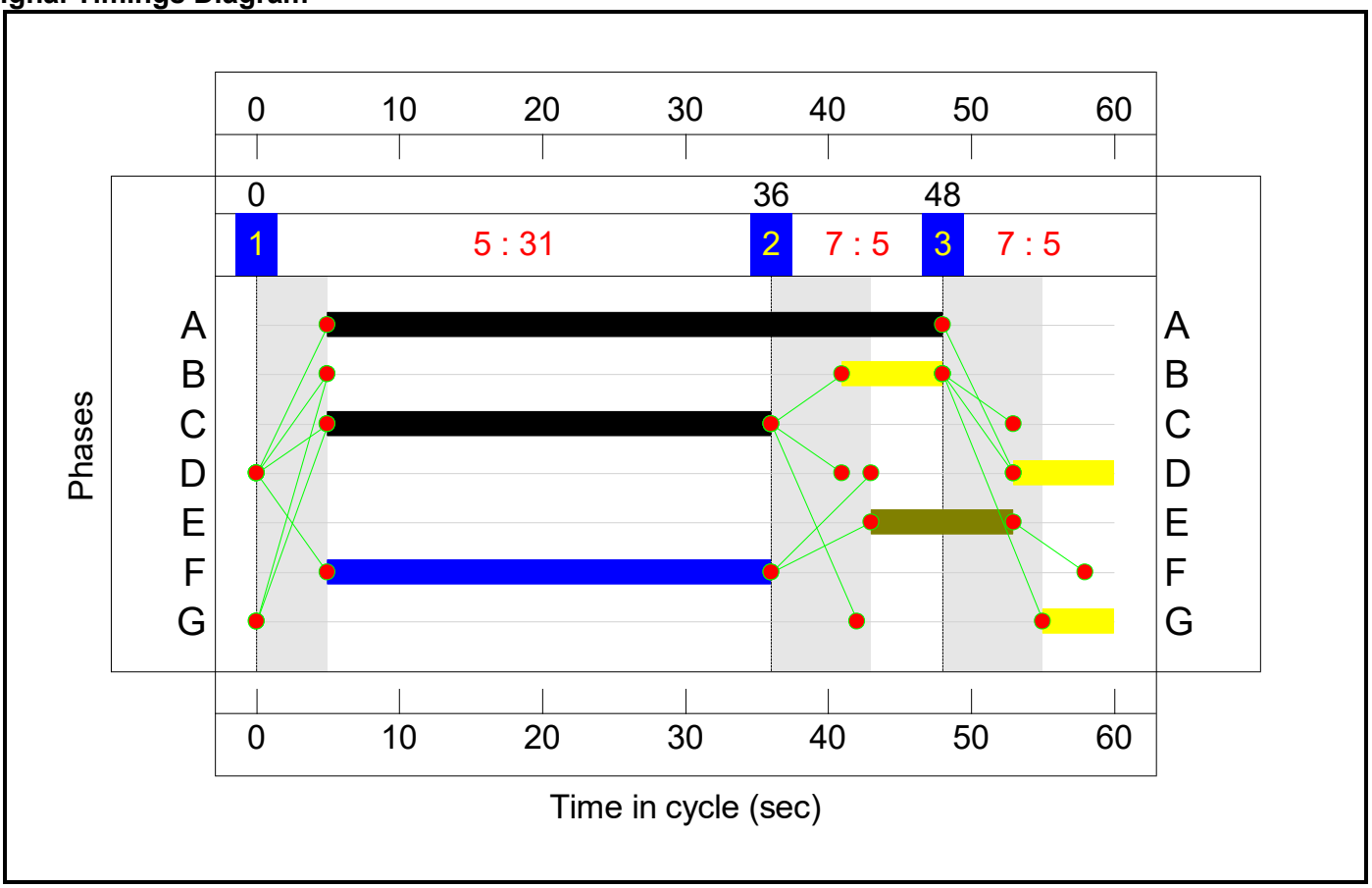
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	5	5
Change Point	0	36	48

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.5%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.8%**
1/2+1/1	A43 North Ahead Left	U	3:1	N/A	C3:B		1	20	-	816	1932:1938	676+397	76.0 : 76.0%
1/3+1/4	A43 North Ahead	U	3:1	N/A	C3:B		1	20	-	1101	2068:1932	724+676	80.0 : 77.2%
2/1	Ahead	U	3:2	N/A	C3:C		1	33	-	525	1956	1141	46.0%
2/2	Ahead	U	3:2	N/A	C3:C		1	33	-	610	2092	1185	51.5%
2/3+2/4	Right Ahead	U	3:2	N/A	C3:C		1	33	-	578	2077:1919	1095+161	46.0 : 46.0%
3/2+3/1	B4100 East Ahead Left	U	3:2	N/A	C3:D		1	14	-	692	1938:1886	484+471	79.1 : 65.5%
3/3	B4100 East Ahead	U	3:2	N/A	C3:D		1	14	-	252	2076	519	48.6%
4/1	Right Right2	U	3:3	N/A	C3:E		1	14	-	457	1942	518	88.2%
4/2	Right	U	3:3	N/A	C3:E		1	14	-	252	2066	551	45.7%
5/1	A43 South Ahead Left	U	3:3	N/A	C3:F		1	34	-	988	1932	1127	87.7%
5/2+5/3	A43 South Ahead	U	3:3	N/A	C3:F		1	34	-	1319	1932:1932	1127+333	91.8 : 85.2%
6/1	Ahead	U	3:4	N/A	C3:G		1	41	-	1057	1932	1385	76.3%
6/2	Ahead	U	3:4	N/A	C3:G		1	41	-	1287	2066	1481	86.9%
6/3	Right	U	3:4	N/A	C3:G		1	41	-	284	1919	1375	20.7%
7/1+7/2	B4100 West Left Ahead	U	3:4	N/A	C3:H		1	7	-	424	1902:1922	254+256	83.2 : 83.1%
9/1	Ahead	U	3:1	N/A	C3:A		1	28	-	235	1932	966	24.3%
9/2	Right Ahead	U	3:1	N/A	C3:A		1	28	-	354	2066	1033	34.3%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	996	1922	1345	74.0%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	952	2058	1441	66.1%

3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	39	-	970	1886	1257	77.1%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	39	-	1061	2019	1346	78.8%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	9	-	439	2058:1908	343+292	80.5 : 55.8%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	9	-	205	2058	343	59.8%
6/1	Right	U	1:1	N/A	C1:A		1	7	-	163	1980	264	61.7%
6/2	Right	U	1:1	N/A	C1:A		1	7	-	205	2120	283	72.5%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.5%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	29	-	901	1980	990	91.0%
1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	29	-	1415	1980:1980	884+630	93.5 : 93.5%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	535	Inf	983	54.4%
5/1	MSA Left	U	2:2	N/A	C2:C		1	20	-	298	1871	655	45.5%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	20	-	307	2053	719	42.7%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	19	-	251	1850	617	40.7%
10/1	Ahead	U	2:2	N/A	C2:D		1	28	-	558	1980	957	58.3%
10/2	Ahead	U	2:2	N/A	C2:D		1	28	-	828	2120	1025	80.8%
10/3	Ahead	U	2:2	N/A	C2:D		1	28	-	589	2120	1025	57.5%
J4: Ardley roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.0%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	344	Inf : Inf	432+491	37.3 : 37.3%
2/1	A43 SB U-Turn	O	N/A	N/A	-		-	-	-	493	Inf	1149	42.9%
2/2	A43 SB Ahead	O	N/A	N/A	-		-	-	-	305	Inf	1149	26.5%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	1039	Inf	1117	93.0%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	1003	Inf	1117	89.8%
J5: Baynards Green exit crossings	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.2%**
1/1	Ahead	U	4:3	N/A	C4:E		1	45	-	388	1980	1518	25.6%
2/1	Ahead	U	4:1	N/A	C4:A		1	44	-	537	1980	1485	36.2%

2/2	Ahead	U	4:1	N/A	C4:A		1	44	-	256	1980	1485	17.2%
3/1	Ahead	U	4:2	N/A	C4:C		1	41	-	834	1980	1386	60.2%
3/2	Ahead	U	4:2	N/A	C4:C		1	41	-	610	1980	1386	44.0%
3/3	Ahead	U	4:2	N/A	C4:C		1	41	-	504	1980	1386	36.4%
J6: Albion Land east access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.9%**
1/1+1/2	B4100 west Ahead Right	U	N/A	N/A	C5:A C5:B		1	43:7	-	793	1980:1828	1400+82	53.5 : 53.5%
4/1	B4100 east Left Ahead	U	N/A	N/A	C5:C		1	31	-	863	1976	1054	81.9%
6/2+6/1	Albion Land site access Right Left	U	N/A	N/A	C5:D	C5:E	1	7:17	10	130	1814:1747	201+524	17.9 : 17.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**4063**	**0**	**0**	**60.7**	**49.3**	**0.0**	**109.9**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**28.7**	**15.3**	**0.0**	**43.9**	**-**	**-**	**-**	**-**
1/2+1/1	816	816	-	-	-	3.7	1.6	-	5.3	23.3	7.6	1.6	9.1
1/3+1/4	1101	1101	-	-	-	5.4	1.8	-	7.2	23.4	8.7	1.8	10.5
2/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
2/2	610	610	-	-	-	0.0	0.0	-	0.0	0.2	0.5	0.0	0.5
2/3+2/4	578	578	-	-	-	0.1	0.0	-	0.1	0.3	0.9	0.0	0.9
3/2+3/1	692	692	-	-	-	6.1	1.3	-	7.4	38.3	6.2	1.3	7.5
3/3	252	252	-	-	-	2.2	0.5	-	2.7	37.9	4.0	0.5	4.5
4/1	457	457	-	-	-	0.4	0.0	-	0.4	3.5	1.4	0.0	1.4
4/2	252	252	-	-	-	0.1	0.0	-	0.1	1.2	0.1	0.0	0.1
5/1	988	988	-	-	-	2.5	3.4	-	5.8	21.3	8.3	3.4	11.7
5/2+5/3	1319	1319	-	-	-	2.6	4.4	-	7.0	19.1	35.7	4.4	40.1
6/1	1057	1057	-	-	-	0.2	0.0	-	0.2	0.8	2.4	0.0	2.4
6/2	1287	1287	-	-	-	0.7	0.0	-	0.7	2.0	4.2	0.0	4.2
6/3	284	284	-	-	-	0.0	0.0	-	0.0	0.0	3.8	0.0	3.8
7/1+7/2	424	424	-	-	-	3.0	2.3	-	5.3	45.2	3.4	2.3	5.8
9/1	235	235	-	-	-	0.8	0.0	-	0.8	13.0	2.3	0.0	2.3
9/2	354	354	-	-	-	0.9	0.0	-	0.9	8.9	2.3	0.0	2.3
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**11.6**	**7.7**	**0.0**	**19.4**	**-**	**-**	**-**	**-**
1/1	996	996	-	-	-	1.0	1.4	-	2.4	8.8	11.2	1.4	12.7
1/2	952	952	-	-	-	1.8	1.0	-	2.7	10.3	15.3	1.0	16.2
3/1	970	970	-	-	-	1.9	1.7	-	3.6	13.4	11.6	1.7	13.3
3/2	1061	1061	-	-	-	2.1	1.8	-	4.0	13.5	12.5	1.8	14.3
5/2+5/1	439	439	-	-	-	2.9	1.1	-	4.0	32.7	4.4	1.1	5.5
5/3	205	205	-	-	-	1.3	0.7	-	2.1	36.1	3.1	0.7	3.9

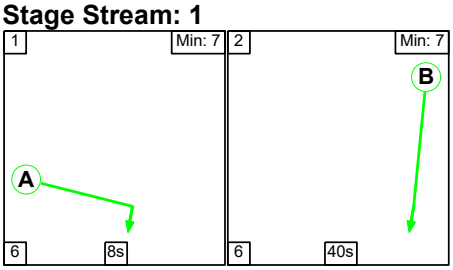
6/1	163	163	-	-	-	0.3	0.0	-	0.3	7.6	0.6	0.0	0.6
6/2	205	205	-	-	-	0.2	0.0	-	0.2	4.2	0.3	0.0	0.3
J3: Cherwell	**-**	**-**	**535**	**0**	**0**	**15.6**	**12.7**	**0.0**	**28.3**	**-**	**-**	**-**	**-**
1/1	901	901	-	-	-	3.5	4.6	-	8.1	32.4	11.0	4.6	15.6
1/2+1/3	1415	1415	-	-	-	6.6	6.3	-	13.0	33.0	24.6	6.3	31.0
2/2	535	535	535	0	0	0.0	0.6	-	0.6	4.0	0.0	0.6	0.6
5/1	298	298	-	-	-	1.2	0.4	-	1.7	20.1	3.8	0.4	4.2
5/2	307	307	-	-	-	1.3	0.4	-	1.6	19.3	3.8	0.4	4.2
8/1	251	251	-	-	-	1.1	0.3	-	1.4	20.3	3.2	0.3	3.5
10/1	558	558	-	-	-	0.7	0.0	-	0.7	4.8	1.5	0.0	1.5
10/2	828	828	-	-	-	0.9	0.0	-	0.9	4.0	2.4	0.0	2.4
10/3	589	589	-	-	-	0.2	0.0	-	0.2	1.3	0.4	0.0	0.4
J4: Ardley roundabout	**-**	**-**	**3528**	**0**	**0**	**0.1**	**10.7**	**0.0**	**10.8**	**-**	**-**	**-**	**-**
1/1+1/2	344	344	688	0	0	0.0	0.3	-	0.3	3.1	0.0	0.3	0.3
2/1	493	493	493	0	0	0.0	0.4	-	0.4	2.8	2.0	0.4	2.4
2/2	305	305	305	0	0	0.0	0.2	-	0.2	2.1	0.0	0.2	0.2
9/1	1039	1039	1039	0	0	0.1	5.8	-	5.8	20.2	5.8	5.8	11.5
9/2	1003	1003	1003	0	0	0.0	4.1	-	4.1	14.8	4.2	4.1	8.3
J5: Baynards Green exit crossings	**-**	**-**	**0**	**0**	**0**	**0.5**	**0.0**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
1/1	388	388	-	-	-	0.0	0.0	-	0.0	0.4	0.3	0.0	0.3
2/1	537	537	-	-	-	0.2	0.0	-	0.2	1.2	1.1	0.0	1.1
2/2	256	256	-	-	-	0.0	0.0	-	0.0	0.1	2.3	0.0	2.3
3/1	834	834	-	-	-	0.1	0.0	-	0.1	0.3	0.3	0.0	0.3
3/2	610	610	-	-	-	0.1	0.0	-	0.1	0.7	0.5	0.0	0.5
3/3	504	504	-	-	-	0.1	0.0	-	0.1	1.0	0.9	0.0	0.9
J6: Albion Land east access	**-**	**-**	**0**	**0**	**0**	**4.1**	**2.9**	**0.0**	**7.0**	**-**	**-**	**-**	**-**
1/1+1/2	793	793	-	-	-	0.7	0.6	-	1.3	5.8	13.1	0.6	13.7
4/1	863	863	-	-	-	2.8	2.2	-	5.0	20.8	11.7	2.2	14.0
6/2+6/1	130	130	-	-	-	0.6	0.1	-	0.7	20.7	1.1	0.1	1.3

C1 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	21.6	Total Delay for Signalled Lanes (pcuHr):	5.74	Cycle Time (s):	60
C1 - Padbury	Stream: 2	PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):	13.62	Cycle Time (s):	60
C2 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	22.50	Cycle Time (s):	60
C2 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	11.4	Total Delay for Signalled Lanes (pcuHr):	5.18	Cycle Time (s):	60
C3 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	14.19	Cycle Time (s):	60
C3 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	13.9	Total Delay for Signalled Lanes (pcuHr):	10.11	Cycle Time (s):	60
C3 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	-2.0	Total Delay for Signalled Lanes (pcuHr):	13.37	Cycle Time (s):	60
C3 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	6.27	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 1	PRC for Signalled Lanes (%):	148.9	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 2	PRC for Signalled Lanes (%):	49.6	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 3	PRC for Signalled Lanes (%):	252.1	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	60
C5 - Albion Land east access		PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	7.02	Cycle Time (s):	60
		PRC Over All Lanes (%):	-3.9	Total Delay Over All Lanes(pcuHr):	109.94		

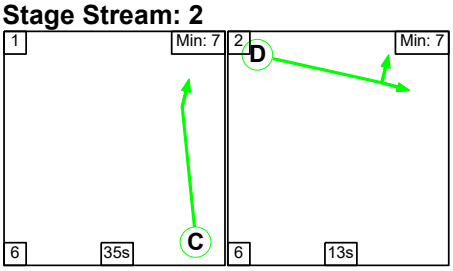
Scenario 5: '2034 RC3A - AM Peak' (FG5: '2034 RC3A - AM', Plan 1: 'Network Plan 1')
Controller :C1 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

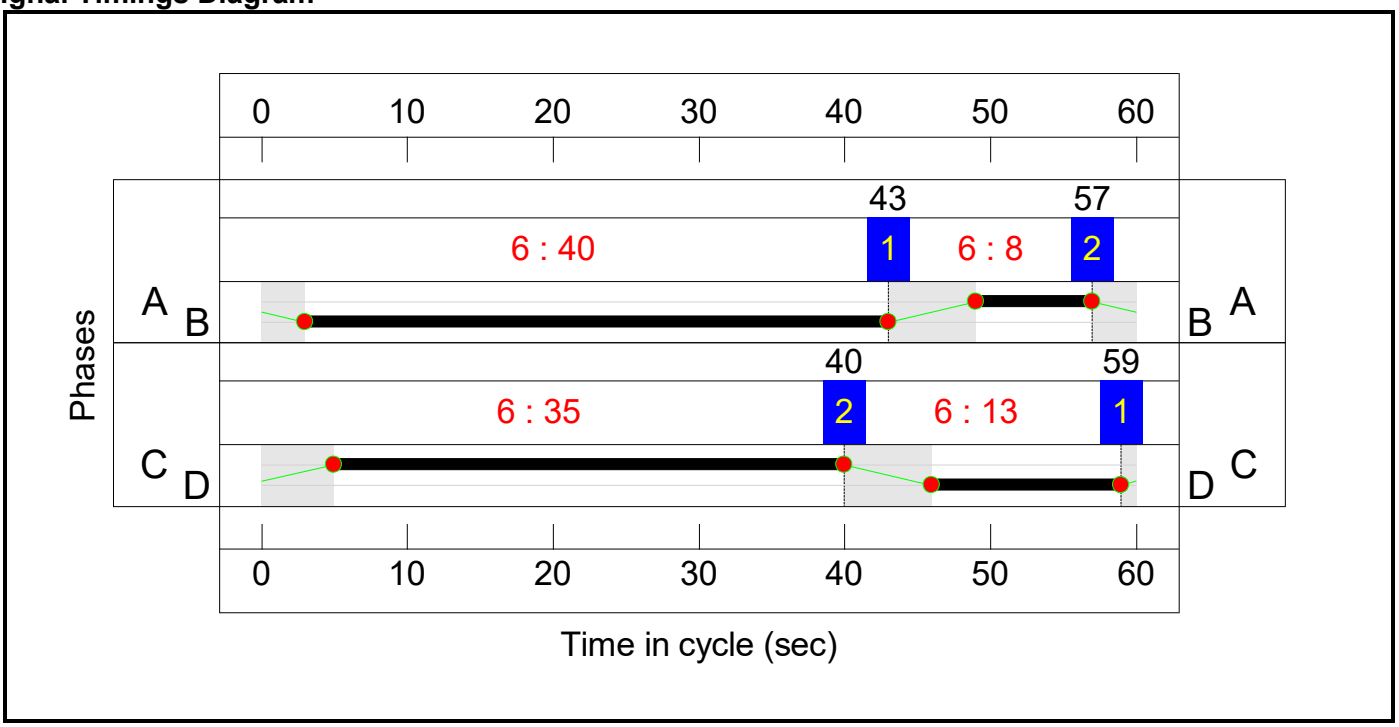
Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	43	57

Stage Stream: 2

Stage	1	2
Duration	35	13
Change Point	59	40

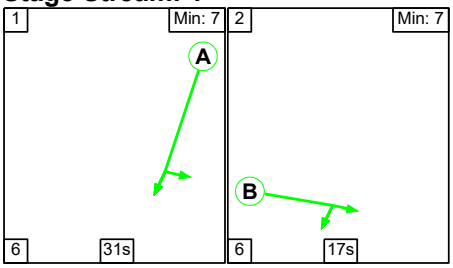
Signal Timings Diagram



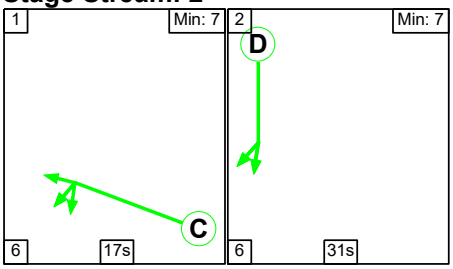
Controller :C2 - Cherwell

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

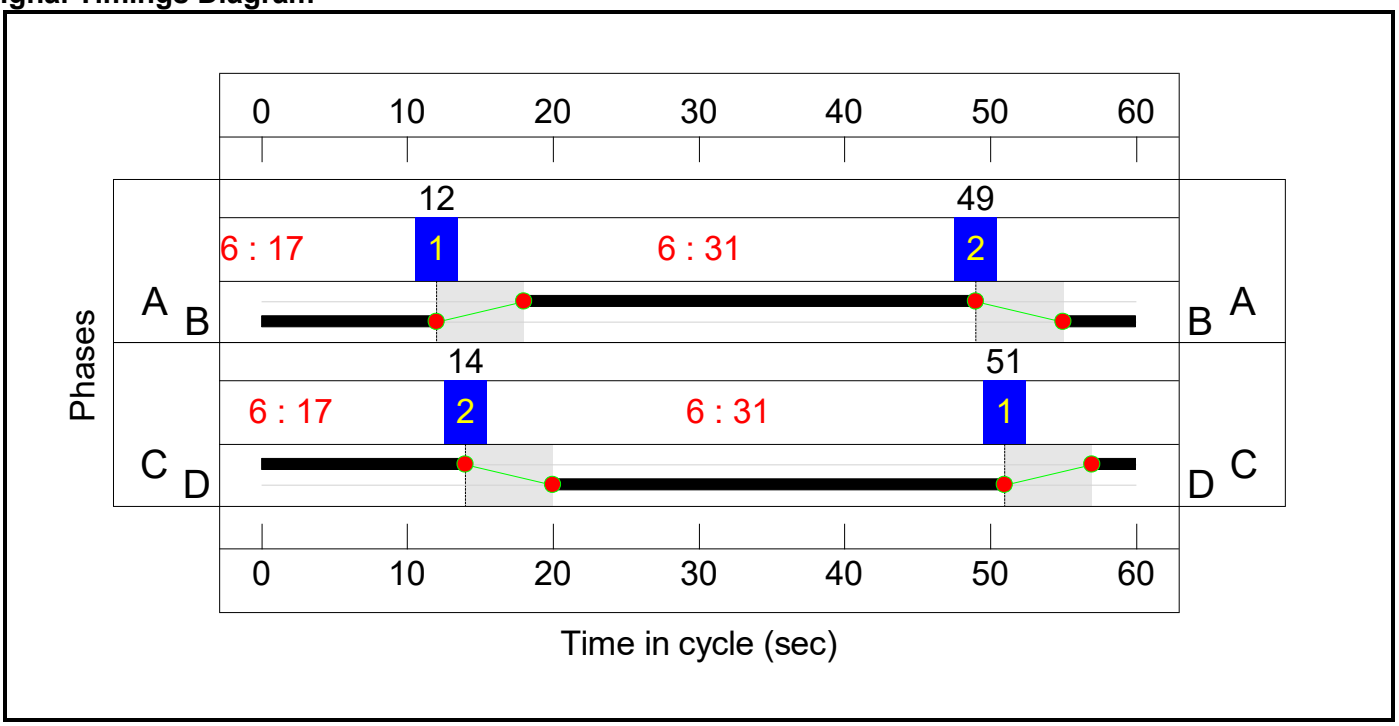
Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	12	49

Stage Stream: 2

Stage	1	2
Duration	17	31
Change Point	51	14

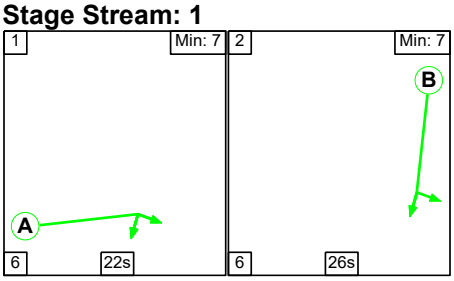
Signal Timings Diagram



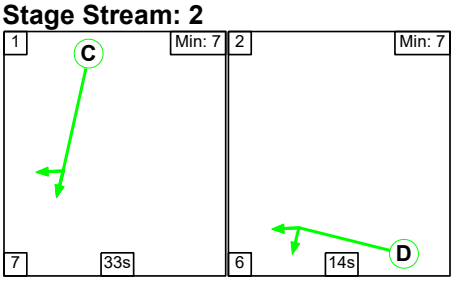
Controller :C3 - Baynards Green

Stage Sequence Diagram

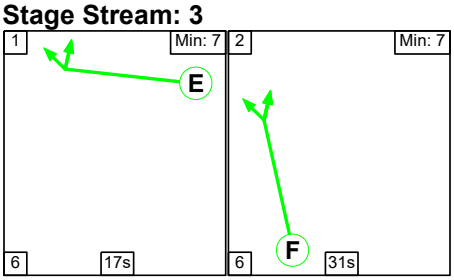
Stage Stream: 1



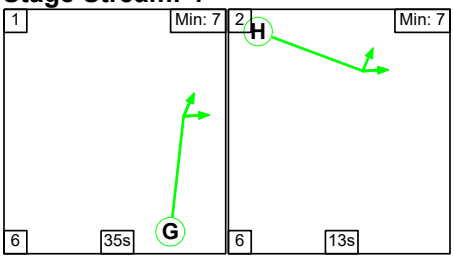
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	26
Change Point	0	28

Stage Stream: 2

Stage	1	2
Duration	33	14
Change Point	24	4

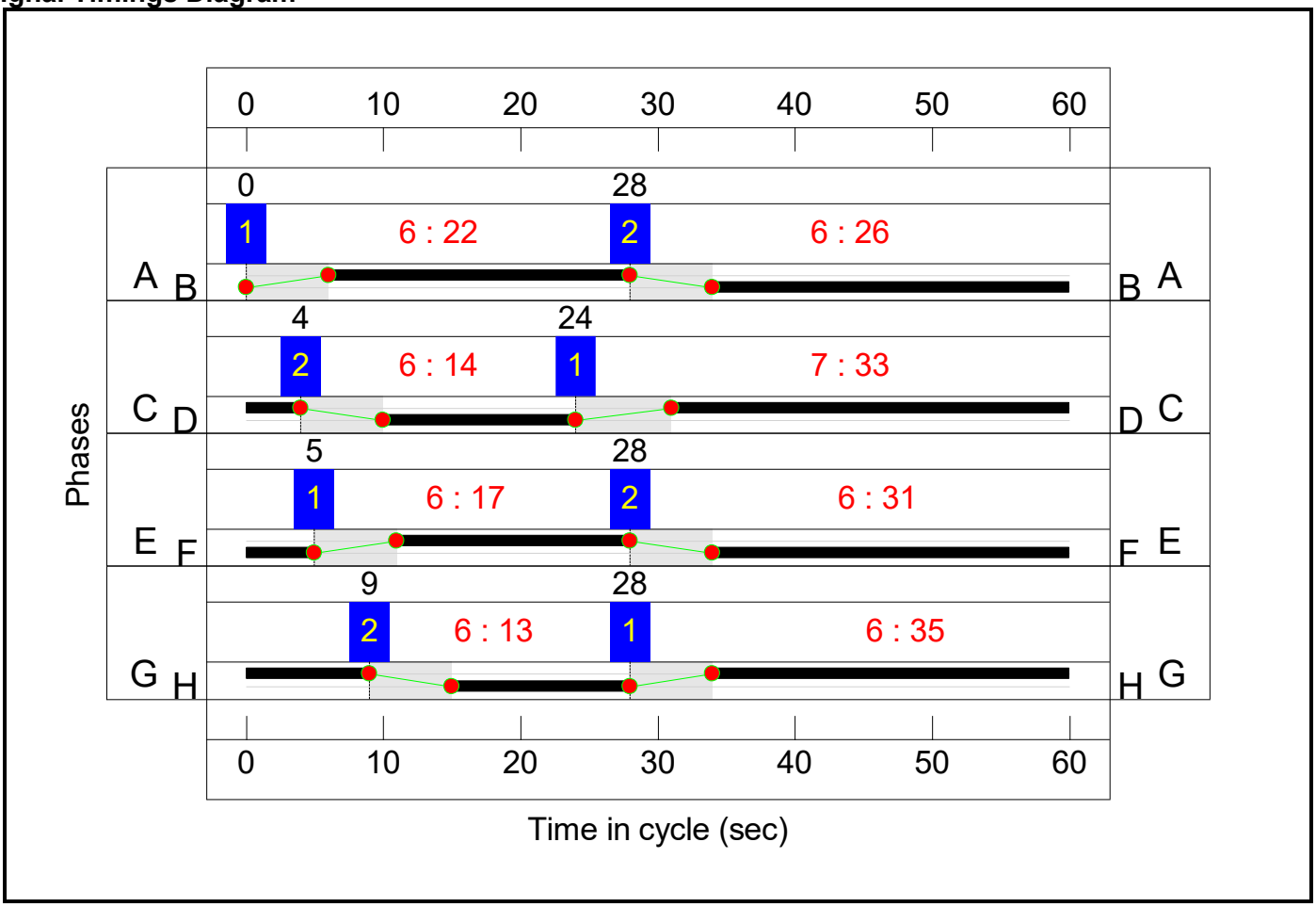
Stage Stream: 3

Stage	1	2
Duration	17	31
Change Point	5	28

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	28	9

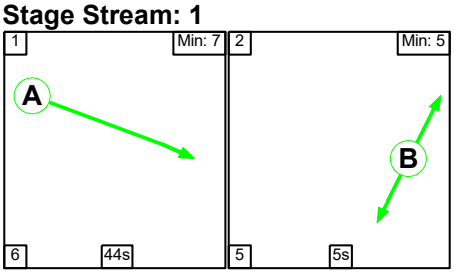
Signal Timings Diagram



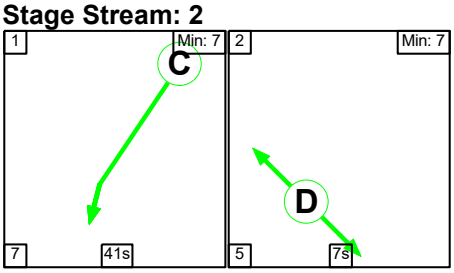
Controller :C4 - BG exit crossings

Stage Sequence Diagram

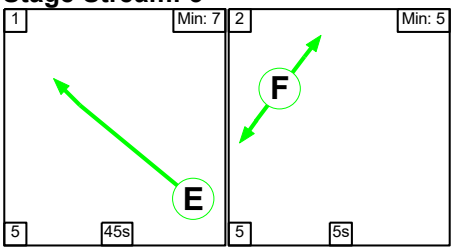
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	0	50

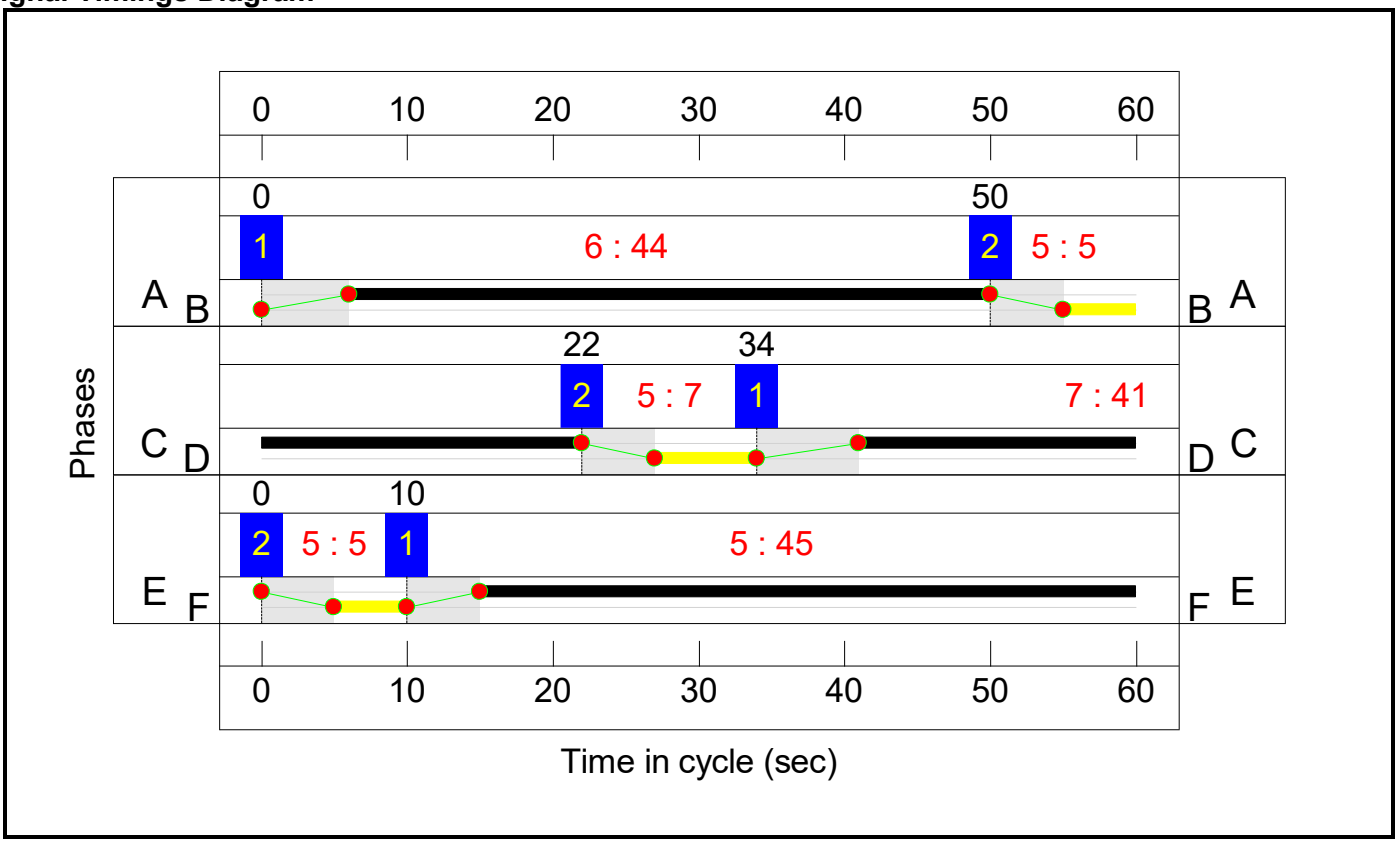
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	34	22

Stage Stream: 3

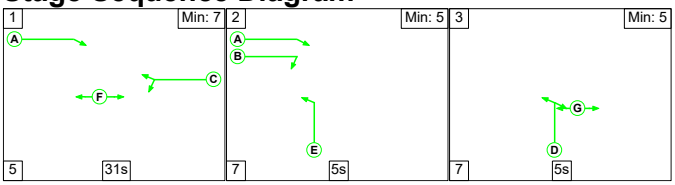
Stage	1	2
Duration	45	5
Change Point	10	0

Signal Timings Diagram



Controller :C5 - Albion Land east access

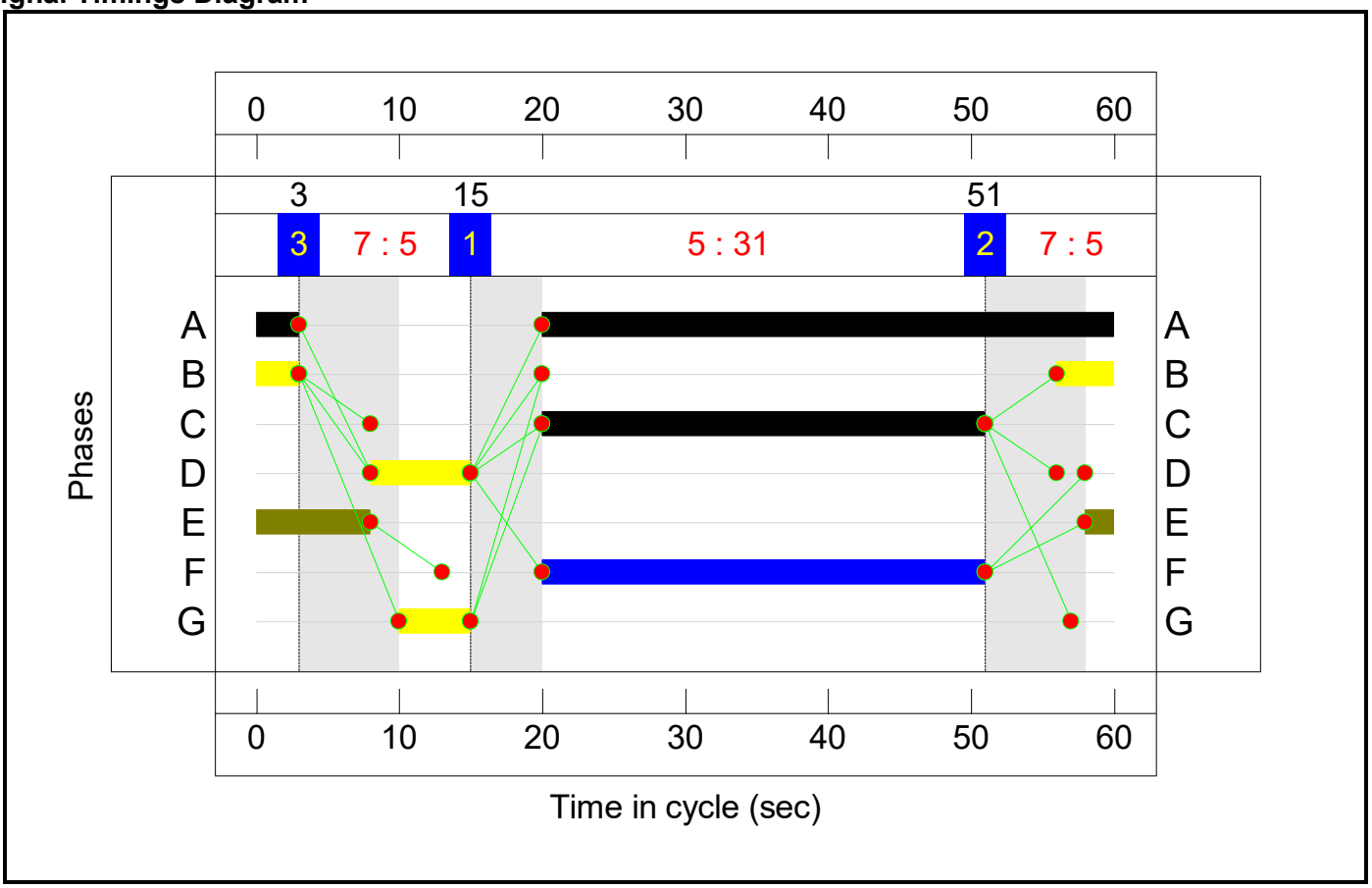
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	5	5
Change Point	15	51	3

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.7%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.8%**
1/2+1/1	A43 North Ahead Left	U	3:1	N/A	C3:B		1	26	-	1112	1932:1938	869+598	77.6 : 73.1%
1/3+1/4	A43 North Ahead	U	3:1	N/A	C3:B		1	26	-	1513	2068:1932	931+869	80.6 : 87.8%
2/1	Ahead	U	3:2	N/A	C3:C		1	33	-	685	1956	1141	60.0%
2/2	Ahead	U	3:2	N/A	C3:C		1	33	-	776	2092	1185	65.5%
2/3+2/4	Right Ahead	U	3:2	N/A	C3:C		1	33	-	793	2077:1919	1068+190	63.0 : 63.0%
3/2+3/1	B4100 East Ahead Left	U	3:2	N/A	C3:D		1	14	-	588	1938:1886	484+410	73.3 : 56.8%
3/3	B4100 East Ahead	U	3:2	N/A	C3:D		1	14	-	183	2076	519	35.3%
4/1	Right Right2	U	3:3	N/A	C3:E		1	17	-	475	1942	615	77.2%
4/2	Right	U	3:3	N/A	C3:E		1	17	-	183	2066	654	28.0%
5/1	A43 South Ahead Left	U	3:3	N/A	C3:F		1	31	-	708	1932	1030	68.7%
5/2+5/3	A43 South Ahead	U	3:3	N/A	C3:F		1	31	-	1194	1932:1932	1030+428	85.3 : 73.7%
6/1	Ahead	U	3:4	N/A	C3:G		1	35	-	692	1932	1191	58.1%
6/2	Ahead	U	3:4	N/A	C3:G		1	35	-	1062	2066	1274	83.4%
6/3	Right	U	3:4	N/A	C3:G		1	35	-	315	1919	1183	26.6%
7/1+7/2	B4100 West Left Ahead	U	3:4	N/A	C3:H		1	13	-	516	1909:1922	445+448	57.7 : 57.8%
9/1	Ahead	U	3:1	N/A	C3:A		1	22	-	326	1932	773	42.2%
9/2	Right Ahead	U	3:1	N/A	C3:A		1	22	-	411	2066	826	49.7%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.8%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1166	1922	1313	88.8%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1201	2058	1406	85.4%

3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	35	-	759	1886	1132	67.1%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	35	-	841	2019	1211	69.4%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	13	-	512	2058:1908	480+345	62.1 : 62.1%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	13	-	245	2058	480	51.0%
6/1	Right	U	1:1	N/A	C1:A		1	8	-	210	1980	297	70.7%
6/2	Right	U	1:1	N/A	C1:A		1	8	-	245	2120	318	77.0%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.7%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	31	-	1116	1980	1056	105.7%
1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	31	-	1706	1980:1980	701+917	105.5 : 105.5%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	516	Inf	993	51.9%
5/1	MSA Left	U	2:2	N/A	C2:C		1	17	-	260	1871	561	46.3%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	17	-	348	2045	614	56.7%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	17	-	262	1850	555	47.2%
10/1	Ahead	U	2:2	N/A	C2:D		1	31	-	811	1980	1056	71.5%
10/2	Ahead	U	2:2	N/A	C2:D		1	31	-	755	2120	1131	56.5%
10/3	Ahead	U	2:2	N/A	C2:D		1	31	-	967	2120	1131	77.6%
J4: Ardley roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.2%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	503	Inf : Inf	541+627	43.1 : 43.1%
2/1	A43 SB U-Turn	O	N/A	N/A	-		-	-	-	398	Inf	1126	35.2%
2/2	A43 SB Ahead	O	N/A	N/A	-		-	-	-	841	Inf	1126	66.8%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	840	Inf	974	86.2%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	720	Inf	974	73.9%
J5: Baynards Green exit crossings	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.2%**
1/1	Ahead	U	4:3	N/A	C4:E		1	45	-	491	1980	1518	32.3%
2/1	Ahead	U	4:1	N/A	C4:A		1	44	-	763	1980	1485	51.4%

2/2	Ahead	U	4:1	N/A	C4:A		1	44	-	345	1980	1485	23.2%
3/1	Ahead	U	4:2	N/A	C4:C		1	41	-	918	1980	1386	66.2%
3/2	Ahead	U	4:2	N/A	C4:C		1	41	-	776	1980	1386	56.0%
3/3	Ahead	U	4:2	N/A	C4:C		1	41	-	673	1980	1386	48.6%
J6: Albion Land east access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.9%**
1/1+1/2	B4100 west Ahead Right	U	N/A	N/A	C5:A C5:B		1	43:7	-	1108	1980:1828	1369+131	73.9 : 73.9%
4/1	B4100 east Left Ahead	U	N/A	N/A	C5:C		1	31	-	753	1970	1051	71.7%
6/2+6/1	Albion Land site access Right Left	U	N/A	N/A	C5:D	C5:E	1	7:17	10	65	1814:1747	171+524	9.3 : 9.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**4231**	**0**	**0**	**58.9**	**120.2**	**0.0**	**179.0**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**24.5**	**9.4**	**0.0**	**33.8**	**-**	**-**	**-**	**-**
1/2+1/1	1112	1112	-	-	-	4.0	1.6	-	5.6	18.1	9.4	1.6	10.9
1/3+1/4	1513	1513	-	-	-	6.1	2.6	-	8.7	20.8	11.4	2.6	14.0
2/1	685	685	-	-	-	0.1	0.0	-	0.1	0.5	0.3	0.0	0.3
2/2	776	776	-	-	-	0.1	0.0	-	0.1	0.6	0.6	0.0	0.6
2/3+2/4	793	793	-	-	-	0.1	0.0	-	0.1	0.6	0.7	0.0	0.7
3/2+3/1	588	588	-	-	-	3.2	1.0	-	4.2	25.6	5.8	1.0	6.7
3/3	183	183	-	-	-	0.9	0.3	-	1.2	22.9	3.0	0.3	3.2
4/1	475	475	-	-	-	0.6	0.0	-	0.6	4.7	2.0	0.0	2.0
4/2	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	708	708	-	-	-	1.0	1.1	-	2.1	10.8	4.5	1.1	5.6
5/2+5/3	1194	1194	-	-	-	2.2	2.2	-	4.4	13.2	28.6	2.2	30.8
6/1	692	692	-	-	-	0.2	0.0	-	0.2	1.1	1.3	0.0	1.3
6/2	1062	1062	-	-	-	0.8	0.0	-	0.8	2.6	3.1	0.0	3.1
6/3	315	315	-	-	-	0.0	0.0	-	0.0	0.0	4.3	0.0	4.3
7/1+7/2	516	516	-	-	-	2.9	0.7	-	3.6	25.1	3.8	0.7	4.5
9/1	326	326	-	-	-	1.0	0.0	-	1.0	11.5	2.9	0.0	2.9
9/2	411	411	-	-	-	1.1	0.0	-	1.1	9.4	2.8	0.0	2.8
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**10.2**	**10.1**	**0.0**	**20.3**	**-**	**-**	**-**	**-**
1/1	1166	1166	-	-	-	1.1	3.8	-	4.8	14.9	16.2	3.8	19.9
1/2	1201	1201	-	-	-	0.7	2.8	-	3.5	10.6	15.8	2.8	18.6
3/1	759	759	-	-	-	1.6	1.0	-	2.6	12.5	8.0	1.0	9.0
3/2	841	841	-	-	-	1.7	1.1	-	2.9	12.3	8.6	1.1	9.7
5/2+5/1	512	512	-	-	-	2.9	0.8	-	3.7	26.0	4.4	0.8	5.2
5/3	245	245	-	-	-	1.4	0.5	-	1.9	27.6	3.5	0.5	4.1

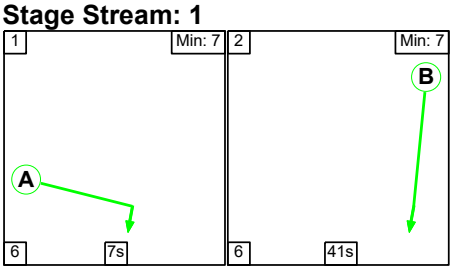
6/1	210	210	-	-	-	0.4	0.0	-	0.4	7.3	0.7	0.0	0.7
6/2	245	245	-	-	-	0.4	0.0	-	0.4	6.0	1.2	0.0	1.2
J3: Cherwell	**-**	**-**	**516**	**0**	**0**	**19.8**	**92.0**	**0.0**	**111.8**	**-**	**-**	**-**	**-**
1/1	1116	1056	-	-	-	3.9	37.4	-	41.4	133.5	19.6	37.4	57.0
1/2+1/3	1706	1500	-	-	-	11.2	52.5	-	63.6	134.3	31.6	52.5	84.0
2/2	516	516	516	0	0	0.0	0.5	-	0.5	3.8	0.0	0.5	0.5
5/1	260	260	-	-	-	1.2	0.4	-	1.7	23.0	3.5	0.4	3.9
5/2	348	348	-	-	-	1.7	0.7	-	2.4	24.5	4.8	0.7	5.5
8/1	262	262	-	-	-	1.2	0.4	-	1.7	23.3	3.5	0.4	3.9
10/1	755	755	-	-	-	0.2	0.0	-	0.2	1.1	0.5	0.0	0.5
10/2	639	639	-	-	-	0.2	0.0	-	0.2	1.2	0.6	0.0	0.6
10/3	877	877	-	-	-	0.1	0.0	-	0.1	0.5	0.2	0.0	0.2
J4: Ardley roundabout	**-**	**-**	**3715**	**0**	**0**	**0.2**	**6.0**	**0.0**	**6.3**	**-**	**-**	**-**	**-**
1/1+1/2	503	503	1006	0	0	0.0	0.4	-	0.4	2.7	0.0	0.4	0.4
2/1	397	397	397	0	0	0.0	0.3	-	0.3	2.5	0.0	0.3	0.3
2/2	752	752	752	0	0	0.2	1.0	-	1.2	5.9	10.0	1.0	11.0
9/1	840	840	840	0	0	0.0	3.0	-	3.0	12.8	0.0	3.0	3.0
9/2	720	720	720	0	0	0.0	1.4	-	1.4	7.0	0.0	1.4	1.4
J5: Baynards Green exit crossings	**-**	**-**	**0**	**0**	**0**	**0.7**	**0.0**	**0.0**	**0.7**	**-**	**-**	**-**	**-**
1/1	491	491	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
2/1	763	763	-	-	-	0.3	0.0	-	0.3	1.3	1.8	0.0	1.8
2/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	2.2	0.0	2.2
3/1	918	918	-	-	-	0.1	0.0	-	0.1	0.4	1.1	0.0	1.1
3/2	776	776	-	-	-	0.2	0.0	-	0.2	0.8	2.3	0.0	2.3
3/3	673	673	-	-	-	0.1	0.0	-	0.1	0.5	1.1	0.0	1.1
J6: Albion Land east access	**-**	**-**	**0**	**0**	**0**	**3.4**	**2.7**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
1/1+1/2	1108	1108	-	-	-	0.9	1.4	-	2.3	7.5	13.1	1.4	14.5
4/1	753	753	-	-	-	2.2	1.3	-	3.5	16.6	9.4	1.3	10.7
6/2+6/1	65	65	-	-	-	0.3	0.1	-	0.4	19.9	0.6	0.1	0.6

C1 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	9.19	Cycle Time (s):	60
C1 - Padbury	Stream: 2	PRC for Signalled Lanes (%):	29.6	Total Delay for Signalled Lanes (pcuHr):	11.08	Cycle Time (s):	60
C2 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	-17.4	Total Delay for Signalled Lanes (pcuHr):	106.69	Cycle Time (s):	60
C2 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	16.0	Total Delay for Signalled Lanes (pcuHr):	4.60	Cycle Time (s):	60
C3 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	16.44	Cycle Time (s):	60
C3 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	22.8	Total Delay for Signalled Lanes (pcuHr):	5.70	Cycle Time (s):	60
C3 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	7.12	Cycle Time (s):	60
C3 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	8.0	Total Delay for Signalled Lanes (pcuHr):	4.58	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 1	PRC for Signalled Lanes (%):	75.2	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 2	PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 3	PRC for Signalled Lanes (%):	178.2	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	60
C5 - Albion Land east access		PRC for Signalled Lanes (%):	21.8	Total Delay for Signalled Lanes (pcuHr):	6.14	Cycle Time (s):	60
		PRC Over All Lanes (%):	-17.4	Total Delay Over All Lanes(pcuHr):	179.05		

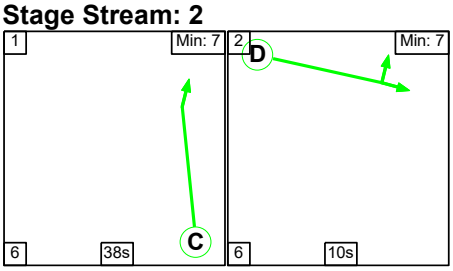
Scenario 6: '2034 RC3A - PM Peak' (FG6: '2034 RC3A - PM', Plan 1: 'Network Plan 1')
Controller :C1 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

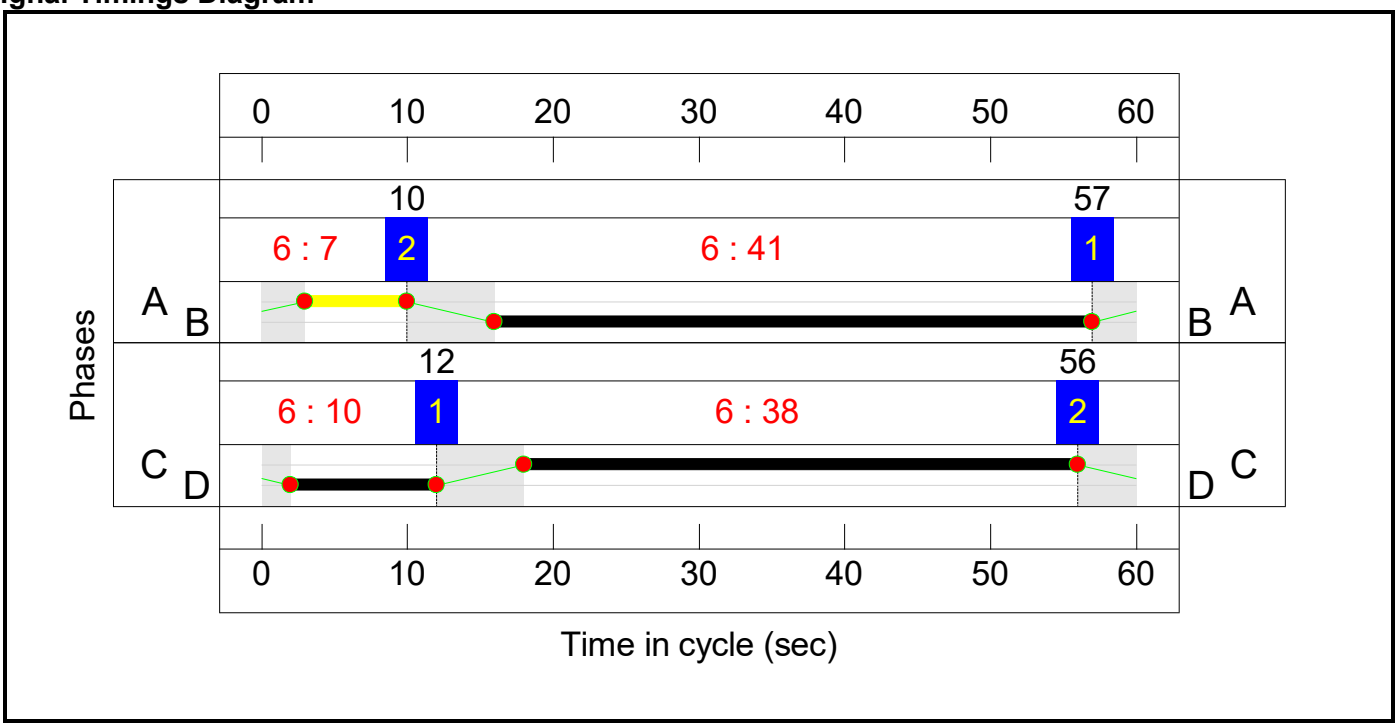
Stage Stream: 1

Stage	1	2
Duration	7	41
Change Point	57	10

Stage Stream: 2

Stage	1	2
Duration	38	10
Change Point	12	56

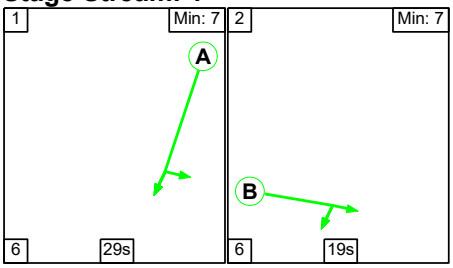
Signal Timings Diagram



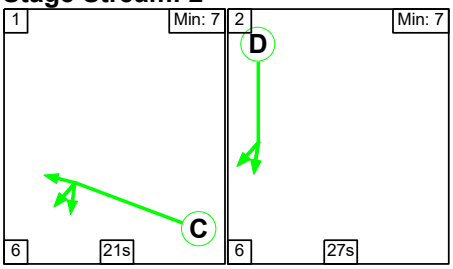
Controller :C2 - Cherwell

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

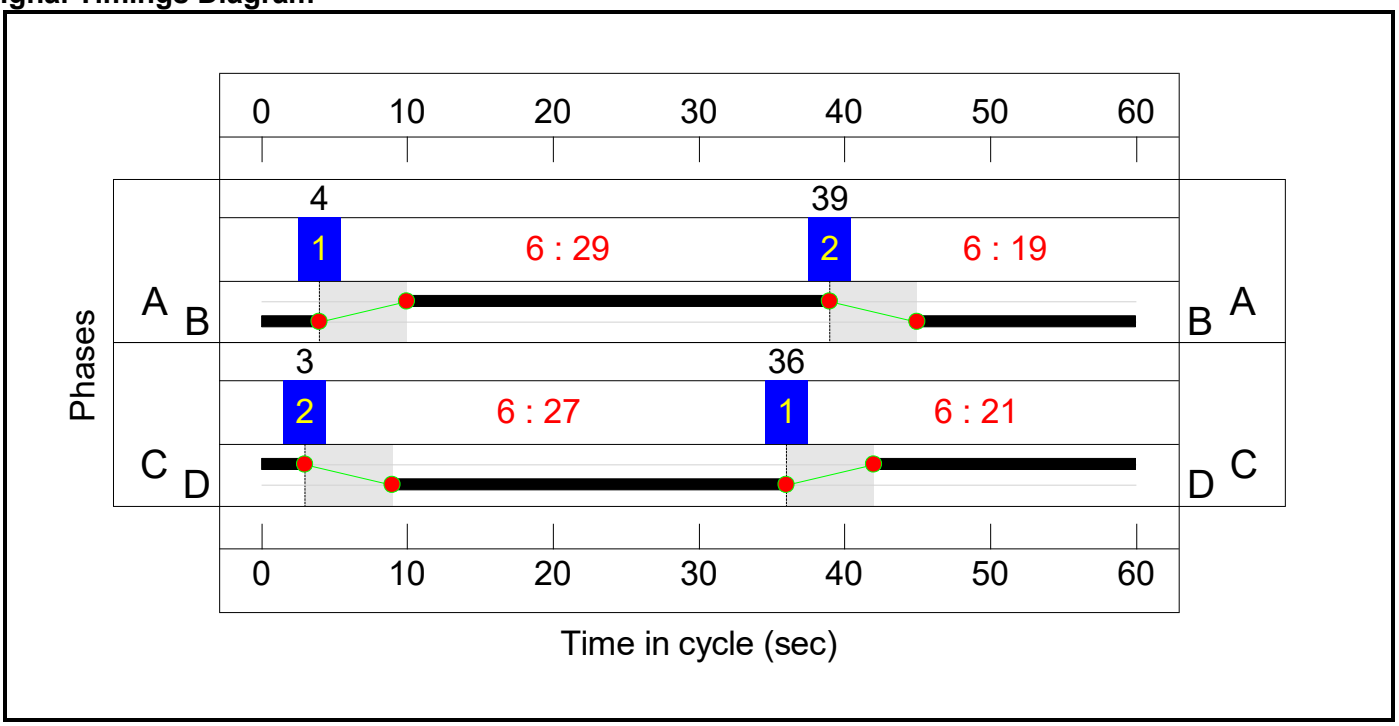
Stage Stream: 1

Stage	1	2
Duration	29	19
Change Point	4	39

Stage Stream: 2

Stage	1	2
Duration	21	27
Change Point	36	3

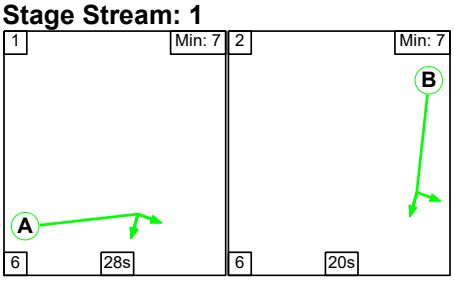
Signal Timings Diagram



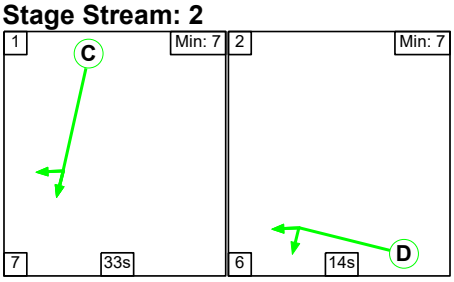
Controller :C3 - Baynards Green

Stage Sequence Diagram

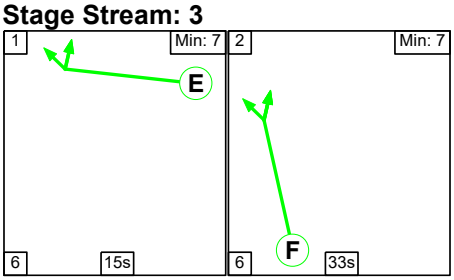
Stage Stream: 1



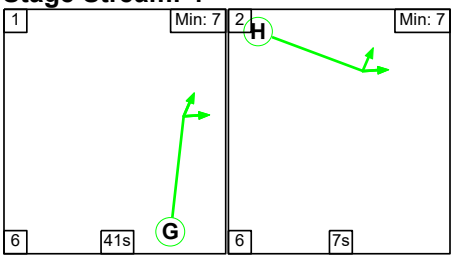
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	20
Change Point	0	34

Stage Stream: 2

Stage	1	2
Duration	33	14
Change Point	25	5

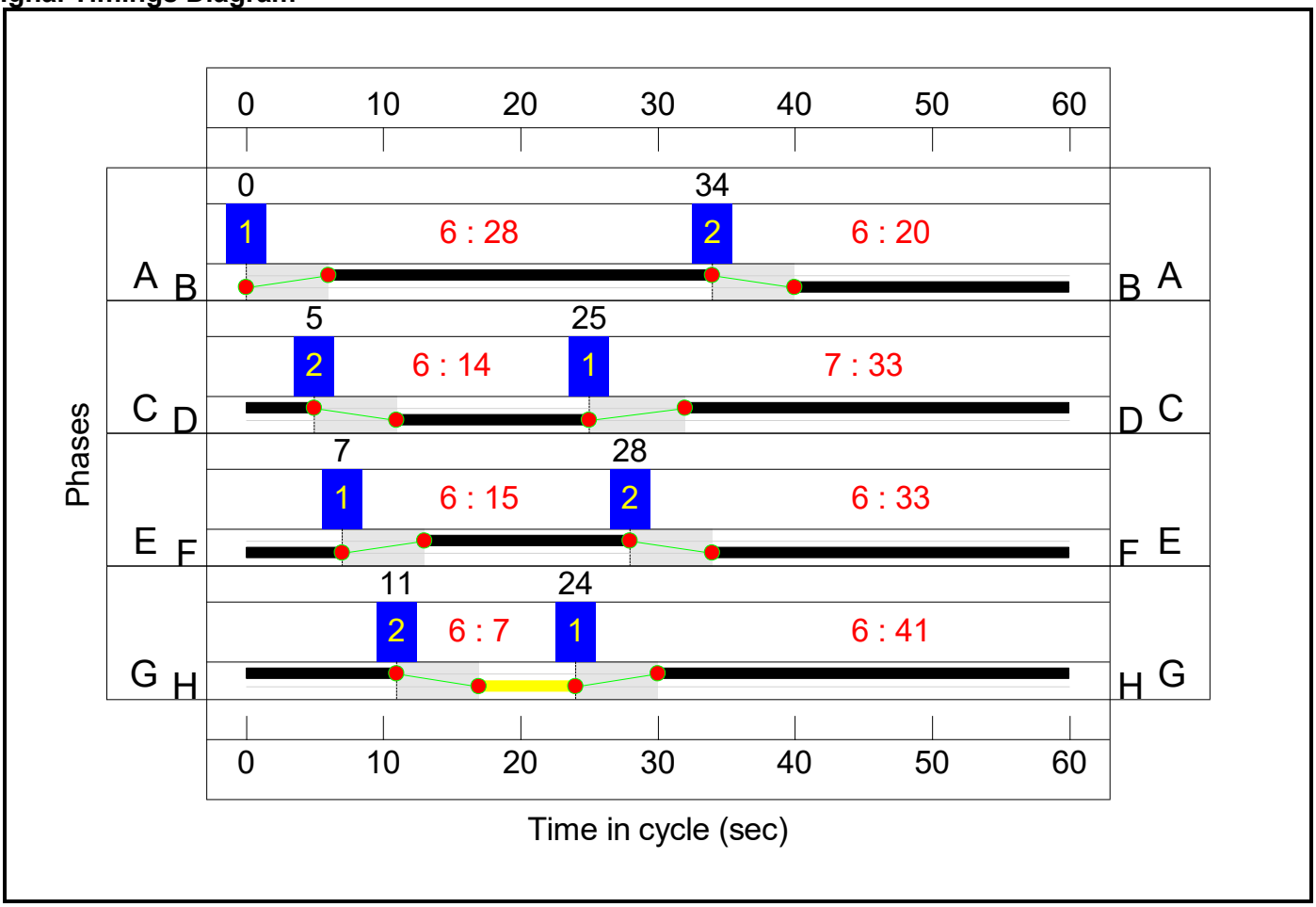
Stage Stream: 3

Stage	1	2
Duration	15	33
Change Point	7	28

Stage Stream: 4

Stage	1	2
Duration	41	7
Change Point	24	11

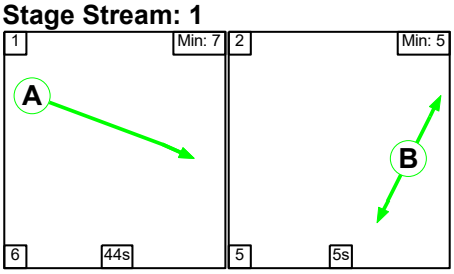
Signal Timings Diagram



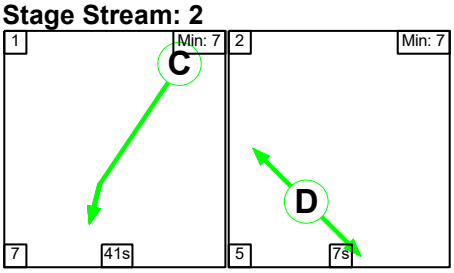
Controller :C4 - BG exit crossings

Stage Sequence Diagram

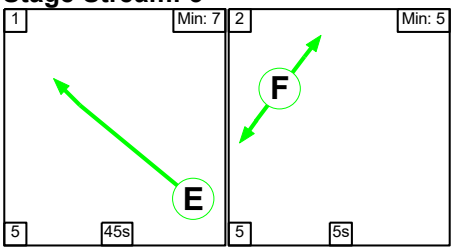
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	1	51

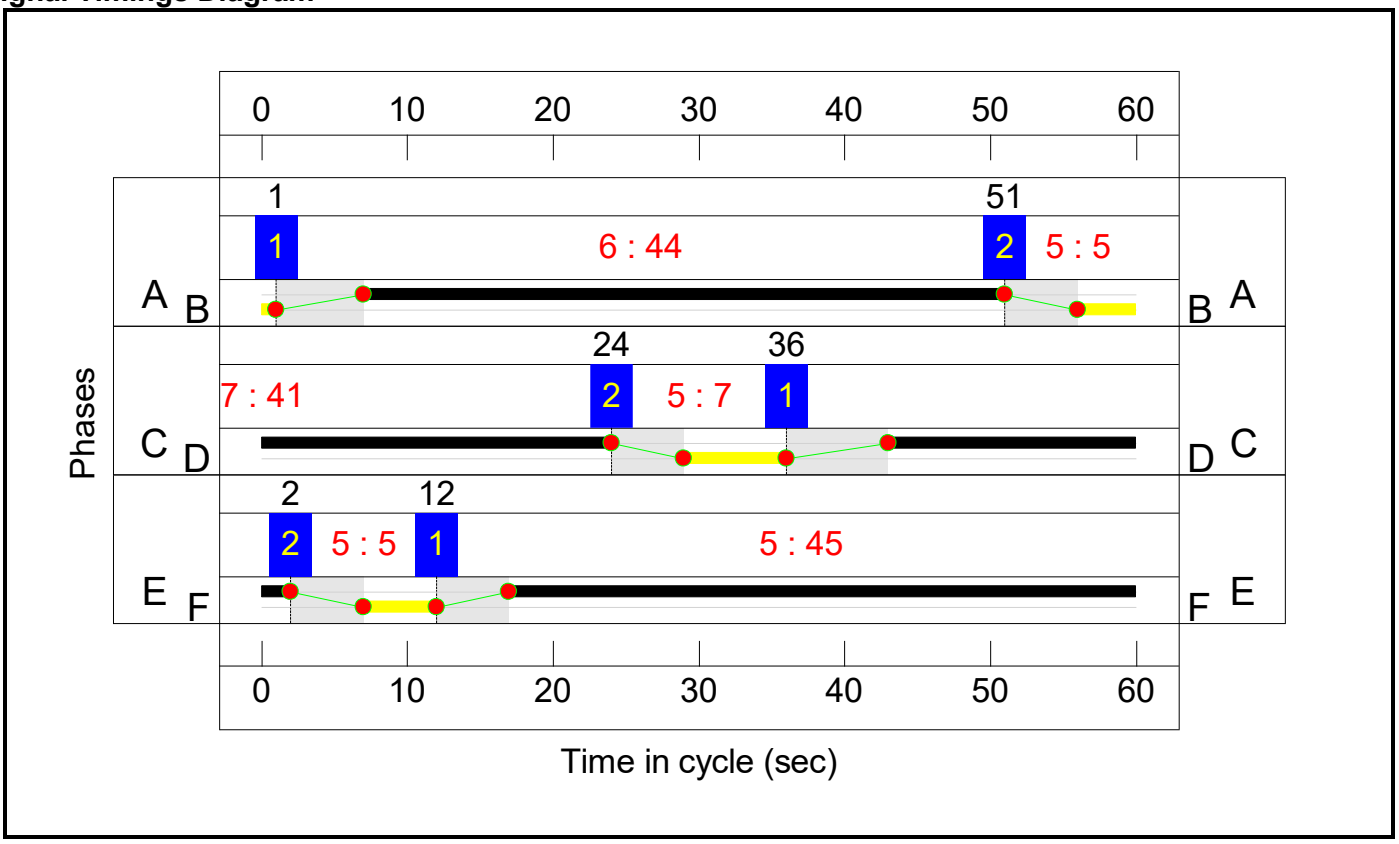
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	36	24

Stage Stream: 3

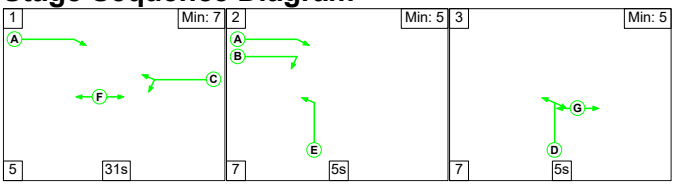
Stage	1	2
Duration	45	5
Change Point	12	2

Signal Timings Diagram



Controller :C5 - Albion Land east access

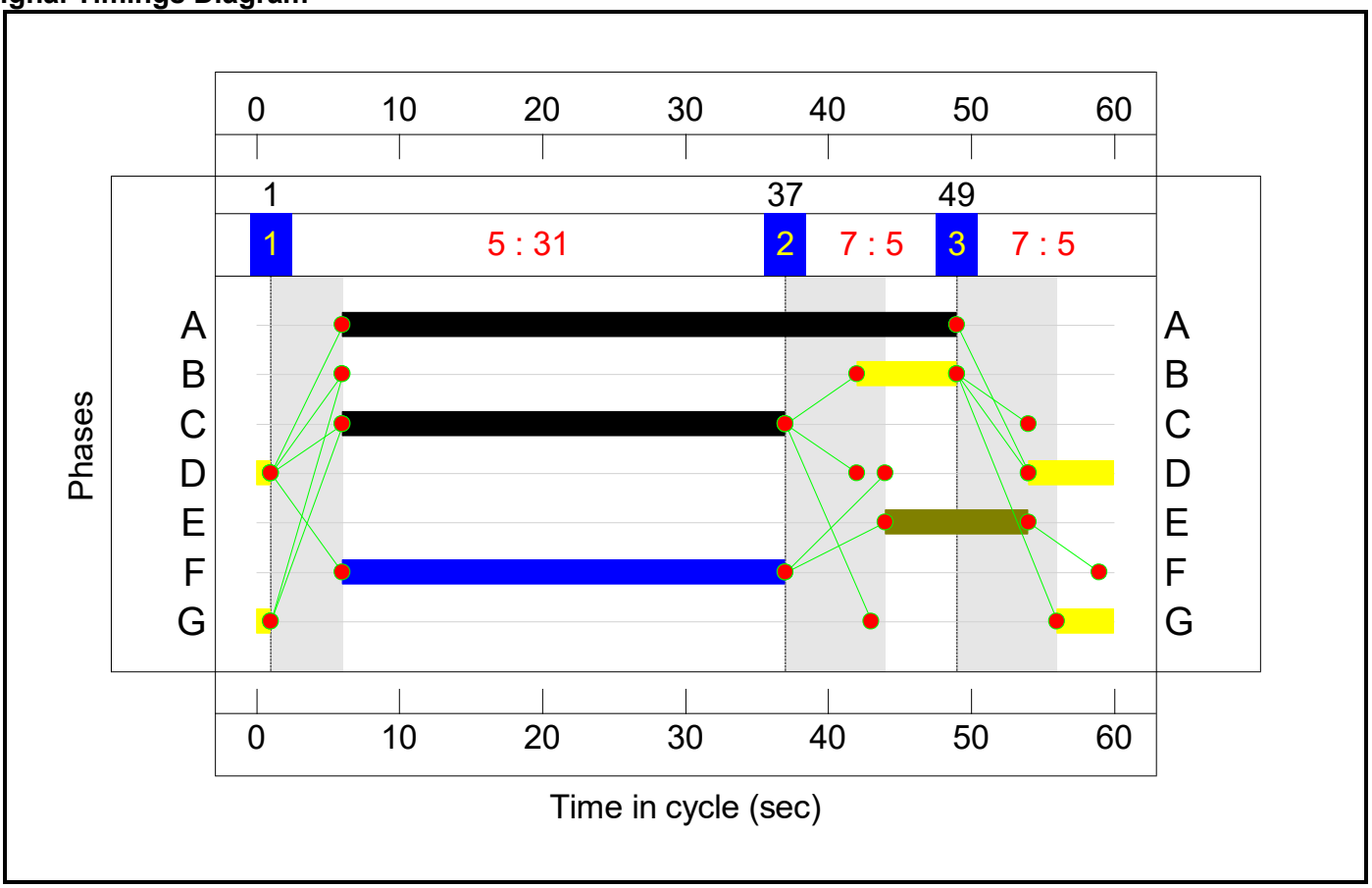
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	5	5
Change Point	1	37	49

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.6%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.8%**
1/2+1/1	A43 North Ahead Left	U	3:1	N/A	C3:B		1	20	-	845	1932:1938	676+396	78.8 : 78.8%
1/3+1/4	A43 North Ahead	U	3:1	N/A	C3:B		1	20	-	1161	2068:1932	724+676	80.5 : 85.5%
2/1	Ahead	U	3:2	N/A	C3:C		1	33	-	535	1956	1141	46.9%
2/2	Ahead	U	3:2	N/A	C3:C		1	33	-	605	2092	1185	51.0%
2/3+2/4	Right Ahead	U	3:2	N/A	C3:C		1	33	-	659	2077:1919	1106+148	52.5 : 52.5%
3/2+3/1	B4100 East Ahead Left	U	3:2	N/A	C3:D		1	14	-	709	1938:1886	484+471	84.8 : 63.2%
3/3	B4100 East Ahead	U	3:2	N/A	C3:D		1	14	-	266	2076	519	51.3%
4/1	Right Right2	U	3:3	N/A	C3:E		1	15	-	489	1942	550	88.9%
4/2	Right	U	3:3	N/A	C3:E		1	15	-	266	2066	585	45.4%
5/1	A43 South Ahead Left	U	3:3	N/A	C3:F		1	33	-	995	1932	1095	90.9%
5/2+5/3	A43 South Ahead	U	3:3	N/A	C3:F		1	33	-	1365	1932:1932	1095+359	95.8 : 88.1%
6/1	Ahead	U	3:4	N/A	C3:G		1	41	-	1094	1932	1385	79.0%
6/2	Ahead	U	3:4	N/A	C3:G		1	41	-	1315	2066	1481	88.8%
6/3	Right	U	3:4	N/A	C3:G		1	41	-	316	1919	1375	23.0%
7/1+7/2	B4100 West Left Ahead	U	3:4	N/A	C3:H		1	7	-	435	1902:1922	254+256	85.6 : 85.1%
9/1	Ahead	U	3:1	N/A	C3:A		1	28	-	253	1932	966	26.2%
9/2	Right Ahead	U	3:1	N/A	C3:A		1	28	-	376	2066	1033	36.4%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.0%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	1031	1922	1345	76.6%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	41	-	988	2058	1441	68.6%

3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	38	-	984	1886	1226	80.3%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	38	-	1063	2019	1312	81.0%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	10	-	476	2058:1908	377+350	76.1 : 54.0%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	10	-	222	2058	377	58.8%
6/1	Right	U	1:1	N/A	C1:A		1	7	-	163	1980	264	61.7%
6/2	Right	U	1:1	N/A	C1:A		1	7	-	222	2120	283	78.5%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.6%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	29	-	927	1980	990	93.6%
1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	29	-	1477	1980:1980	873+733	91.9 : 91.9%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	544	Inf	981	55.4%
5/1	MSA Left	U	2:2	N/A	C2:C		1	21	-	308	1871	686	44.9%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	21	-	317	2053	753	42.1%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	19	-	257	1850	617	41.7%
10/1	Ahead	U	2:2	N/A	C2:D		1	27	-	573	1980	924	62.0%
10/2	Ahead	U	2:2	N/A	C2:D		1	27	-	805	2120	989	81.4%
10/3	Ahead	U	2:2	N/A	C2:D		1	27	-	674	2120	989	68.1%
J4: Ardley roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.6%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	403	Inf : Inf	445+494	42.9 : 42.9%
2/1	A43 SB U-Turn	O	N/A	N/A	-		-	-	-	494	Inf	1140	43.3%
2/2	A43 SB Ahead	O	N/A	N/A	-		-	-	-	396	Inf	1140	34.7%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	1051	Inf	1088	96.6%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	1034	Inf	1088	95.0%
J5: Baynards Green exit crossings	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.1%**
1/1	Ahead	U	4:3	N/A	C4:E		1	45	-	390	1980	1518	25.7%
2/1	Ahead	U	4:1	N/A	C4:A		1	44	-	565	1980	1485	38.0%

2/2	Ahead	U	4:1	N/A	C4:A		1	44	-	271	1980	1485	18.2%
3/1	Ahead	U	4:2	N/A	C4:C		1	41	-	833	1980	1386	60.1%
3/2	Ahead	U	4:2	N/A	C4:C		1	41	-	605	1980	1386	43.7%
3/3	Ahead	U	4:2	N/A	C4:C		1	41	-	581	1980	1386	41.9%
J6: Albion Land east access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.8%**
1/1+1/2	B4100 west Ahead Right	U	N/A	N/A	C5:A C5:B		1	43:7	-	836	1980:1828	1404+76	56.5 : 56.5%
4/1	B4100 east Left Ahead	U	N/A	N/A	C5:C		1	31	-	894	1977	1054	84.8%
6/2+6/1	Albion Land site access Right Left	U	N/A	N/A	C5:D	C5:E	1	7:17	10	129	1814:1747	203+524	17.7 : 17.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**4325**	**0**	**0**	**69.2**	**63.1**	**0.0**	**132.3**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**31.4**	**20.1**	**0.0**	**51.6**	**-**	**-**	**-**	**-**
1/2+1/1	845	845	-	-	-	3.9	1.8	-	5.7	24.4	7.8	1.8	9.7
1/3+1/4	1161	1161	-	-	-	5.8	2.4	-	8.1	25.3	8.8	2.4	11.2
2/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	605	605	-	-	-	0.0	0.0	-	0.0	0.1	0.4	0.0	0.4
2/3+2/4	659	659	-	-	-	0.1	0.0	-	0.1	0.5	1.4	0.0	1.4
3/2+3/1	709	709	-	-	-	6.2	1.4	-	7.6	38.7	6.8	1.4	8.2
3/3	266	266	-	-	-	2.3	0.5	-	2.8	38.0	4.3	0.5	4.9
4/1	489	489	-	-	-	0.4	0.0	-	0.4	2.8	1.3	0.0	1.3
4/2	266	266	-	-	-	0.0	0.0	-	0.0	0.5	0.0	0.0	0.0
5/1	995	995	-	-	-	3.3	4.6	-	7.9	28.5	10.3	4.6	14.9
5/2+5/3	1365	1365	-	-	-	3.6	6.7	-	10.3	27.1	37.7	6.7	44.4
6/1	1094	1094	-	-	-	0.2	0.0	-	0.2	0.7	2.5	0.0	2.5
6/2	1315	1315	-	-	-	0.7	0.0	-	0.7	2.0	4.4	0.0	4.4
6/3	316	316	-	-	-	0.0	0.0	-	0.0	0.0	3.8	0.0	3.8
7/1+7/2	435	435	-	-	-	3.1	2.7	-	5.8	47.9	3.5	2.7	6.2
9/1	253	253	-	-	-	0.9	0.0	-	0.9	12.8	2.6	0.0	2.6
9/2	376	376	-	-	-	0.9	0.0	-	0.9	8.8	2.6	0.0	2.6
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**14.4**	**8.5**	**0.0**	**22.8**	**-**	**-**	**-**	**-**
1/1	1031	1031	-	-	-	1.2	1.6	-	2.9	10.0	13.0	1.6	14.6
1/2	988	988	-	-	-	2.2	1.1	-	3.3	11.9	16.0	1.1	17.1
3/1	984	984	-	-	-	2.4	2.0	-	4.4	15.9	12.1	2.0	14.1
3/2	1063	1063	-	-	-	2.5	2.1	-	4.6	15.7	13.0	2.1	15.1
5/2+5/1	476	476	-	-	-	3.0	0.9	-	4.0	30.0	4.5	0.9	5.4
5/3	222	222	-	-	-	1.4	0.7	-	2.1	33.9	3.3	0.7	4.0

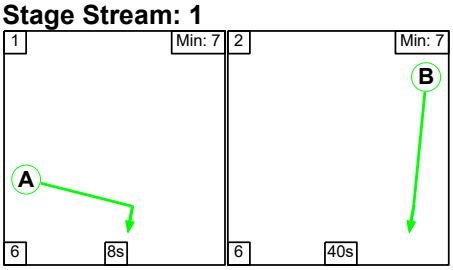
6/1	163	163	-	-	-	0.9	0.0	-	0.9	20.6	1.1	0.0	1.1
6/2	222	222	-	-	-	0.7	0.0	-	0.7	12.0	0.9	0.0	0.9
J3: Cherwell	**-**	**-**	**544**	**0**	**0**	**18.0**	**13.2**	**0.0**	**31.2**	**-**	**-**	**-**	**-**
1/1	927	927	-	-	-	4.3	6.2	-	10.4	40.6	12.9	6.2	19.0
1/2+1/3	1477	1477	-	-	-	7.5	5.3	-	12.8	31.2	22.9	5.3	28.2
2/2	544	544	544	0	0	0.0	0.6	-	0.6	4.1	0.0	0.6	0.6
5/1	308	308	-	-	-	1.2	0.4	-	1.6	19.2	3.9	0.4	4.3
5/2	317	317	-	-	-	1.3	0.4	-	1.6	18.4	3.9	0.4	4.2
8/1	257	257	-	-	-	1.1	0.4	-	1.4	19.8	3.3	0.4	3.6
10/1	573	573	-	-	-	0.9	0.0	-	0.9	5.8	1.8	0.0	1.8
10/2	805	805	-	-	-	1.2	0.0	-	1.2	5.4	2.3	0.0	2.3
10/3	674	674	-	-	-	0.5	0.0	-	0.5	2.6	1.0	0.0	1.0
J4: Ardley roundabout	**-**	**-**	**3781**	**0**	**0**	**0.5**	**17.9**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
1/1+1/2	403	403	806	0	0	0.0	0.4	-	0.4	3.3	0.0	0.4	0.4
2/1	494	494	494	0	0	0.0	0.4	-	0.4	2.8	1.7	0.4	2.0
2/2	396	396	396	0	0	0.0	0.3	-	0.3	2.4	0.7	0.3	0.9
9/1	1051	1051	1051	0	0	0.3	9.4	-	9.7	33.1	12.6	9.4	21.9
9/2	1034	1034	1034	0	0	0.2	7.5	-	7.7	26.7	11.2	7.5	18.7
J5: Baynards Green exit crossings	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.0**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	390	390	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
2/1	565	565	-	-	-	0.2	0.0	-	0.2	1.6	1.4	0.0	1.4
2/2	271	271	-	-	-	0.0	0.0	-	0.0	0.1	2.3	0.0	2.3
3/1	833	833	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
3/2	605	605	-	-	-	0.1	0.0	-	0.1	0.6	0.4	0.0	0.4
3/3	581	581	-	-	-	0.2	0.0	-	0.2	1.3	1.4	0.0	1.4
J6: Albion Land east access	**-**	**-**	**0**	**0**	**0**	**4.3**	**3.5**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
1/1+1/2	836	836	-	-	-	0.7	0.6	-	1.4	6.0	13.7	0.6	14.4
4/1	894	894	-	-	-	3.0	2.7	-	5.7	22.8	12.7	2.7	15.4
6/2+6/1	129	129	-	-	-	0.6	0.1	-	0.7	20.6	1.1	0.1	1.2

C1 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	7.80	Cycle Time (s):	60
C1 - Padbury	Stream: 2	PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	15.04	Cycle Time (s):	60
C2 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	24.68	Cycle Time (s):	60
C2 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	10.6	Total Delay for Signalled Lanes (pcuHr):	5.88	Cycle Time (s):	60
C3 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	15.70	Cycle Time (s):	60
C3 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	10.54	Cycle Time (s):	60
C3 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	-6.5	Total Delay for Signalled Lanes (pcuHr):	18.59	Cycle Time (s):	60
C3 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	6.74	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 1	PRC for Signalled Lanes (%):	136.5	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 2	PRC for Signalled Lanes (%):	49.7	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 3	PRC for Signalled Lanes (%):	250.3	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	60
C5 - Albion Land east access		PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	7.78	Cycle Time (s):	60
		PRC Over All Lanes (%):	-7.3	Total Delay Over All Lanes(pcuHr):	132.32		

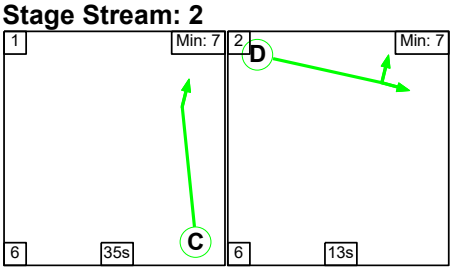
Scenario 7: '2042 RC4A - AM Peak' (FG7: '2042 RC4A - AM', Plan 1: 'Network Plan 1')
Controller :C1 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

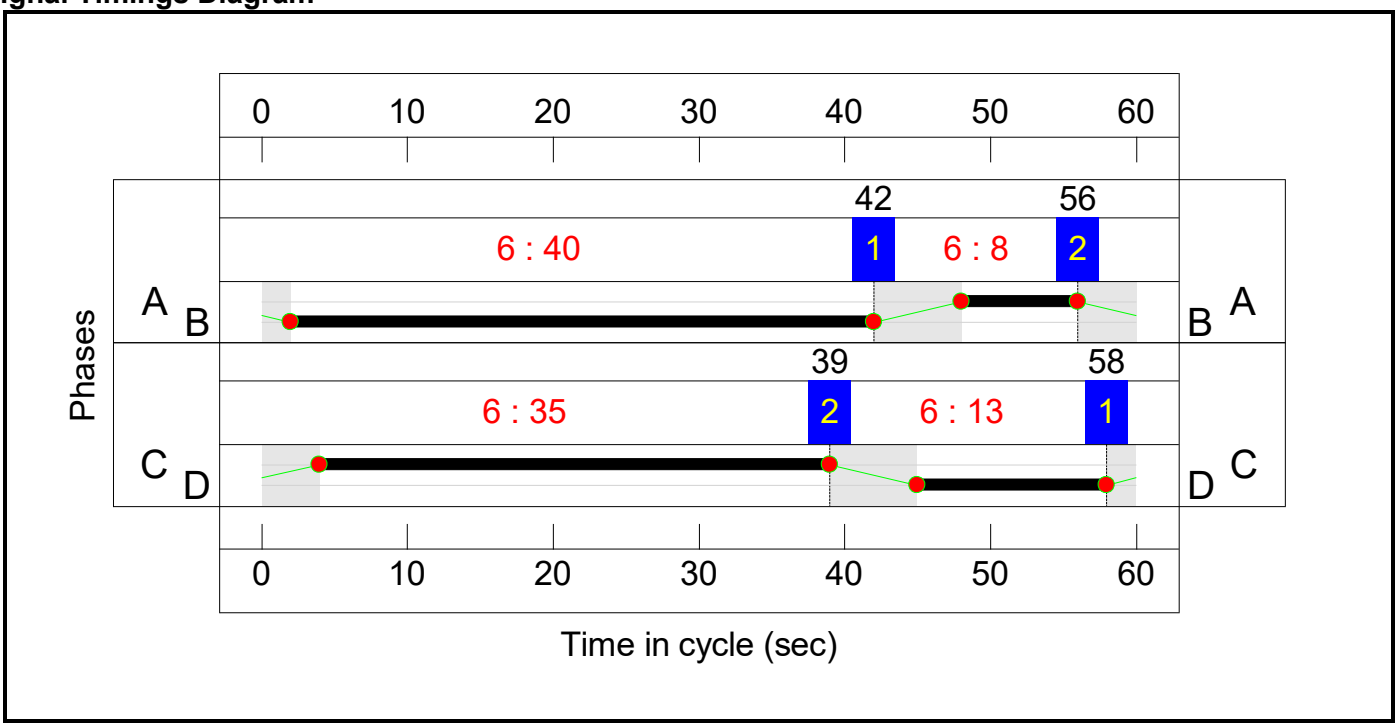
Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	42	56

Stage Stream: 2

Stage	1	2
Duration	35	13
Change Point	58	39

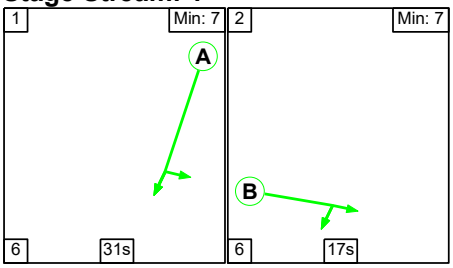
Signal Timings Diagram



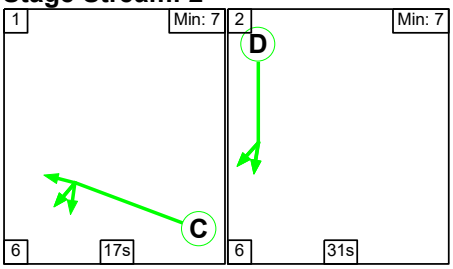
Controller :C2 - Cherwell

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

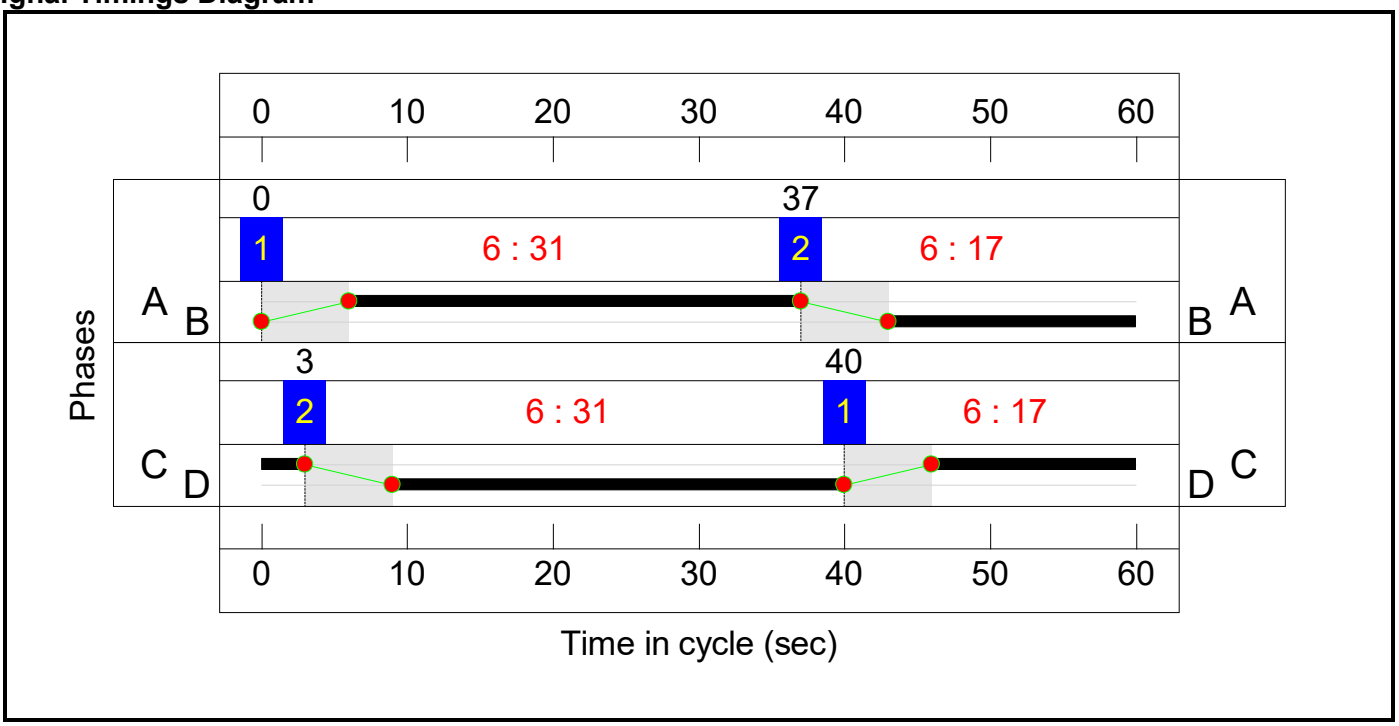
Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	0	37

Stage Stream: 2

Stage	1	2
Duration	17	31
Change Point	40	3

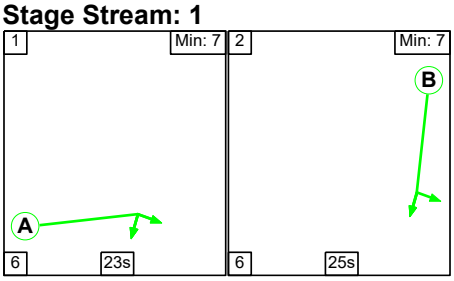
Signal Timings Diagram



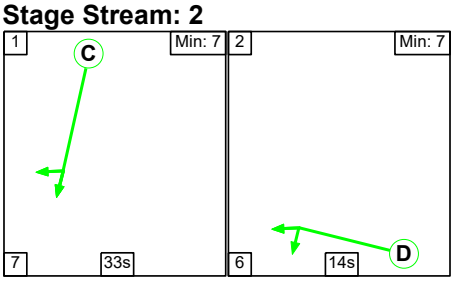
Controller :C3 - Baynards Green

Stage Sequence Diagram

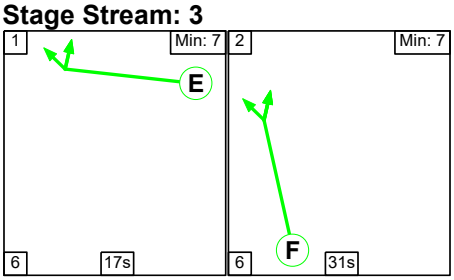
Stage Stream: 1



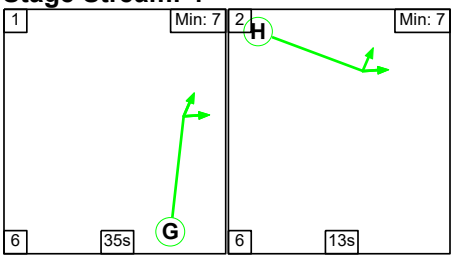
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	25
Change Point	0	29

Stage Stream: 2

Stage	1	2
Duration	33	14
Change Point	24	4

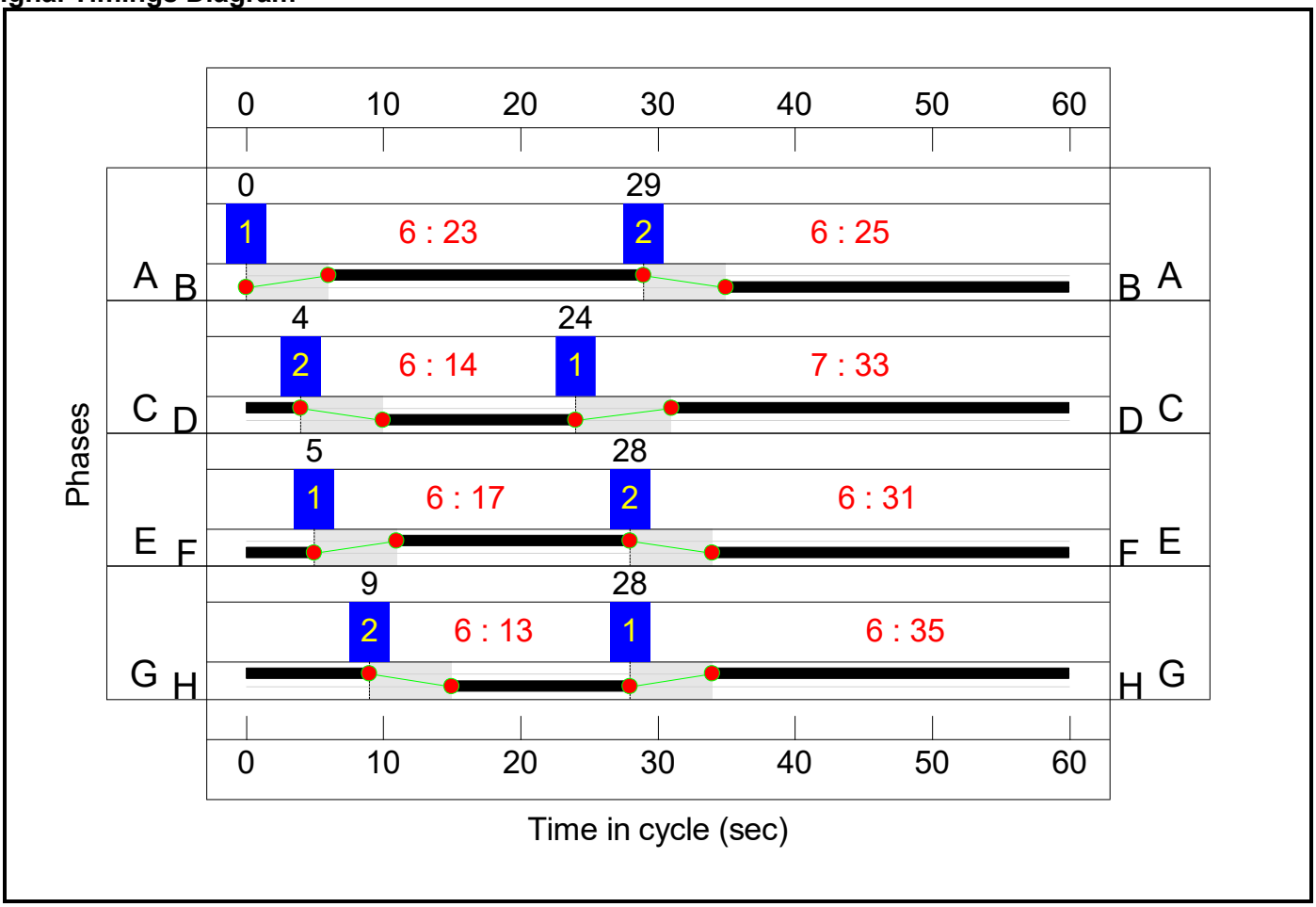
Stage Stream: 3

Stage	1	2
Duration	17	31
Change Point	5	28

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	28	9

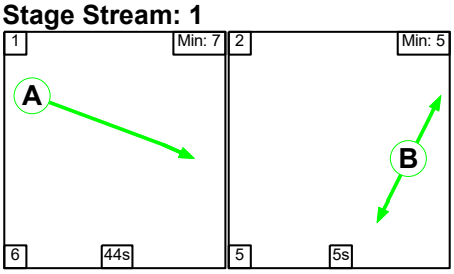
Signal Timings Diagram



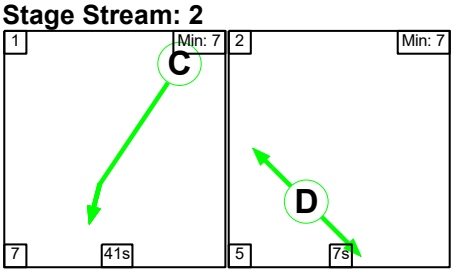
Controller :C4 - BG exit crossings

Stage Sequence Diagram

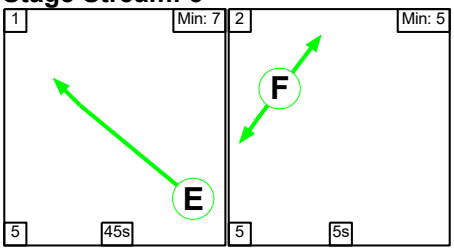
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	1	51

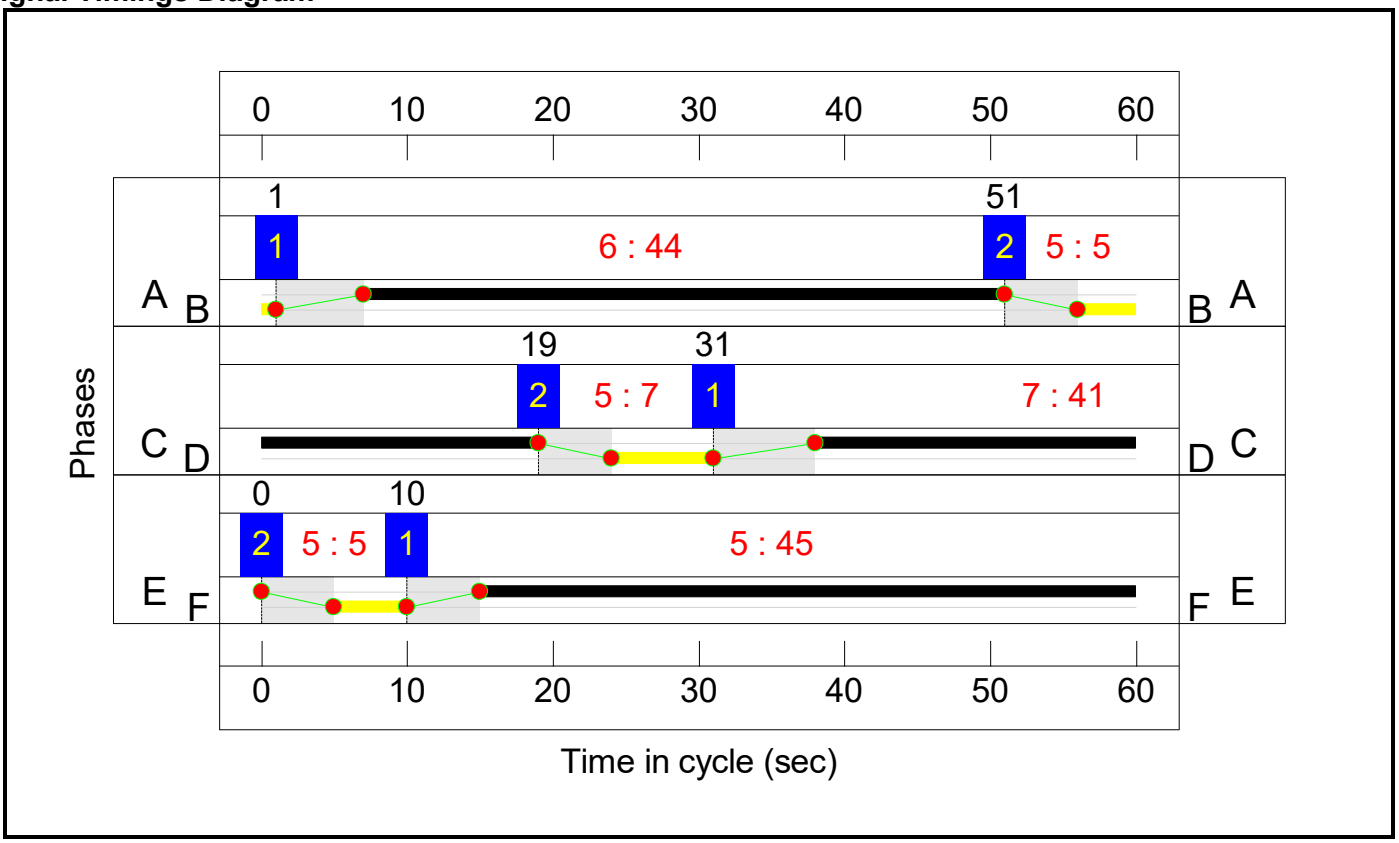
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	31	19

Stage Stream: 3

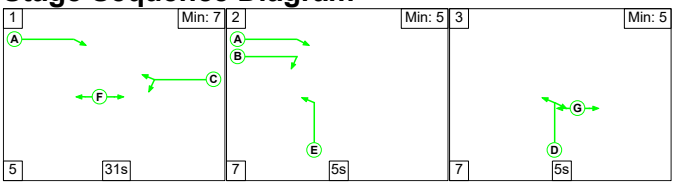
Stage	1	2
Duration	45	5
Change Point	10	0

Signal Timings Diagram



Controller :C5 - Albion Land east access

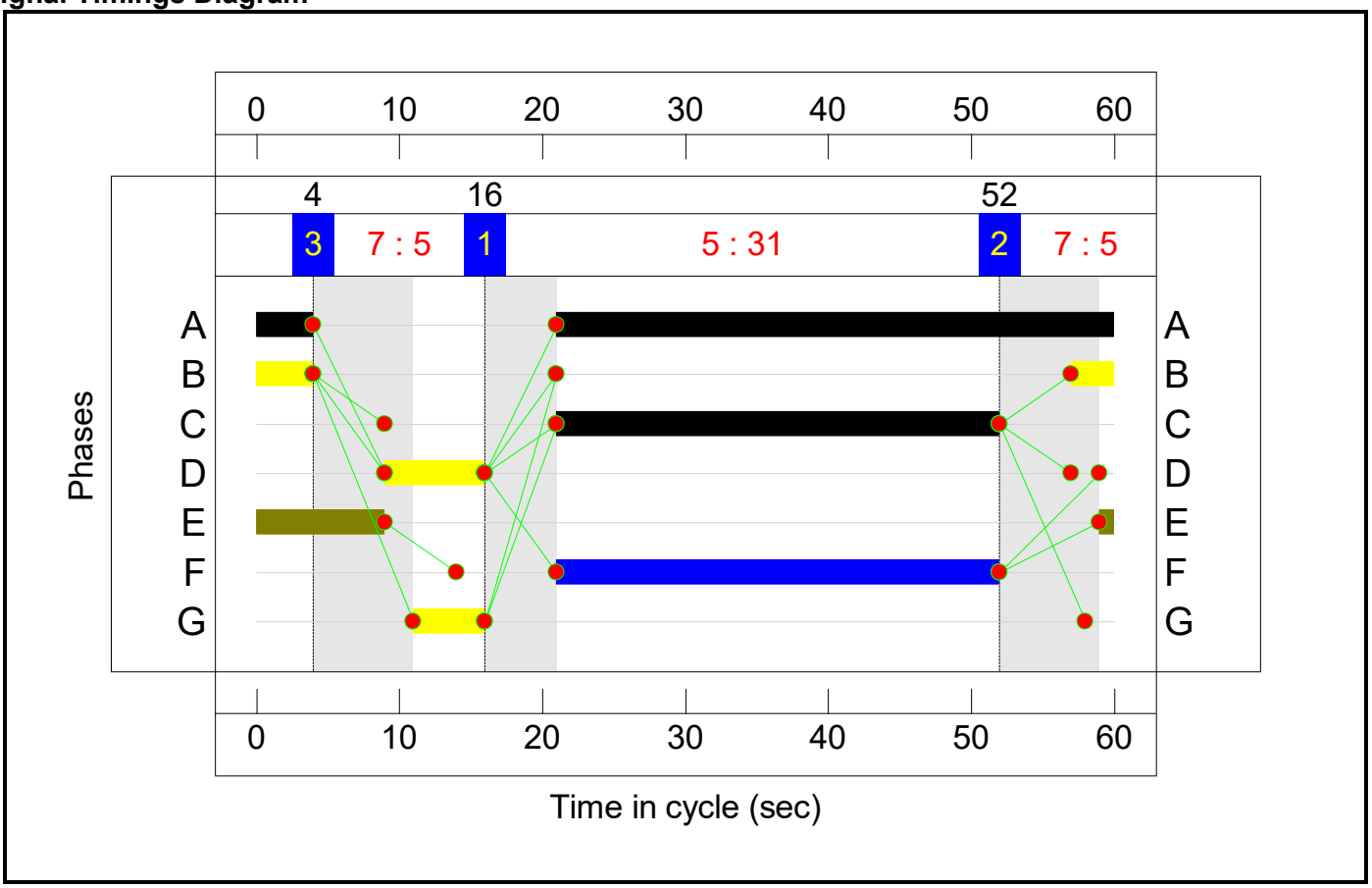
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	5	5
Change Point	16	52	4

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.8%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
1/2+1/1	A43 North Ahead Left	U	3:1	N/A	C3:B		1	25	-	1122	1932:1938	837+451	87.1 : 87.1%
1/3+1/4	A43 North Ahead	U	3:1	N/A	C3:B		1	25	-	1540	2068:1932	896+837	89.2 : 88.5%
2/1	Ahead	U	3:2	N/A	C3:C		1	33	-	745	1956	1141	65.3%
2/2	Ahead	U	3:2	N/A	C3:C		1	33	-	847	2092	1185	71.4%
2/3+2/4	Right Ahead	U	3:2	N/A	C3:C		1	33	-	790	2077:1919	1075+183	62.8 : 62.8%
3/2+3/1	B4100 East Ahead Left	U	3:2	N/A	C3:D		1	14	-	611	1938:1886	484+234	85.0 : 85.0%
3/3	B4100 East Ahead	U	3:2	N/A	C3:D		1	14	-	241	2076	519	46.4%
4/1	Right Right2	U	3:3	N/A	C3:E		1	17	-	527	1942	615	85.7%
4/2	Right	U	3:3	N/A	C3:E		1	17	-	241	2066	654	36.8%
5/1	A43 South Ahead Left	U	3:3	N/A	C3:F		1	31	-	738	1932	1030	71.6%
5/2+5/3	A43 South Ahead	U	3:3	N/A	C3:F		1	31	-	1311	1932:1932	1030+568	87.2 : 72.6%
6/1	Ahead	U	3:4	N/A	C3:G		1	35	-	666	1932	1191	55.9%
6/2	Ahead	U	3:4	N/A	C3:G		1	35	-	1140	2066	1274	89.5%
6/3	Right	U	3:4	N/A	C3:G		1	35	-	412	1919	1183	34.8%
7/1+7/2	B4100 West Left Ahead	U	3:4	N/A	C3:H		1	13	-	575	1910:1922	446+448	64.4 : 64.2%
9/1	Ahead	U	3:1	N/A	C3:A		1	23	-	400	1932	805	49.7%
9/2	Right Ahead	U	3:1	N/A	C3:A		1	23	-	489	2066	861	56.8%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.9%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1188	1922	1313	90.5%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	40	-	1278	2058	1406	90.9%

3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	35	-	784	1886	1132	69.3%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	35	-	861	2019	1211	71.1%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	13	-	602	2058:1908	480+432	69.6 : 62.0%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	13	-	285	2058	480	59.4%
6/1	Right	U	1:1	N/A	C1:A		1	8	-	198	1980	297	66.7%
6/2	Right	U	1:1	N/A	C1:A		1	8	-	285	2120	318	89.6%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.8%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	31	-	1233	1980	1056	116.8%
1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	31	-	1716	1980:1980	580+933	113.4 : 113.4%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	580	Inf	991	58.5%
5/1	MSA Left	U	2:2	N/A	C2:C		1	17	-	366	1871	561	65.2%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	17	-	285	2050	615	46.3%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	17	-	270	1850	555	48.6%
10/1	Ahead	U	2:2	N/A	C2:D		1	31	-	908	1980	1056	70.7%
10/2	Ahead	U	2:2	N/A	C2:D		1	31	-	671	2120	1131	52.4%
10/3	Ahead	U	2:2	N/A	C2:D		1	31	-	1058	2120	1131	86.6%
J4: Ardley roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.0%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	607	Inf : Inf	411+615	59.2 : 59.2%
2/1	A43 SB U-Turn	O	N/A	N/A	-		-	-	-	379	Inf	1096	33.9%
2/2	A43 SB Ahead	O	N/A	N/A	-		-	-	-	883	Inf	1096	74.0%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	850	Inf	955	89.0%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	761	Inf	955	79.7%
J5: Baynards Green exit crossings	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.1%**
1/1	Ahead	U	4:3	N/A	C4:E		1	45	-	599	1980	1518	39.5%
2/1	Ahead	U	4:1	N/A	C4:A		1	44	-	793	1980	1485	53.4%

2/2	Ahead	U	4:1	N/A	C4:A		1	44	-	376	1980	1485	25.3%
3/1	Ahead	U	4:2	N/A	C4:C		1	41	-	944	1980	1386	68.1%
3/2	Ahead	U	4:2	N/A	C4:C		1	41	-	847	1980	1386	61.1%
3/3	Ahead	U	4:2	N/A	C4:C		1	41	-	675	1980	1386	48.7%
J6: Albion Land east access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**
1/1+1/2	B4100 west Ahead Right	U	N/A	N/A	C5:A C5:B		1	43:7	-	1169	1980:1828	1375+122	78.1 : 78.1%
4/1	B4100 east Left Ahead	U	N/A	N/A	C5:C		1	31	-	834	1971	1051	79.3%
6/2+6/1	Albion Land site access Right Left	U	N/A	N/A	C5:D	C5:E	1	7:17	10	64	1814:1747	175+524	9.2 : 9.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**4588**	**0**	**0**	**71.9**	**239.5**	**0.0**	**311.4**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**27.3**	**14.6**	**0.0**	**42.0**	**-**	**-**	**-**	**-**
1/2+1/1	1122	1122	-	-	-	4.5	3.2	-	7.7	24.7	10.9	3.2	14.2
1/3+1/4	1540	1540	-	-	-	6.7	3.8	-	10.5	24.6	12.2	3.8	16.0
2/1	745	745	-	-	-	0.1	0.0	-	0.1	0.5	0.4	0.0	0.4
2/2	847	847	-	-	-	0.2	0.0	-	0.2	0.7	1.0	0.0	1.0
2/3+2/4	790	790	-	-	-	0.1	0.0	-	0.1	0.7	0.9	0.0	0.9
3/2+3/1	611	611	-	-	-	3.2	2.7	-	5.9	34.9	6.8	2.7	9.5
3/3	241	241	-	-	-	1.1	0.4	-	1.5	23.1	3.9	0.4	4.3
4/1	527	527	-	-	-	0.6	0.0	-	0.6	3.9	1.9	0.0	1.9
4/2	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	738	738	-	-	-	1.0	1.3	-	2.3	11.2	5.5	1.3	6.7
5/2+5/3	1311	1311	-	-	-	2.7	2.2	-	4.9	13.5	31.8	2.2	34.1
6/1	666	666	-	-	-	0.0	0.0	-	0.0	0.1	0.3	0.0	0.3
6/2	1140	1140	-	-	-	1.2	0.0	-	1.2	3.9	6.7	0.0	6.7
6/3	412	412	-	-	-	0.0	0.0	-	0.0	0.0	6.4	0.0	6.4
7/1+7/2	575	575	-	-	-	3.3	0.9	-	4.2	26.4	4.3	0.9	5.2
9/1	400	400	-	-	-	1.3	0.0	-	1.3	11.6	3.7	0.0	3.7
9/2	489	489	-	-	-	1.3	0.0	-	1.3	9.5	3.6	0.0	3.6
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**11.4**	**13.1**	**0.0**	**24.5**	**-**	**-**	**-**	**-**
1/1	1188	1188	-	-	-	0.8	4.4	-	5.2	15.7	16.8	4.4	21.2
1/2	1278	1278	-	-	-	0.9	4.6	-	5.5	15.6	16.7	4.6	21.3
3/1	784	784	-	-	-	1.7	1.1	-	2.8	13.0	9.0	1.1	10.1
3/2	861	861	-	-	-	1.9	1.2	-	3.1	13.1	10.2	1.2	11.4
5/2+5/1	602	602	-	-	-	3.5	1.0	-	4.4	26.6	5.0	1.0	6.0
5/3	285	285	-	-	-	1.6	0.7	-	2.3	29.6	4.2	0.7	4.9

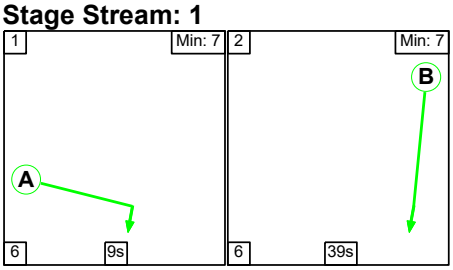
6/1	198	198	-	-	-	0.5	0.0	-	0.5	9.2	0.8	0.0	0.8
6/2	285	285	-	-	-	0.6	0.0	-	0.6	7.0	2.4	0.0	2.4
J3: Cherwell	**-**	**-**	**580**	**0**	**0**	**27.4**	**200.0**	**0.0**	**227.4**	**-**	**-**	**-**	**-**
1/1	1233	1056	-	-	-	9.5	91.9	-	101.3	295.9	23.5	91.9	115.4
1/2+1/3	1716	1559	-	-	-	13.3	105.6	-	119.0	249.6	33.1	105.6	138.8
2/2	580	580	580	0	0	0.0	0.7	-	0.7	4.4	0.0	0.7	0.7
5/1	366	366	-	-	-	1.9	0.9	-	2.8	27.4	5.3	0.9	6.2
5/2	285	285	-	-	-	1.4	0.4	-	1.8	22.5	3.8	0.4	4.2
8/1	270	270	-	-	-	1.3	0.5	-	1.8	23.5	3.7	0.5	4.1
10/1	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	593	593	-	-	-	0.1	0.0	-	0.1	0.4	3.0	0.0	3.0
10/3	979	979	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley roundabout	**-**	**-**	**4008**	**0**	**0**	**1.2**	**8.1**	**0.0**	**9.3**	**-**	**-**	**-**	**-**
1/1+1/2	607	607	1214	0	0	0.0	0.7	-	0.7	4.3	0.0	0.7	0.7
2/1	372	372	372	0	0	0.0	0.3	-	0.3	2.5	0.0	0.3	0.3
2/2	812	812	812	0	0	1.2	1.4	-	2.6	11.5	12.6	1.4	14.0
9/1	850	850	850	0	0	0.0	3.8	-	3.8	16.0	0.0	3.8	3.8
9/2	761	761	761	0	0	0.0	1.9	-	1.9	9.1	0.0	1.9	1.9
J5: Baynards Green exit crossings	**-**	**-**	**0**	**0**	**0**	**0.7**	**0.0**	**0.0**	**0.7**	**-**	**-**	**-**	**-**
1/1	599	599	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
2/1	793	793	-	-	-	0.2	0.0	-	0.2	1.1	1.5	0.0	1.5
2/2	376	376	-	-	-	0.0	0.0	-	0.0	0.1	2.9	0.0	2.9
3/1	944	944	-	-	-	0.1	0.0	-	0.1	0.5	0.8	0.0	0.8
3/2	847	847	-	-	-	0.2	0.0	-	0.2	0.7	1.7	0.0	1.7
3/3	675	675	-	-	-	0.1	0.0	-	0.1	0.4	1.0	0.0	1.0
J6: Albion Land east access	**-**	**-**	**0**	**0**	**0**	**3.9**	**3.7**	**0.0**	**7.6**	**-**	**-**	**-**	**-**
1/1+1/2	1169	1169	-	-	-	0.9	1.8	-	2.7	8.3	14.2	1.8	16.0
4/1	834	834	-	-	-	2.6	1.9	-	4.5	19.5	11.1	1.9	13.0
6/2+6/1	64	64	-	-	-	0.3	0.1	-	0.4	19.9	0.6	0.1	0.6

C1 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	11.79	Cycle Time (s):	60
C1 - Padbury	Stream: 2	PRC for Signalled Lanes (%):	26.6	Total Delay for Signalled Lanes (pcuHr):	12.75	Cycle Time (s):	60
C2 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	-29.7	Total Delay for Signalled Lanes (pcuHr):	222.05	Cycle Time (s):	60
C2 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	4.64	Cycle Time (s):	60
C3 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	20.81	Cycle Time (s):	60
C3 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	7.89	Cycle Time (s):	60
C3 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	7.79	Cycle Time (s):	60
C3 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	0.6	Total Delay for Signalled Lanes (pcuHr):	5.47	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 1	PRC for Signalled Lanes (%):	68.5	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 2	PRC for Signalled Lanes (%):	32.1	Total Delay for Signalled Lanes (pcuHr):	0.37	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 3	PRC for Signalled Lanes (%):	128.1	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s):	60
C5 - Albion Land east access		PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	7.57	Cycle Time (s):	60
		PRC Over All Lanes (%):	-29.7	Total Delay Over All Lanes(pcuHr):	311.38		

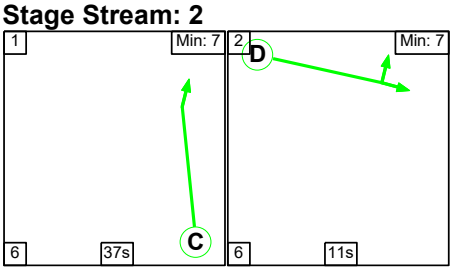
Scenario 8: '2042 RC4A - PM Peak' (FG8: '2042 RC4A - PM', Plan 1: 'Network Plan 1')
Controller :C1 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

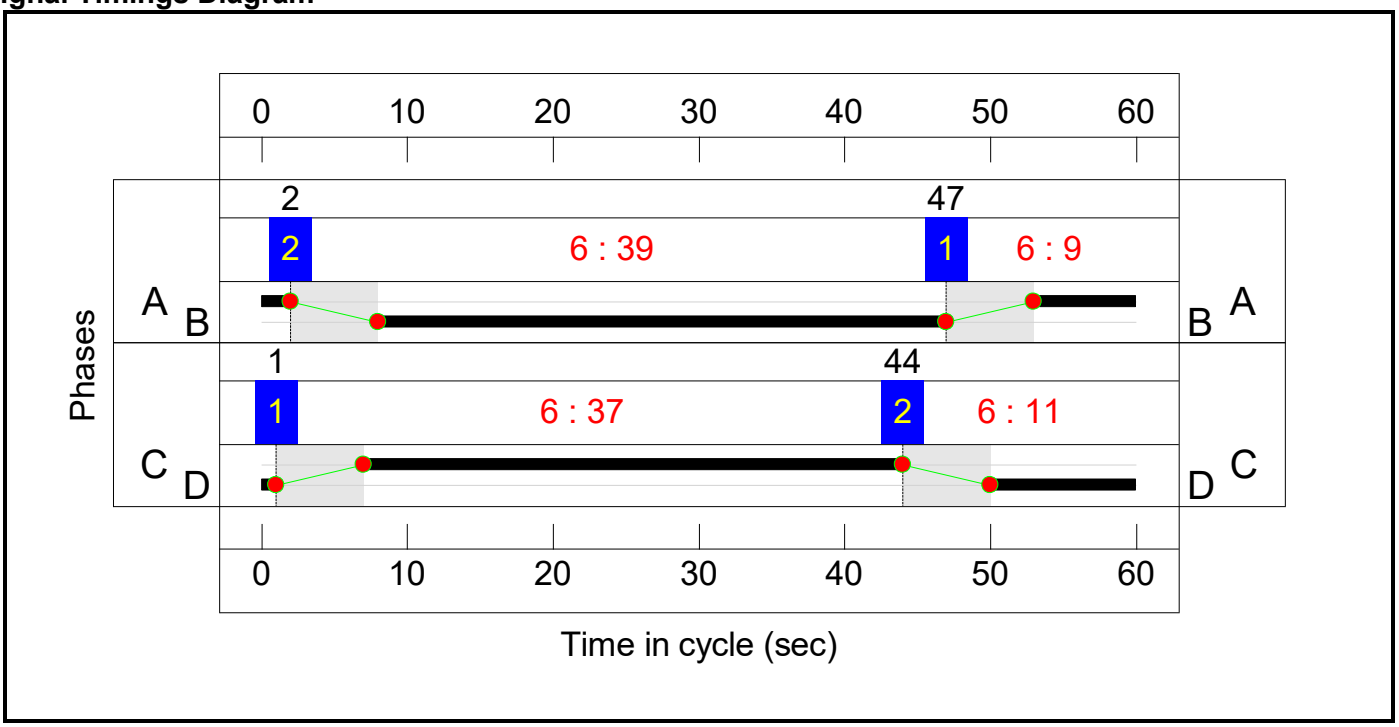
Stage Stream: 1

Stage	1	2
Duration	9	39
Change Point	47	2

Stage Stream: 2

Stage	1	2
Duration	37	11
Change Point	1	44

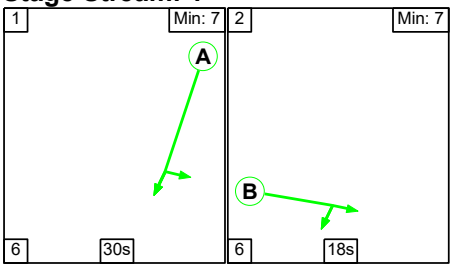
Signal Timings Diagram



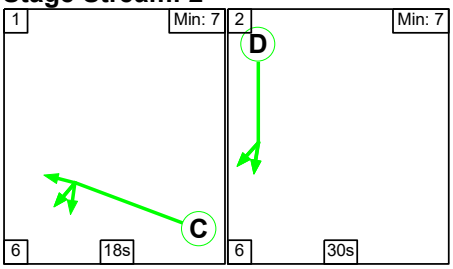
Controller :C2 - Cherwell

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

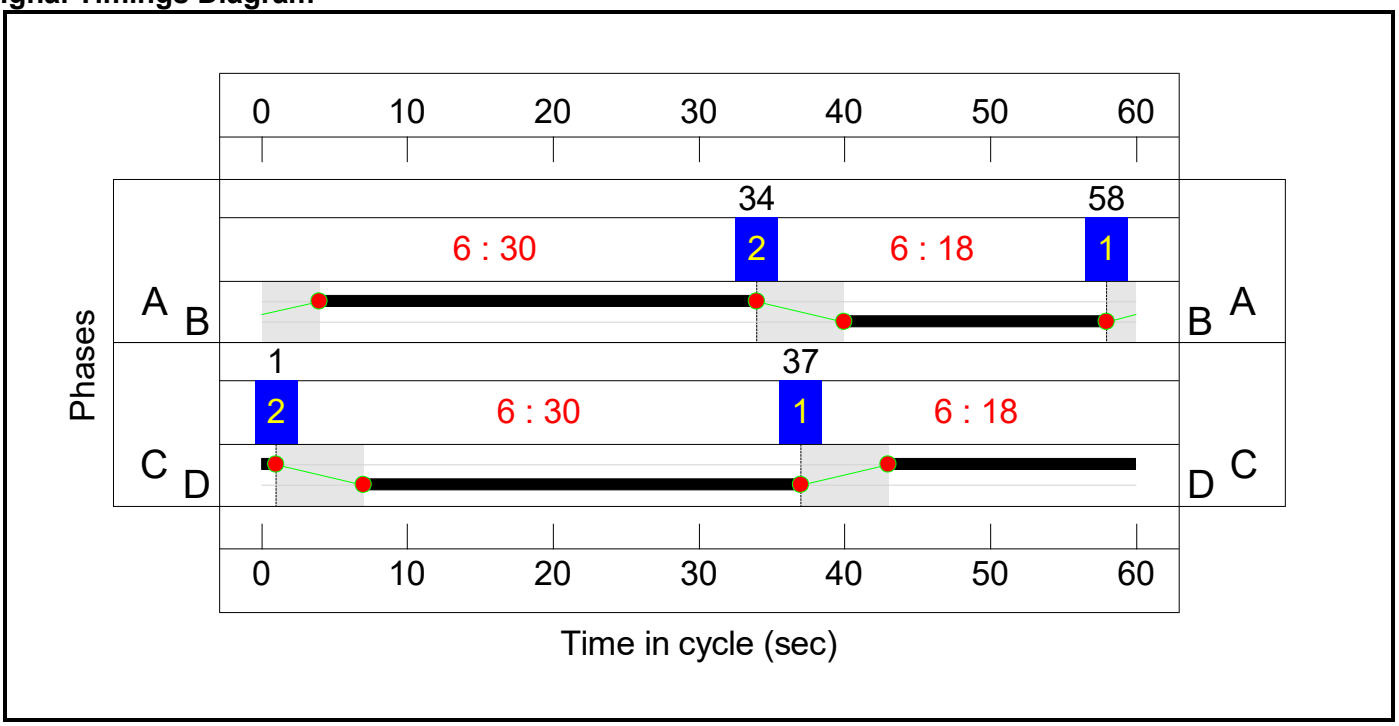
Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	58	34

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	37	1

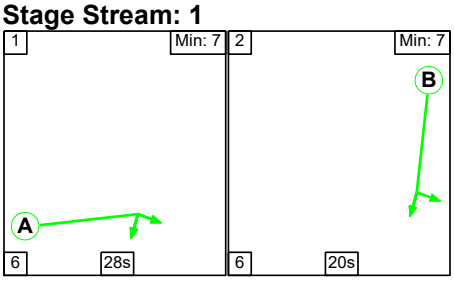
Signal Timings Diagram



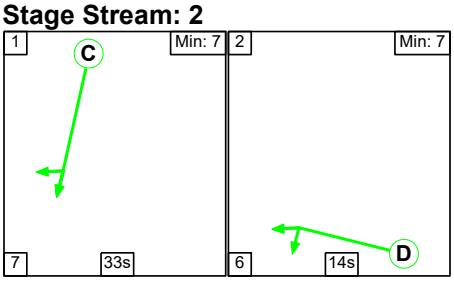
Controller :C3 - Baynards Green

Stage Sequence Diagram

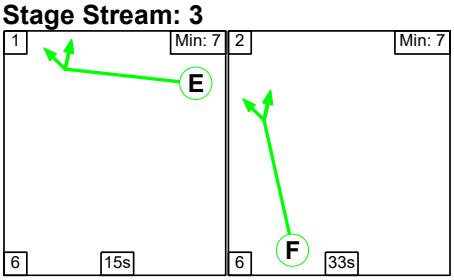
Stage Stream: 1



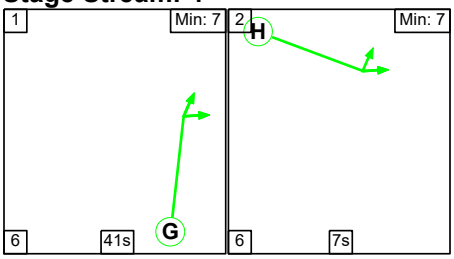
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	20
Change Point	0	34

Stage Stream: 2

Stage	1	2
Duration	33	14
Change Point	25	5

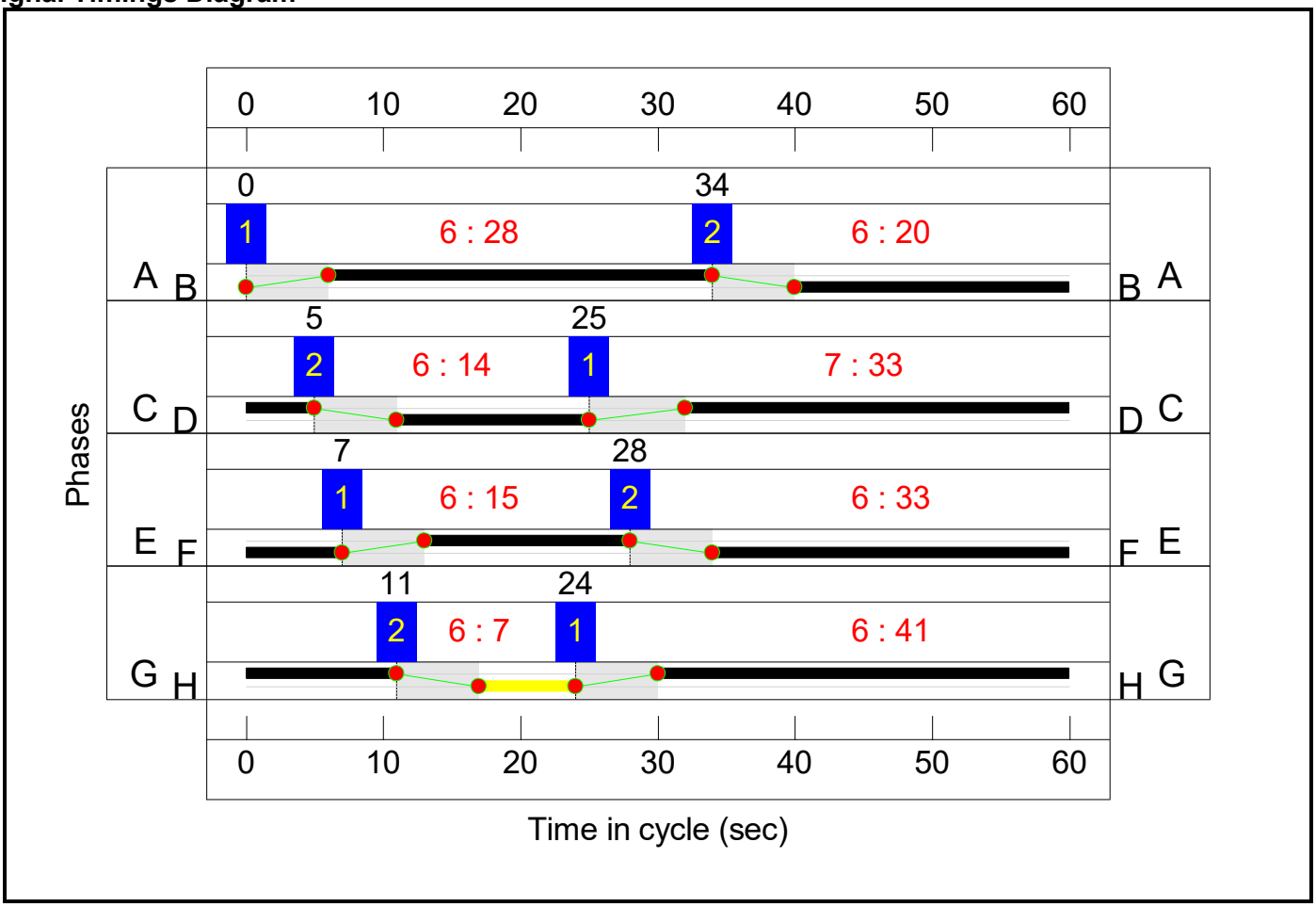
Stage Stream: 3

Stage	1	2
Duration	15	33
Change Point	7	28

Stage Stream: 4

Stage	1	2
Duration	41	7
Change Point	24	11

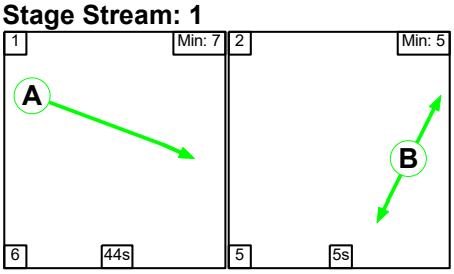
Signal Timings Diagram



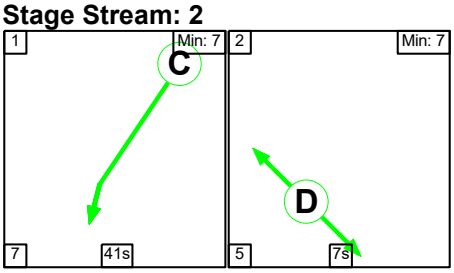
Controller :C4 - BG exit crossings

Stage Sequence Diagram

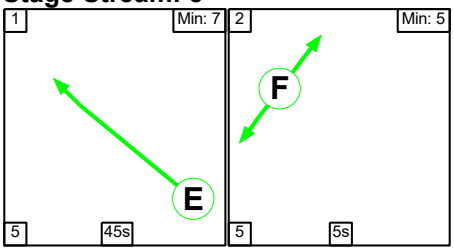
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	1	51

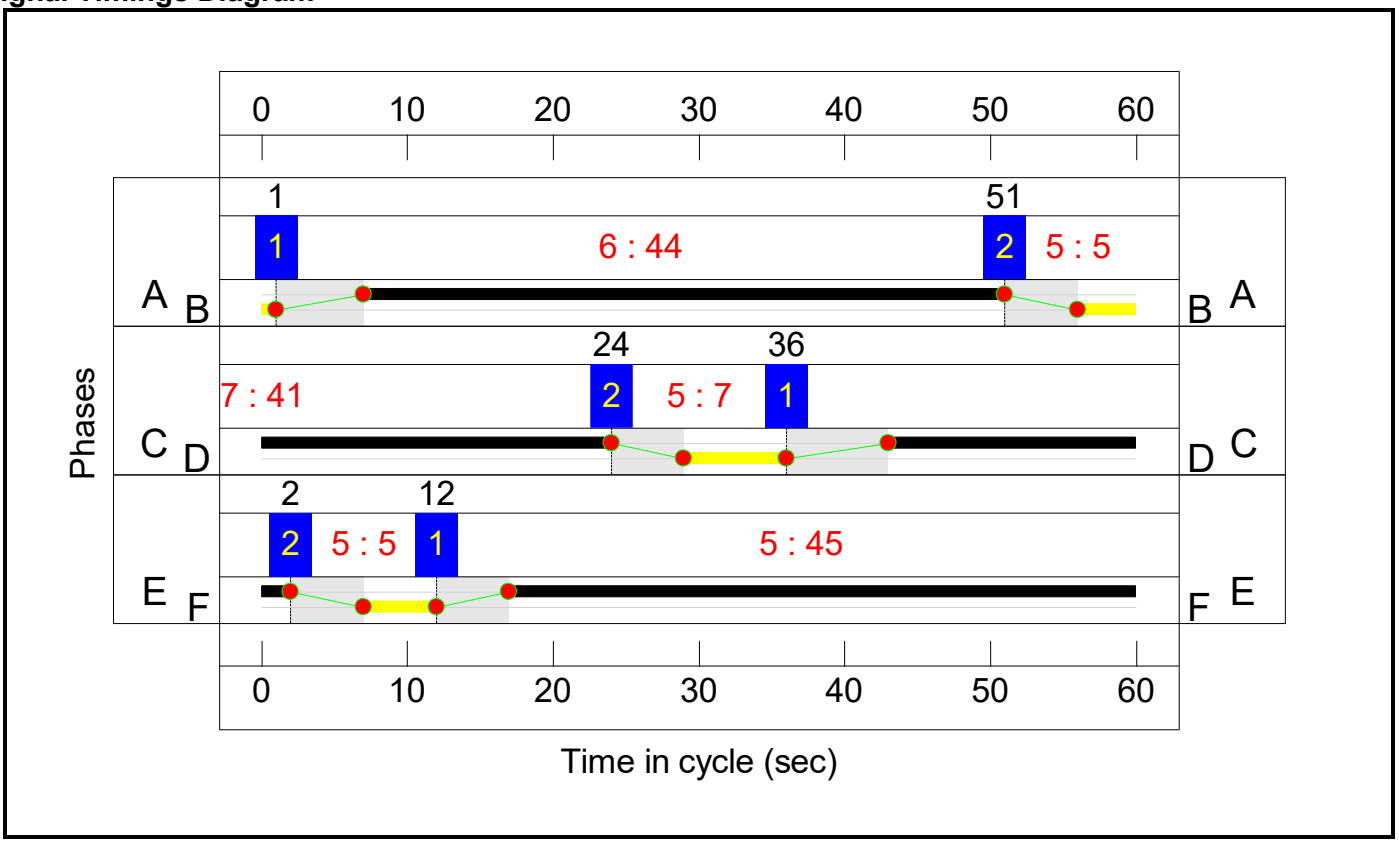
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	36	24

Stage Stream: 3

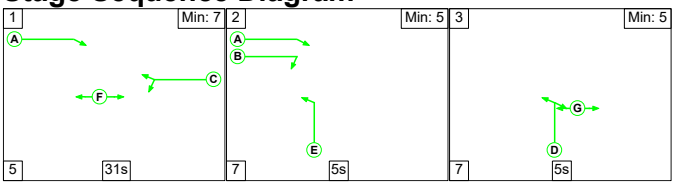
Stage	1	2
Duration	45	5
Change Point	12	2

Signal Timings Diagram



Controller :C5 - Albion Land east access

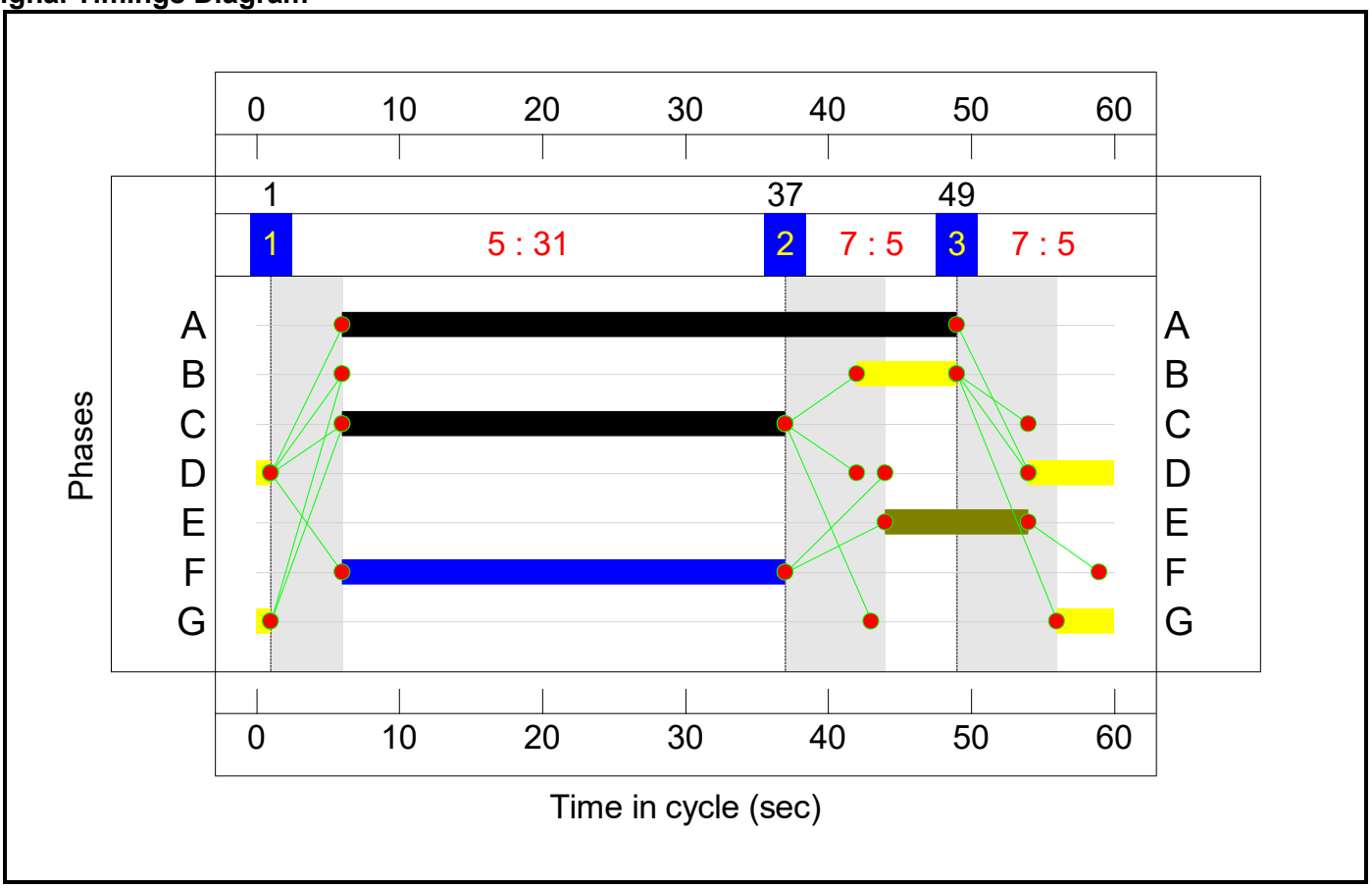
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	5	5
Change Point	1	37	49

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Reference Case Network Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.8%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.8%**
1/2+1/1	A43 North Ahead Left	U	3:1	N/A	C3:B		1	20	-	889	1932:1938	676+377	84.4 : 84.4%
1/3+1/4	A43 North Ahead	U	3:1	N/A	C3:B		1	20	-	1225	2068:1932	724+676	85.8 : 89.3%
2/1	Ahead	U	3:2	N/A	C3:C		1	33	-	571	1956	1141	50.0%
2/2	Ahead	U	3:2	N/A	C3:C		1	33	-	627	2092	1185	52.9%
2/3+2/4	Right Ahead	U	3:2	N/A	C3:C		1	33	-	686	2077:1919	1098+157	54.6 : 54.6%
3/2+3/1	B4100 East Ahead Left	U	3:2	N/A	C3:D		1	14	-	773	1938:1886	484+471	80.9 : 80.8%
3/3	B4100 East Ahead	U	3:2	N/A	C3:D		1	14	-	292	2076	519	56.3%
4/1	Right Right2	U	3:3	N/A	C3:E		1	15	-	478	1942	550	86.9%
4/2	Right	U	3:3	N/A	C3:E		1	15	-	292	2066	585	49.9%
5/1	A43 South Ahead Left	U	3:3	N/A	C3:F		1	33	-	1020	1932	1095	90.3%
5/2+5/3	A43 South Ahead	U	3:3	N/A	C3:F		1	33	-	1557	1932:1932	1095+524	97.8 : 86.7%
6/1	Ahead	U	3:4	N/A	C3:G		1	41	-	1050	1932	1385	73.6%
6/2	Ahead	U	3:4	N/A	C3:G		1	41	-	1394	2066	1481	92.0%
6/3	Right	U	3:4	N/A	C3:G		1	41	-	455	1919	1375	33.0%
7/1+7/2	B4100 West Left Ahead	U	3:4	N/A	C3:H		1	7	-	459	1898:1922	253+256	90.1 : 90.1%
9/1	Ahead	U	3:1	N/A	C3:A		1	28	-	302	1932	966	31.2%
9/2	Right Ahead	U	3:1	N/A	C3:A		1	28	-	461	2066	1033	44.6%
J2: Padbury Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.2%**
1/1	A43 north Ahead	U	1:1	N/A	C1:B		1	39	-	1050	1922	1281	81.9%
1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	39	-	1129	2058	1372	82.3%

3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	37	-	1022	1886	1194	83.0%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	37	-	1110	2019	1279	84.2%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	11	-	637	2058:1908	412+382	81.9 : 78.6%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	11	-	283	2058	412	68.8%
6/1	Right	U	1:1	N/A	C1:A		1	9	-	192	1980	330	58.2%
6/2	Right	U	1:1	N/A	C1:A		1	9	-	283	2120	353	80.1%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.9%**
1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	30	-	1002	1980	1023	97.9%
1/2+1/3	A43 Ahead	U	2:1	N/A	C2:A		1	30	-	1652	1980:1980	840+882	95.9 : 95.9%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	527	Inf	978	52.1%
5/1	MSA Left	U	2:2	N/A	C2:C		1	18	-	329	1871	592	55.5%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	18	-	338	2053	650	52.0%
8/1	Ahead Right	U	2:1	N/A	C2:B		1	18	-	270	1850	586	44.6%
10/1	Ahead	U	2:2	N/A	C2:D		1	30	-	623	1980	1023	60.9%
10/2	Ahead	U	2:2	N/A	C2:D		1	30	-	808	2120	1095	73.8%
10/3	Ahead	U	2:2	N/A	C2:D		1	30	-	846	2120	1095	77.2%
J4: Ardley roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.8%**
1/1+1/2	B430 Ahead	O	N/A	N/A	-		-	-	-	516	Inf : Inf	249+485	70.4 : 70.4%
2/1	A43 SB U-Turn	O	N/A	N/A	-		-	-	-	583	Inf	1100	53.0%
2/2	A43 SB Ahead	O	N/A	N/A	-		-	-	-	493	Inf	1100	44.8%
9/1	M40 NB diverge Ahead Ahead2	O	N/A	N/A	-		-	-	-	1097	Inf	1057	103.8%
9/2	M40 NB diverge Ahead	O	N/A	N/A	-		-	-	-	1093	Inf	1057	103.4%
J5: Baynards Green exit crossings	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.7%**
1/1	Ahead	U	4:3	N/A	C4:E		1	45	-	448	1980	1518	29.4%
2/1	Ahead	U	4:1	N/A	C4:A		1	44	-	620	1980	1485	41.7%

2/2	Ahead	U	4:1	N/A	C4:A		1	44	-	373	1980	1485	25.1%
3/1	Ahead	U	4:2	N/A	C4:C		1	41	-	952	1980	1386	68.7%
3/2	Ahead	U	4:2	N/A	C4:C		1	41	-	627	1980	1386	45.2%
3/3	Ahead	U	4:2	N/A	C4:C		1	41	-	600	1980	1386	43.3%
J6: Albion Land east access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**
1/1+1/2	B4100 west Ahead Right	U	N/A	N/A	C5:A C5:B		1	43:7	-	993	1980:1828	1412+65	67.2 : 66.5%
4/1	B4100 east Left Ahead	U	N/A	N/A	C5:C		1	31	-	983	1977	1054	93.2%
6/2+6/1	Albion Land site access Right Left	U	N/A	N/A	C5:D	C5:E	1	7:17	10	129	1814:1747	203+524	17.7 : 17.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Reference Case Network Model	**-**	**-**	**4732**	**0**	**0**	**71.4**	**125.5**	**0.0**	**196.9**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**31.4**	**24.0**	**0.0**	**55.3**	**-**	**-**	**-**	**-**
1/2+1/1	889	889	-	-	-	4.2	2.6	-	6.8	27.6	8.7	2.6	11.4
1/3+1/4	1225	1225	-	-	-	6.2	3.4	-	9.6	28.2	9.5	3.4	12.9
2/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
2/3+2/4	686	686	-	-	-	0.1	0.0	-	0.1	0.4	1.4	0.0	1.4
3/2+3/1	773	773	-	-	-	6.7	2.1	-	8.8	40.9	6.5	2.1	8.5
3/3	292	292	-	-	-	2.5	0.6	-	3.1	38.2	4.8	0.6	5.4
4/1	478	478	-	-	-	0.4	0.0	-	0.4	3.1	1.5	0.0	1.5
4/2	292	292	-	-	-	0.0	0.0	-	0.0	0.4	0.0	0.0	0.0
5/1	988	988	-	-	-	1.6	4.3	-	5.9	21.5	8.1	4.3	12.4
5/2+5/3	1525	1525	-	-	-	2.9	7.0	-	10.0	23.6	34.0	7.0	41.0
6/1	1019	1019	-	-	-	0.1	0.0	-	0.1	0.2	1.2	0.0	1.2
6/2	1362	1362	-	-	-	0.8	0.0	-	0.8	2.2	4.9	0.0	4.9
6/3	454	454	-	-	-	0.0	0.0	-	0.0	0.0	7.0	0.0	7.0
7/1+7/2	459	459	-	-	-	3.3	3.9	-	7.2	56.5	3.8	3.9	7.7
9/1	302	302	-	-	-	1.3	0.0	-	1.3	15.0	3.7	0.0	3.7
9/2	461	461	-	-	-	1.3	0.0	-	1.3	10.0	3.8	0.0	3.8
J2: Padbury Roundabout	**-**	**-**	**0**	**0**	**0**	**13.4**	**12.6**	**0.0**	**25.9**	**-**	**-**	**-**	**-**
1/1	1050	1050	-	-	-	0.8	2.2	-	3.0	10.3	11.9	2.2	14.1
1/2	1129	1129	-	-	-	0.7	2.3	-	3.0	9.6	14.6	2.3	16.9
3/1	991	991	-	-	-	2.6	2.4	-	5.0	18.1	13.7	2.4	16.0
3/2	1077	1077	-	-	-	2.9	2.6	-	5.5	18.3	14.9	2.6	17.5
5/2+5/1	637	637	-	-	-	4.0	2.0	-	6.0	34.1	5.3	2.0	7.3
5/3	283	283	-	-	-	1.8	1.1	-	2.8	36.0	4.3	1.1	5.4

6/1	192	192	-	-	-	0.3	0.0	-	0.3	5.6	0.4	0.0	0.4
6/2	283	283	-	-	-	0.3	0.0	-	0.3	3.6	0.6	0.0	0.6
J3: Cherwell	**-**	**-**	**510**	**0**	**0**	**16.9**	**22.8**	**0.0**	**39.7**	**-**	**-**	**-**	**-**
1/1	1002	1002	-	-	-	4.9	11.4	-	16.3	58.6	15.4	11.4	26.9
1/2+1/3	1652	1652	-	-	-	7.8	9.3	-	17.1	37.2	25.9	9.3	35.2
2/2	510	510	510	0	0	0.0	0.5	-	0.5	3.8	0.0	0.5	0.5
5/1	329	329	-	-	-	1.6	0.6	-	2.2	23.8	4.5	0.6	5.1
5/2	338	338	-	-	-	1.6	0.5	-	2.1	22.5	4.6	0.5	5.1
8/1	261	261	-	-	-	1.1	0.4	-	1.5	20.5	3.3	0.4	3.7
10/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley roundabout	**-**	**-**	**4222**	**0**	**0**	**3.7**	**59.1**	**0.0**	**62.9**	**-**	**-**	**-**	**-**
1/1+1/2	516	516	1032	0	0	0.0	1.2	-	1.2	8.2	0.0	1.2	1.2
2/1	583	583	583	0	0	0.0	0.6	-	0.6	3.5	1.6	0.6	2.2
2/2	493	493	493	0	0	0.0	0.4	-	0.5	3.3	3.4	0.4	3.8
9/1	1097	1057	1057	0	0	1.9	29.3	-	31.2	102.2	45.4	29.3	74.7
9/2	1093	1057	1057	0	0	1.8	27.7	-	29.5	97.2	45.2	27.7	73.0
J5: Baynards Green exit crossings	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.0**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	447	447	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
2/1	620	620	-	-	-	0.3	0.0	-	0.3	1.6	1.5	0.0	1.5
2/2	373	373	-	-	-	0.0	0.0	-	0.0	0.1	3.4	0.0	3.4
3/1	952	952	-	-	-	0.3	0.0	-	0.3	1.2	1.1	0.0	1.1
3/2	627	627	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
3/3	600	600	-	-	-	0.2	0.0	-	0.2	1.2	1.4	0.0	1.4
J6: Albion Land east access	**-**	**-**	**0**	**0**	**0**	**5.1**	**7.0**	**0.0**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	992	992	-	-	-	0.9	1.0	-	1.9	7.0	16.3	1.0	17.3
4/1	983	983	-	-	-	3.5	5.9	-	9.5	34.6	15.0	5.9	20.9
6/2+6/1	129	129	-	-	-	0.6	0.1	-	0.7	20.6	1.1	0.1	1.2

C1 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	6.60	Cycle Time (s):	60
C1 - Padbury	Stream: 2	PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	19.32	Cycle Time (s):	60
C2 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	-8.8	Total Delay for Signalled Lanes (pcuHr):	34.88	Cycle Time (s):	60
C2 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	4.30	Cycle Time (s):	60
C3 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	18.95	Cycle Time (s):	60
C3 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	11.96	Cycle Time (s):	60
C3 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	-8.6	Total Delay for Signalled Lanes (pcuHr):	16.34	Cycle Time (s):	60
C3 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	-2.2	Total Delay for Signalled Lanes (pcuHr):	8.09	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 1	PRC for Signalled Lanes (%):	115.6	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 2	PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	0.61	Cycle Time (s):	60
C4 - BG exit crossings	Stream: 3	PRC for Signalled Lanes (%):	205.6	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	60
C5 - Albion Land east access		PRC for Signalled Lanes (%):	-3.6	Total Delay for Signalled Lanes (pcuHr):	12.14	Cycle Time (s):	60
		PRC Over All Lanes (%):	-15.3	Total Delay Over All Lanes(pcuHr):	196.88		

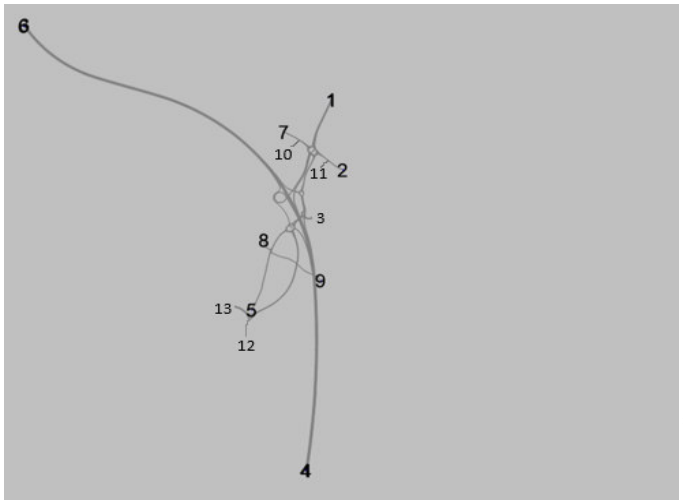
APPENDIX 55

LINSIG DS1A, DS3A, DS4A, DS5A TRAFFIC FLOWS

LIGHT VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	322	55	1240	0	0	33	1	1	47	26	361	222	**2307**
	2	204	0	0	3	0	38	230	0	0	43	30	2	56	**608**
	3	51	0	0	226	0	104	0	0	0	0	0	5	0	**385**
	4	924	1	208	0	2	2571	5	12	0	10	5	0	22	**3761**
	5	0	0	0	4	0	0	0	0	19	0	0	0	40	**62**
	6	0	192	128	2876	0	0	1	11	16	16	9	303	102	**3654**
	7	69	285	0	98	0	0	0	0	0	29	12	67	36	**598**
	8	3	1	0	20	0	10	0	0	13	1	0	26	8	**82**
	9	1	0	0	0	6	152	0	9	0	0	0	0	1	**170**
	10	5	19	0	1	0	1	8	0	0	0	0	14	0	**49**
	11	3	13	0	1	0	0	3	0	0	0	0	7	0	**27**
	12	109	2	0	0	4	151	0	38	0	15	6	0	387	**712**
	13	13	2	0	1	2	5	0	4	11	0	0	58	0	**97**
	Total	**1384**	**837**	**390**	**4470**	**14**	**3032**	**280**	**76**	**60**	**161**	**89**	**843**	**876**	**12512**

HEAVY VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	0	4	395	0	0	0	0	0	26	14	8	30	**477**
	2	28	0	0	0	0	0	22	0	0	4	2	0	7	**63**
	3	22	0	0	100	0	80	0	0	0	0	0	0	0	**203**
	4	219	0	29	0	0	591	0	0	0	29	16	0	188	**1071**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	28	106	981	0	0	0	0	0	7	4	1	112	**1238**
	7	0	13	0	0	0	0	0	0	0	0	0	0	2	**15**
	8	0	0	0	0	0	0	0	0	0	0	0	14	0	**14**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	28	4	0	28	0	7	0	0	0	0	0	1	0	**68**
	11	16	2	0	15	0	4	0	0	0	0	0	1	0	**38**
	12	27	0	0	0	0	40	0	0	0	0	0	0	0	**67**
	13	31	5	0	174	0	103	2	0	0	0	0	0	0	**316**
	Total	**372**	**52**	**138**	**1693**	**0**	**825**	**24**	**0**	**0**	**66**	**37**	**25**	**339**	**3570**

TOTAL VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	322	58	1635	0	0	33	1	1	72	40	369	252	**2784**
	2	233	0	0	3	0	38	252	0	0	47	33	2	63	**671**
	3	73	0	0	326	0	184	0	0	0	0	0	5	0	**587**
	4	1143	1	237	0	2	3162	5	12	0	39	21	0	210	**4832**
	5	0	0	0	4	0	0	0	0	19	0	0	0	40	**62**
	6	0	220	233	3857	0	0	1	11	16	23	13	304	214	**4892**
	7	69	298	0	98	0	0	0	0	0	29	12	67	39	**613**
	8	3	1	0	20	0	10	0	0	13	1	0	40	8	**96**
	9	1	0	0	0	6	152	0	9	0	0	0	0	1	**170**
	10	33	23	0	29	0	8	8	0	0	0	0	15	0	**117**
	11	18	15	0	16	0	4	3	0	0	0	0	8	0	**65**
	12	137	2	0	0	4	191	0	38	0	15	6	0	387	**780**
	13	44	7	0	175	2	108	2	4	11	0	0	58	0	**413**
	Total	**1756**	**889**	**529**	**6163**	**14**	**3857**	**304**	**76**	**60**	**226**	**126**	**868**	**1214**	**16081**



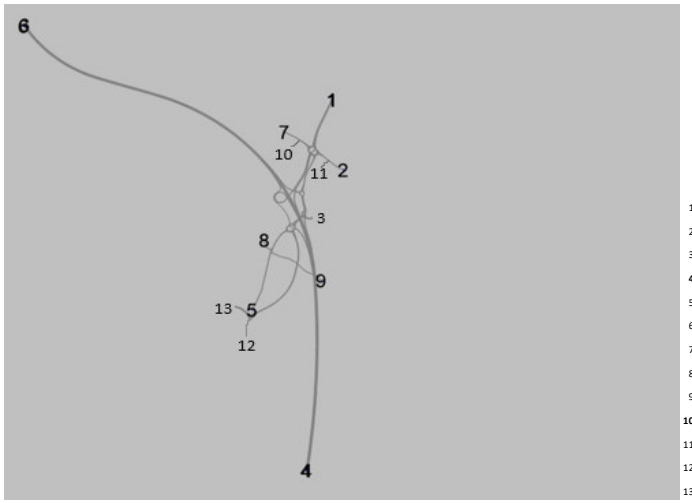
1 A
2 B
3 C
4 D
5 E
6 F
7 G
8 E
9 E
10 H
11 I
12 J
13 J

TOTAL VEHICLES (PCUs)											
		To Zone (Destination)									
		A	B	C	D	E	F	G	H	I	Total
From Zone	A	0	322	58	1635	2	0	105	40	621	**2784**
	B	233	0	0	3	0	38	298	33	66	**671**
	C	73	0	0	326	0	184	0	0	5	**587**
	D	1143	1	237	0	14	0	44	21	210	**1670**
	E	5	1	0	24	0	162	1	0	90	**282**
	F	0	220	233	0	27	0	24	13	518	**1035**
	G	103	321	0	127	0	8	0	12	121	**693**
	H	18	15	0	16	0	4	3	0	8	**65**
	I	181	9	0	175	59	300	17	6	0	**747**
	Total	**1756**	**889**	**529**	**2306**	**103**	**696**	**493**	**126**	**1637**	**8535**

Site Access				
	A	B	C	Total
A	0	387	392	780
B	58	0	355	413
C	810	827	0	1637
Total	868	1214	747	2829

LIGHT VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	244	105	1126	0	0	44	2	1	10	6	131	73	**1742**
	2	317	0	0	7	0	40	269	4	0	15	11	1	22	**686**
	3	74	0	0	213	0	140	0	0	0	0	0	0	0	**428**
	4	1569	8	169	0	2	3469	33	42	0	2	1	0	3	**5298**
	5	0	0	0	1	0	0	0	0	1	0	0	0	11	**14**
	6	0	224	143	3022	0	0	0	15	10	2	1	125	25	**3567**
	7	44	139	0	34	0	0	0	0	0	8	2	21	6	**253**
	8	8	0	0	21	0	9	0	0	12	0	0	10	3	**62**
	9	5	0	0	0	4	134	0	7	0	0	0	0	1	**151**
	10	44	48	0	9	0	0	58	1	0	0	0	18	0	**179**
	11	27	32	0	7	0	5	17	0	0	0	0	10	0	**99**
	12	213	2	0	0	0	287	0	67	0	7	2	0	152	**730**
	13	287	26	0	27	50	121	0	54	50	0	0	422	0	**1038**
	Total	**2589**	**724**	**417**	**4467**	**56**	**4205**	**421**	**191**	**75**	**44**	**24**	**738**	**295**	**14247**

HEAVY VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	17	3	176	0	0	0	0	0	24	13	0	32	**265**
	2	0	0	0	0	0	5	1	0	0	3	2	0	7	**17**
	3	23	0	0	85	0	68	0	0	0	0	0	0	0	**176**
	4	224	0	80	0	0	686	0	0	0	25	14	0	169	**1198**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	0	93	581	0	0	0	0	0	6	3	0	101	**784**
	7	0	9	0	0	0	0	0	0	0	0	0	0	2	**11**
	8	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	22	3	0	22	0	6	0	0	0	0	0	1	0	**54**
	11	12	2	0	12	0	3	0	0	0	0	0	1	0	**30**
	12	0	0	0	0	0	52	0	2	0	0	0	0	0	**54**
	13	30	5	0	155	0	92	2	0	0	0	0	0	0	**284**
	Total	**312**	**35**	**175**	**1031**	**0**	**912**	**3**	**2**	**0**	**58**	**32**	**2**	**312**	**2874**



TOTAL VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	261	108	1302	0	0	44	2	1	34	20	131	105	**2007**
	2	317	0	0	7	0	45	270	4	0	18	13	1	29	**704**
	3	98	0	0	298	0	209	0	0	0	0	0	0	0	**604**
	4	1793	8	249	0	2	4156	33	42	0	26	15	0	173	**6496**
	5	0	0	0	1	0	0	0	0	1	0	0	0	11	**14**
	6	0	224	235	3603	0	0	0	15	10	8	5	126	126	**4351**
	7	44	148	0	34	0	0	0	0	0	8	2	21	8	**264**
	8	8	0	0	21	0	9	0	0	12	0	0	10	3	**63**
	9	5	0	0	0	4	134	0	7	0	0	0	0	1	**151**
	10	66	51	0	31	0	6	58	1	0	0	0	19	0	**233**
	11	40	34	0	19	0	9	17	0	0	0	0	11	0	**129**
	12	213	2	0	0	0	339	0	69	0	7	2	0	152	**785**
	13	317	31	0	182	50	213	2	54	50	0	0	422	0	**1322**
	Total	**2901**	**759**	**592**	**5499**	**56**	**5117**	**424**	**193**	**75**	**102**	**56**	**740**	**607**	**17122**

TOTAL VEHICLES (PCUs)											
		To Zone (Destination)									
		A	B	C	D	E	F	G	H	I	Total
From Zone	A	0	261	108	1302	3	0	78	20	236	**2007**
	B	317	0	0	7	4	45	288	13	30	**704**
	C	98	0	0	298	0	209	0	0	0	**604**
	D	1793	8	249	0	44	0	60	15	173	**2340**
	E	13	0	0	23	0	142	0	0	24	**203**
	F	0	224	235	0	25	0	8	5	252	**749**
	G	110	200	0	66	1	6	0	2	47	**431**
	H	40	34	0	19	1	9	17	0	11	**129**
	I	531	33	0	182	223	552	9	2	0	**1532**
	Total	**2901**	**759**	**592**	**1896**	**301**	**962**	**460**	**56**	**773**	**8699**

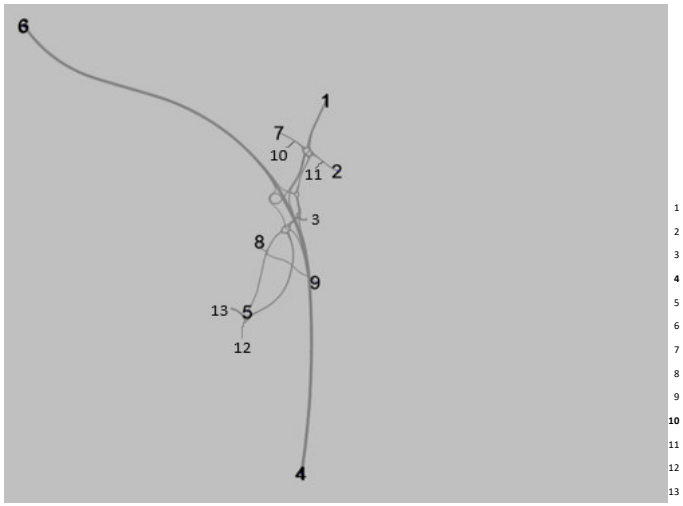
Site Access			
	A	B	C
A	0	152	632
B	422	0	900
C	318	455	0
Total	740	607	1532

M40 Junction 10 Trip Matrices - 2031 OxSRFI DS1A Scenario - PM Peak Hour

LIGHT VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	290	56	1412	0	0	34	1	3	44	25	262	216	**2344**
	2	209	0	0	4	0	42	229	0	0	42	30	2	55	**612**
	3	53	0	0	239	0	107	0	0	0	0	0	0	0	**399**
	4	963	1	216	0	3	2667	6	13	5	12	6	0	28	**3919**
	5	0	0	0	6	0	0	0	0	19	0	0	0	37	**62**
	6	0	217	132	3061	0	0	0	12	23	19	10	355	122	**3950**
	7	73	310	0	121	0	0	0	0	0	27	12	47	35	**624**
	8	4	1	0	23	0	10	0	0	14	1	0	26	7	**85**
	9	6	0	0	0	8	176	0	11	0	1	0	0	7	**208**
	10	5	19	0	4	0	1	7	0	0	0	0	12	0	**49**
	11	3	13	0	2	0	1	3	0	0	0	0	6	0	**27**
	12	114	1	0	0	0	179	5	35	0	14	6	0	365	**719**
	13	14	2	0	1	2	7	0	4	11	0	0	57	0	**97**
	Total	**1442**	**854**	**404**	**4872**	**13**	**3189**	**284**	**76**	**75**	**160**	**89**	**768**	**871**	**13096**

HEAVY VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	0	4	408	0	0	0	0	0	26	14	8	30	**490**
	2	29	0	0	0	0	0	22	0	0	4	2	0	7	**65**
	3	23	0	0	103	0	83	0	0	0	0	0	0	0	**208**
	4	225	0	30	0	0	607	0	0	0	29	16	0	188	**1094**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	60	28	109	1007	0	0	0	0	0	7	4	1	112	**1329**
	7	0	13	0	0	0	0	0	0	0	0	0	0	2	**15**
	8	0	0	0	0	0	0	0	0	0	0	0	14	0	**14**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	28	4	0	28	0	7	0	0	0	0	0	1	0	**68**
	11	16	2	0	15	0	4	0	0	0	0	0	1	0	**38**
	12	28	0	0	0	0	41	0	0	0	0	0	0	0	**69**
	13	31	5	0	174	0	103	2	0	0	0	0	0	0	**316**
	Total	**440**	**53**	**142**	**1735**	**0**	**845**	**25**	**0**	**0**	**66**	**37**	**26**	**339**	**3707**

TOTAL VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	290	60	1820	0	0	34	1	3	70	39	270	246	**2835**
	2	238	0	0	4	0	42	251	0	0	45	32	2	62	**677**
	3	76	0	0	342	0	190	0	0	0	0	0	0	0	**607**
	4	1188	1	245	0	3	3273	6	13	5	41	22	0	215	**5012**
	5	0	0	0	6	0	0	0	0	19	0	0	0	37	**62**
	6	60	245	241	4068	0	0	0	12	23	26	14	356	233	**5279**
	7	73	323	0	121	0	0	0	0	0	27	12	47	37	**640**
	8	4	1	0	23	0	10	0	0	14	1	0	41	7	**100**
	9	6	0	0	0	8	176	0	11	0	1	0	0	7	**208**
	10	33	23	0	31	0	8	7	0	0	0	0	14	0	**117**
	11	18	15	0	18	0	5	3	0	0	0	0	7	0	**65**
	12	143	1	0	0	0	220	5	35	0	14	6	0	365	**789**
	13	45	7	0	175	2	110	2	4	11	0	0	57	0	**413**
	Total	**1882**	**907**	**546**	**6608**	**13**	**4034**	**308**	**77**	**75**	**225**	**125**	**793**	**1209**	**16803**



1 A
2 B
3 C
4 D
5 E
6 F
7 G
8 E
9 E
10 H
11 I
12 J
13 J

TOTAL VEHICLES (PCUs)												
		To Zone (Destination)										
		A	B	C	D	E	F	G	H	I	Total
From Zone	A	0	290	60	1820	5	0	104	39	517	**2835**
	B	238	0	0	4	0	42	297	32	64	**677**
	C	76	0	0	342	0	190	0	0	0	**607**
	D	1188	1	245	0	21	0	46	22	215	**1739**
	E	9	1	0	29	0	186	1	0	92	**319**
	F	60	245	241	0	35	0	26	14	589	**1211**
	G	106	346	0	152	0	8	0	12	97	**722**
	H	18	15	0	18	0	5	3	0	7	**65**
	I	188	9	0	175	52	330	22	6	0	**780**
	Total	**1882**	**907**	**546**	**2540**	**113**	**760**	**499**	**125**	**1582**	**8955**

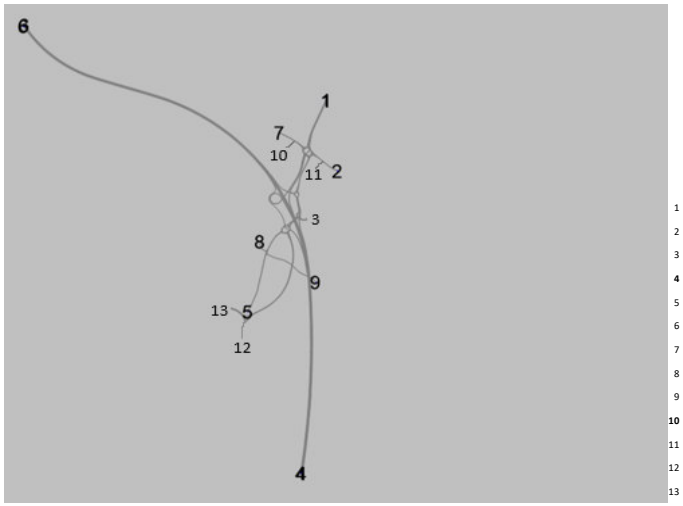
Site Access				
	A	B	C	Total
A	0	365	424	789
B	57	0	356	413
C	737	845	0	1582
Total	793	1209	780	2783

M40 Junction 10 Trip Matrices - 2034 OxSRFI DS3A Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	267	109	1197	0	0	48	2	8	9	6	178	72	**1897**
	2	308	0	0	7	0	41	277	4	0	13	11	1	20	**682**
	3	77	0	0	221	0	146	0	0	0	0	0	0	0	**444**
	4	1661	8	175	0	12	3619	39	43	0	2	1	0	5	**5565**
	5	0	0	0	2	0	0	0	0	5	0	0	0	10	**18**
	6	0	256	148	3136	0	0	0	15	16	2	2	168	29	**3773**
	7	46	140	0	37	0	0	0	0	0	8	2	23	5	**261**
	8	8	0	0	20	0	9	0	0	23	0	0	3	3	**66**
	9	11	0	0	0	7	160	0	10	0	0	0	0	0	**188**
	10	43	47	0	12	0	0	57	1	1	0	0	18	0	**179**
	11	27	31	0	8	0	7	15	0	0	0	0	10	0	**99**
	12	260	2	0	0	0	358	0	68	0	8	2	0	150	**847**
	13	288	25	0	33	47	143	0	50	64	0	0	388	0	**1038**
	Total	**2730**	**776**	**432**	**4674**	**66**	**4482**	**436**	**193**	**118**	**43**	**24**	**788**	**294**	**15056**

HEAVY VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	18	3	180	0	0	0	0	0	24	13	0	32	**270**
	2	0	0	0	0	0	5	1	0	0	3	2	0	7	**17**
	3	24	0	0	87	0	70	0	0	0	0	0	0	0	**181**
	4	230	0	82	0	0	705	0	0	0	25	14	0	169	**1225**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	0	95	597	0	0	0	0	0	6	3	0	101	**803**
	7	0	9	0	0	0	0	0	0	0	0	0	0	2	**11**
	8	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	22	3	0	22	0	6	0	0	0	0	0	1	0	**54**
	11	12	2	0	12	0	3	0	0	0	0	0	1	0	**30**
	12	0	0	0	0	0	53	0	2	0	0	0	0	0	**55**
	13	30	5	0	155	0	92	2	0	0	0	0	0	0	**284**
	Total	**319**	**36**	**180**	**1054**	**0**	**934**	**3**	**2**	**0**	**58**	**32**	**2**	**312**	**2931**

TOTAL VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	285	112	1378	0	0	48	2	8	33	20	178	105	**2167**
	2	308	0	0	7	0	46	277	4	0	16	12	1	27	**699**
	3	101	0	0	308	0	216	0	0	0	0	0	0	0	**625**
	4	1892	8	257	0	12	4324	39	43	0	27	15	0	174	**6790**
	5	0	0	0	2	0	0	0	0	5	0	0	0	10	**18**
	6	0	256	243	3733	0	0	0	15	16	8	5	168	130	**4576**
	7	46	149	0	37	0	0	0	0	0	8	2	23	7	**272**
	8	8	0	0	20	0	9	0	0	23	0	0	3	3	**66**
	9	11	0	0	0	7	160	0	10	0	0	0	0	0	**188**
	10	65	50	0	34	0	6	57	1	1	0	0	19	0	**233**
	11	39	33	0	20	0	10	15	0	0	0	0	11	0	**129**
	12	260	2	0	0	0	411	0	71	0	8	2	0	150	**902**
	13	318	30	0	188	47	235	2	50	64	0	0	388	0	**1322**
	Total	**3049**	**813**	**611**	**5727**	**66**	**5416**	**438**	**195**	**118**	**101**	**56**	**790**	**605**	**17987**



1 A
2 B
3 C
4 D
5 E
6 F
7 G
8 E
9 E
10 H
11 I
12 J
13 J

TOTAL VEHICLES (PCUs)											
		To Zone (Destination)									
		A	B	C	D	E	F	G	H	I	Total
From Zone	A	0	285	112	1378	10	0	81	20	283	**2167**
	B	308	0	0	7	4	46	293	12	28	**699**
	C	101	0	0	308	0	216	0	0	0	**625**
	D	1892	8	257	0	55	0	66	15	174	**2466**
	E	19	0	0	23	0	169	0	0	16	**227**
	F	0	256	243	0	32	0	8	5	299	**843**
	G	112	199	0	71	2	6	0	2	49	**440**
	H	39	33	0	20	1	10	15	0	11	**129**
	I	578	31	0	188	231	646	10	2	0	**1687**
	Total	**3049**	**813**	**611**	**1994**	**334**	**1092**	**474**	**56**	**858**	**9283**

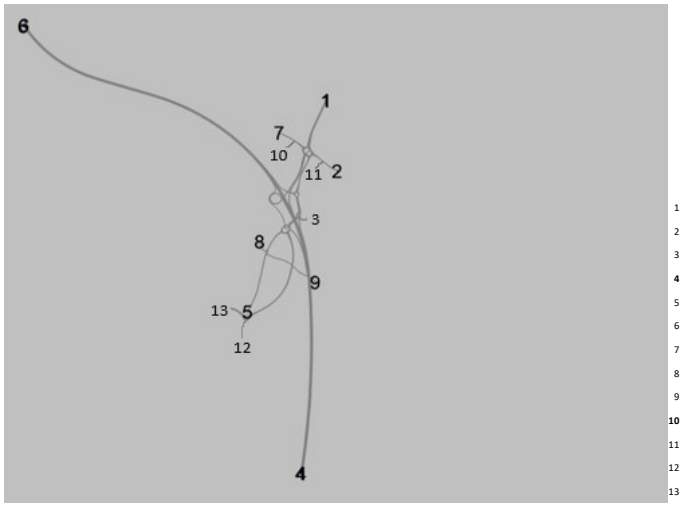
Site Access				
	A	B	C	Total
A	0	150	753	902
B	388	0	934	1322
C	402	456	0	858
Total	790	605	1687	3083

M40 Junction 10 Trip Matrices - 2034 OxSRFI DS3A Scenario - PM Peak Hour

LIGHT VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	270	59	1431	0	0	36	2	10	40	22	333	196	**2398**
	2	217	0	0	6	0	46	239	0	0	38	29	2	45	**622**
	3	56	0	0	258	0	115	0	0	0	0	0	0	0	**429**
	4	996	2	226	0	5	2780	7	15	6	14	8	0	31	**4089**
	5	0	0	0	9	0	0	0	0	22	0	0	0	31	**62**
	6	0	309	142	3421	0	0	0	13	42	20	13	445	156	**4560**
	7	79	297	0	150	0	0	0	0	0	29	10	52	27	**644**
	8	4	1	0	11	0	10	0	0	21	0	0	31	7	**87**
	9	27	0	0	0	18	258	0	22	0	3	0	0	22	**350**
	10	5	18	0	6	0	0	8	0	0	0	0	12	0	**49**
	11	3	12	0	4	0	1	2	0	0	0	0	6	0	**27**
	12	153	1	0	0	0	216	0	40	0	13	5	0	341	**770**
	13	14	2	0	0	2	9	0	3	12	0	0	55	0	**97**
	Total	**1554**	**911**	**426**	**5296**	**24**	**3435**	**292**	**95**	**113**	**157**	**87**	**935**	**858**	**14184**

HEAVY VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	0	4	412	0	0	0	0	0	25	14	17	29	**501**
	2	31	0	0	0	0	0	24	0	0	4	2	0	8	**68**
	3	24	0	0	109	0	88	0	0	0	0	0	0	0	**221**
	4	235	0	31	0	0	633	0	0	0	27	15	0	183	**1125**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	30	116	1020	0	0	0	0	0	7	4	53	112	**1341**
	7	0	14	0	0	0	0	0	0	0	0	0	0	2	**16**
	8	0	0	0	0	0	0	0	0	0	0	0	15	0	**15**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	28	4	0	28	0	7	0	0	0	0	0	1	0	**68**
	11	16	2	0	15	0	4	0	0	0	0	0	1	0	**38**
	12	30	0	0	0	0	43	0	0	0	1	1	0	0	**75**
	13	31	8	0	172	0	103	2	0	0	0	0	0	0	**316**
	Total	**394**	**58**	**150**	**1756**	**0**	**879**	**26**	**0**	**0**	**64**	**36**	**87**	**334**	**3785**

TOTAL VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	270	63	1843	0	0	36	2	10	65	36	350	226	**2900**
	2	248	0	0	6	0	46	263	0	0	42	31	2	53	**690**
	3	81	0	0	367	0	203	0	0	0	0	0	0	0	**650**
	4	1230	2	256	0	5	3414	7	15	6	41	23	0	215	**5213**
	5	0	0	0	9	0	0	0	0	22	0	0	0	31	**62**
	6	0	339	257	4441	0	0	0	13	42	27	17	498	268	**5902**
	7	79	311	0	150	0	0	0	0	0	29	10	52	29	**661**
	8	4	1	0	11	0	10	0	0	21	0	0	46	7	**102**
	9	27	0	0	0	18	258	0	22	0	3	0	0	22	**350**
	10	33	21	0	34	0	7	8	0	0	0	0	13	0	**117**
	11	18	14	0	19	0	5	2	0	0	0	0	6	0	**65**
	12	183	1	0	0	0	259	0	40	0	15	6	0	341	**845**
	13	45	10	0	172	2	112	2	4	12	0	0	55	0	**413**
	Total	**1948**	**969**	**577**	**7052**	**24**	**4314**	**318**	**95**	**113**	**222**	**123**	**1023**	**1192**	**17969**



1 A
2 B
3 C
4 D
5 E
6 F
7 G
8 E
9 E
10 H
11 I
12 J
13 J

TOTAL VEHICLES (PCUs)												
		To Zone (Destination)										
		A	B	C	D	E	F	G	H	I	Total
From Zone	A	0	270	63	1843	11	0	101	36	576	**2900**
	B	248	0	0	6	0	46	305	31	55	**690**
	C	81	0	0	367	0	203	0	0	0	**650**
	D	1230	2	256	0	25	0	48	23	215	**1799**
	E	31	1	0	20	0	268	4	0	106	**431**
	F	0	339	257	0	55	0	27	17	766	**1461**
	G	112	333	0	184	1	7	0	10	94	**741**
	H	18	14	0	19	0	5	2	0	6	**65**
	I	228	11	0	172	57	371	17	6	0	**862**
	Total	**1948**	**969**	**577**	**2611**	**149**	**900**	**503**	**123**	**1818**	**9599**

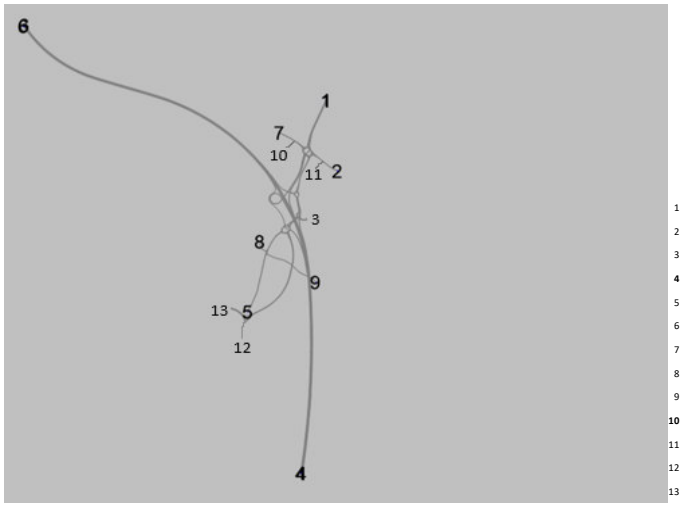
Site Access				
	A	B	C	Total
A	0	341	504	845
B	55	0	358	413
C	968	851	0	1818
Total	1023	1192	862	3076

M40 Junction 10 Trip Matrices - 2042 OxSRFI DS4A Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	283	116	1257	0	0	52	2	45	10	6	228	69	**2068**
	2	328	0	0	7	0	47	299	0	0	13	9	1	16	**723**
	3	82	0	0	236	0	156	0	0	0	0	0	0	0	**474**
	4	1687	7	177	0	5	3752	28	48	0	3	2	0	7	**5715**
	5	0	0	0	10	0	0	0	0	30	0	0	0	9	**49**
	6	0	291	159	3356	0	0	0	13	58	4	2	260	38	**4181**
	7	49	179	0	37	0	0	0	0	0	7	2	25	4	**303**
	8	8	0	0	17	0	10	0	0	40	0	0	1	2	**78**
	9	25	0	0	0	26	223	0	27	0	0	0	0	0	**301**
	10	41	45	0	19	0	0	56	1	3	0	0	14	0	**179**
	11	25	29	0	11	0	10	13	0	1	0	0	11	0	**99**
	12	258	1	0	0	0	448	0	52	0	5	2	0	141	**907**
	13	271	21	0	39	38	184	0	41	82	0	0	361	0	**1038**
	Total	**2774**	**857**	**452**	**4989**	**69**	**4829**	**448**	**185**	**260**	**43**	**23**	**901**	**287**	**16117**

HEAVY VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	19	3	191	0	0	0	0	0	24	13	0	32	**282**
	2	0	0	0	0	0	5	1	0	0	3	2	0	52	**63**
	3	26	0	0	93	0	74	0	0	0	0	0	0	0	**193**
	4	232	0	84	0	0	725	0	0	0	23	13	0	121	**1198**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	0	101	614	0	0	0	0	0	6	3	21	101	**847**
	7	0	10	0	0	0	0	0	0	0	0	0	0	2	**12**
	8	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	22	3	0	22	0	6	0	0	0	0	0	1	0	**54**
	11	12	2	0	12	0	3	0	0	0	0	0	1	0	**30**
	12	5	0	0	0	0	55	0	2	0	1	1	0	0	**64**
	13	30	51	0	109	0	92	2	0	0	0	0	0	0	**284**
	Total	**327**	**84**	**188**	**1042**	**0**	**960**	**3**	**2**	**0**	**57**	**31**	**22**	**308**	**3025**

TOTAL VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	302	119	1448	0	0	52	2	45	33	19	228	101	**2350**
	2	328	0	0	7	0	52	300	0	0	17	11	1	68	**786**
	3	108	0	0	329	0	230	0	0	0	0	0	0	0	**667**
	4	1919	7	261	0	5	4477	28	48	0	26	14	0	128	**6913**
	5	0	0	0	10	0	0	0	0	30	0	0	0	9	**49**
	6	0	291	260	3971	0	0	0	13	58	10	5	281	139	**5028**
	7	49	189	0	37	0	0	0	0	0	7	2	25	6	**315**
	8	8	0	0	17	0	10	0	0	40	0	0	1	2	**78**
	9	25	0	0	0	26	223	0	27	0	0	0	0	0	**301**
	10	63	48	0	41	0	6	56	1	3	0	0	15	0	**233**
	11	37	31	0	23	0	13	13	0	1	0	0	11	0	**129**
	12	263	1	0	0	0	503	0	55	0	6	2	0	141	**971**
	13	301	72	0	148	38	276	2	41	82	0	0	361	0	**1322**
	Total	**3101**	**941**	**640**	**6030**	**69**	**5790**	**450**	**188**	**260**	**99**	**55**	**923**	**595**	**19142**



1 A
2 B
3 C
4 D
5 E
6 F
7 G
8 E
9 E
10 H
11 I
12 J
13 J

TOTAL VEHICLES (PCUs)											
		To Zone (Destination)									
		A	B	C	D	E	F	G	H	I	Total
From Zone	A	0	302	119	1448	47	0	85	19	329	**2350**
	B	328	0	0	7	0	52	317	11	69	**786**
	C	108	0	0	329	0	230	0	0	0	**667**
	D	1919	7	261	0	53	0	54	14	128	**2436**
	E	33	0	0	27	0	233	0	0	12	**306**
	F	0	291	260	0	72	0	10	5	420	**1058**
	G	112	237	0	78	4	6	0	2	46	**485**
	H	37	31	0	23	1	13	13	0	11	**129**
	I	564	73	0	148	216	778	8	2	0	**1790**
	Total	**3101**	**941**	**640**	**2060**	**394**	**1313**	**486**	**55**	**1017**	**10007**

Site Access				
	A	B	C	Total
A	0	141	830	971
B	361	0	961	1322
C	562	454	0	1017
Total	923	595	1790	3309

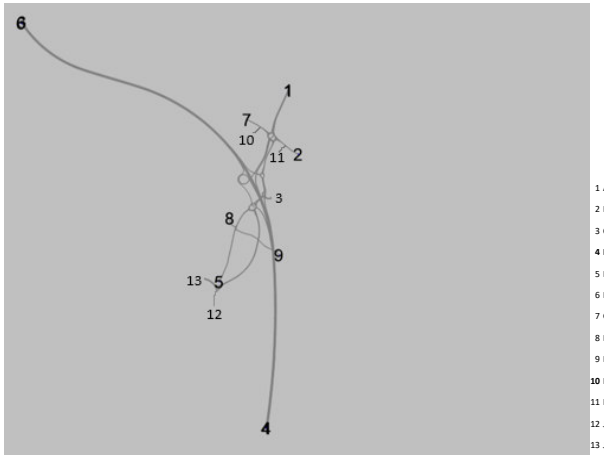
M40 Junction 10 Trip Matrices - 2042 OxSRFI DS4A Scenario - PM Peak Hour

LIGHT VEHICLES (PCUs)

From Zone (Origin) \ To Zone (Destination)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	0	266	55	1384	0	0	31	1	3	43	24	252	210	46	6	**2323**
2	202	0	0	3	0	42	205	0	0	39	29	2	44	103	14	**683**
3	53	0	0	239	0	107	0	0	0	0	0	0	0	0	0	**399**
4	961	1	216	0	3	2661	6	13	5	12	6	0	28	16	2	**3931**
5	0	0	0	6	0	0	0	0	20	0	0	0	38	0	0	**64**
6	0	185	132	3064	0	0	0	12	31	20	11	374	124	27	4	**3982**
7	71	277	0	121	0	0	0	0	0	28	12	51	33	31	4	**628**
8	3	1	0	24	0	10	0	0	22	1	0	32	9	1	0	**102**
9	5	0	0	0	7	184	0	13	0	1	0	0	15	0	0	**225**
10	5	19	0	4	0	1	7	0	0	0	0	13	0	0	0	**49**
11	3	13	0	2	0	1	3	0	0	0	0	6	0	0	0	**27**
12	113	1	0	0	0	179	0	39	0	16	6	0	367	14	2	**736**
13	14	2	0	1	2	7	0	4	10	0	0	58	0	0	0	**97**
14	6	41	0	5	0	1	6	0	0	0	0	11	0	0	0	**71**
15	1	6	0	1	0	0	1	0	0	0	0	2	0	0	0	**10**
Total	**1438**	**810**	**403**	**4854**	**12**	**3194**	**258**	**83**	**92**	**159**	**88**	**800**	**868**	**237**	**32**	**13327**

HEAVY VEHICLES (PCUs)

From Zone (Origin) \ To Zone (Destination)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	0	0	4	407	0	0	0	0	0	26	14	8	30	38	5	**533**
2	29	0	0	0	0	0	22	0	0	4	2	0	6	6	1	**70**
3	23	0	0	103	0	83	0	0	0	0	0	0	0	0	0	**208**
4	225	0	30	0	0	607	0	0	0	29	16	0	188	43	6	**1143**
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6	60	28	109	1007	0	0	0	0	0	7	4	1	112	11	1	**1341**
7	0	13	0	0	0	0	0	0	0	0	0	0	2	0	0	**15**
8	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	**14**
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10	28	4	0	28	0	7	0	0	0	0	0	1	0	0	0	**68**
11	16	2	0	15	0	4	0	0	0	0	0	1	0	0	0	**38**
12	28	0	0	0	0	41	0	0	0	0	0	0	0	0	0	**69**
13	31	5	0	175	0	103	2	0	0	0	0	0	0	0	0	**316**
14	41	6	0	41	0	11	0	0	0	0	0	2	0	0	0	**100**
15	6	1	0	6	0	1	0	0	0	0	0	0	0	0	0	**14**
Total	**487**	**59**	**142**	**1781**	**0**	**857**	**25**	**0**	**0**	**66**	**37**	**28**	**339**	**97**	**13**	**3930**



1 A
2 B
3 C
4 D
5 E
6 F
7 G
8 E
9 E
10 H
11 I
12 J
13 J

TOTAL VEHICLES (PCUs)

From Zone (Origin) \ To Zone (Destination)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	0	266	59	1792	0	0	31	1	3	69	39	260	240	84	11	**2855**
2	231	0	0	3	0	42	227	0	0	43	31	2	50	109	15	**753**
3	76	0	0	342	0	190	0	0	0	0	0	0	0	0	0	**607**
4	1186	1	245	0	3	3268	6	13	5	41	23	0	216	59	8	**5074**
5	0	0	0	6	0	0	0	0	20	0	0	0	38	0	0	**64**
6	60	214	241	4072	0	0	0	12	31	27	15	375	236	37	5	**5323**
7	71	290	0	121	0	0	0	0	0	28	12	51	36	31	4	**644**
8	3	1	0	24	0	10	0	0	22	1	0	46	9	1	0	**117**
9	5	0	0	0	7	184	0	13	0	1	0	0	15	0	0	**225**
10	33	22	0	32	0	8	7	0	0	0	0	14	0	0	0	**117**
11	18	15	0	18	0	5	3	0	0	0	0	7	0	0	0	**65**
12	141	1	0	0	0	221	0	39	0	16	6	0	367	14	2	**806**
13	45	7	0	176	2	110	2	4	10	0	0	58	0	0	0	**413**
14	48	46	0	46	0	12	6	0	0	0	0	13	0	0	0	**171**
15	7	6	0	6	0	2	1	0	0	0	0	2	0	0	0	**24**
Total	**1925**	**869**	**545**	**6635**	**12**	**4050**	**282**	**83**	**92**	**225**	**125**	**828**	**1207**	**334**	**45**	**17257**

TOTAL VEHICLES (PCUs)

From Zone \ To Zone (Destination)	A	B	C	D	E	F	G	H	I	Total
A	0	361	59	1792	4	0	100	39	501	**2855**
B	285	0	0	55	0	56	277	31	67	**772**
C	76	0	0	342	0	190	0	0	0	**607**
D	1186	68	245	0	21	0	47	23	216	**1806**
E	9	1	0	29	0	194	1	0	108	**343**
F	60	256	241	0	42	0	27	15	611	**1252**
G	105	347	0	152	0	8	0	12	101	**726**
H	18	0	0	18	0	5	3	0	7	**50**
I	186	24	0	176	56	330	18	6	0	**794**
Total	**1925**	**1058**	**545**	**2563**	**124**	**782**	**472**	**125**	**1611**	**9206**

Site Access

	A	B	C	Total
A	0	367	439	806
B	58	0	355	413
C	770	840	0	1611
Total	828	1207	794	2829

M40 Junction 10 Trip Matrices - 2034 OxSRFI DS5A Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)

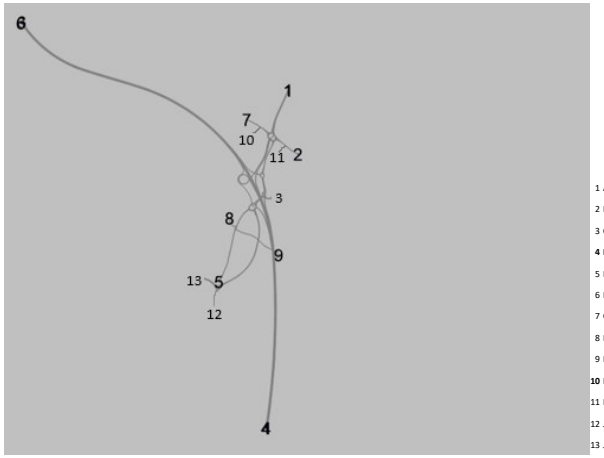
From Zone (Origin)	To Zone (Destination) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	0	242	109	1195	0	0	44	2	8	10	6	197	72	17	2	**1904**
2	270	0	0	6	0	35	236	0	0	13	10	1	16	32	4	**623**
3	77	0	0	221	0	146	0	0	0	0	0	0	0	0	0	**444**
4	1643	6	175	0	11	3609	39	43	0	2	1	0	5	3	0	**5537**
5	0	0	0	2	0	0	0	0	9	0	0	0	10	0	0	**22**
6	0	227	148	3135	0	0	0	15	22	2	2	185	30	5	1	**3771**
7	45	132	0	36	0	0	0	0	0	8	2	23	5	5	1	**258**
8	8	0	0	20	0	9	0	0	24	0	0	2	3	0	0	**66**
9	11	0	0	0	14	181	0	14	0	0	0	0	0	0	0	**220**
10	43	46	0	12	0	0	58	1	1	0	0	18	0	0	0	**179**
11	27	30	0	8	0	7	15	0	0	0	0	10	0	0	0	**99**
12	276	1	0	0	0	365	0	67	0	8	2	0	152	4	1	**876**
13	284	24	0	34	46	146	0	50	63	0	0	389	0	0	0	**1038**
14	68	96	0	20	0	18	39	1	0	0	0	18	0	0	0	**261**
15	9	13	0	3	0	2	5	0	0	0	0	3	0	0	0	**36**
Total	**2761**	**818**	**431**	**4693**	**72**	**4519**	**438**	**194**	**128**	**43**	**24**	**845**	**294**	**65**	**9**	**15334**

HEAVY VEHICLES (PCUs)

From Zone (Origin)	To Zone (Destination) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	0	18	3	180	0	0	0	0	0	24	13	0	32	35	5	**309**
2	0	0	0	0	0	5	1	0	0	3	2	0	7	5	1	**23**
3	24	0	0	87	0	70	0	0	0	0	0	0	0	0	0	**181**
4	230	0	82	0	0	705	0	0	0	25	14	0	169	36	5	**1266**
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6	0	0	95	597	0	0	0	0	0	6	3	0	101	9	1	**813**
7	0	9	0	0	0	0	0	0	0	0	0	0	2	0	0	**11**
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10	22	3	0	22	0	6	0	0	0	0	0	1	0	0	0	**54**
11	12	2	0	12	0	3	0	0	0	0	0	1	0	0	0	**30**
12	0	0	0	0	0	53	0	2	0	0	0	0	0	0	0	**55**
13	30	5	0	155	0	92	2	0	0	0	0	0	0	0	0	**284**
14	33	4	0	32	0	8	0	0	0	0	0	2	0	0	0	**79**
15	4	1	0	4	0	1	0	0	0	0	0	0	0	0	0	**11**
Total	**356**	**41**	**180**	**1090**	**0**	**943**	**3**	**2**	**0**	**58**	**32**	**4**	**312**	**84**	**11**	**3116**

TOTAL VEHICLES (PCUs)

From Zone (Origin)	To Zone (Destination) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	0	260	112	1375	0	0	44	2	8	33	20	197	105	52	7	**2213**
2	270	0	0	6	0	40	237	0	0	16	12	1	23	36	5	**646**
3	101	0	0	308	0	216	0	0	0	0	0	0	0	0	0	**625**
4	1873	6	257	0	11	4314	39	43	0	27	15	0	174	39	5	**6802**
5	0	0	0	2	0	0	0	0	9	0	0	0	10	0	0	**22**
6	0	227	243	3732	0	0	0	15	22	9	5	185	131	13	2	**4584**
7	45	141	0	36	0	0	0	0	0	8	2	23	7	5	1	**269**
8	8	0	0	20	0	9	0	0	24	0	0	2	3	0	0	**66**
9	11	0	0	0	14	181	0	14	0	0	0	0	0	0	0	**220**
10	65	49	0	34	0	6	58	1	1	0	0	19	0	0	0	**233**
11	39	32	0	21	0	10	15	0	0	0	0	11	0	0	0	**129**
12	276	1	0	0	0	418	0	70	0	8	2	0	152	4	1	**932**
13	315	29	0	189	46	238	2	51	63	0	0	389	0	0	0	**1322**
14	101	100	0	53	0	26	39	1	0	0	0	20	0	0	0	**340**
15	14	14	0	7	0	4	5	0	0	0	0	3	0	0	0	**47**
Total	**3117**	**859**	**611**	**5783**	**72**	**5463**	**440**	**196**	**128**	**101**	**56**	**849**	**605**	**149**	**20**	**18450**



TOTAL VEHICLES (PCUs)

From Zone	To Zone (Destination) A	B	C	D	E	F	G	H	I	Total
A	0	318	112	1375	10	0	78	20	302	**2213**
B	384	0	0	66	1	70	297	12	47	**878**
C	101	0	0	308	0	216	0	0	0	**625**
D	1873	50	257	0	54	0	66	15	174	**2488**
E	19	0	0	22	0	190	0	0	15	**247**
F	0	243	243	0	37	0	9	5	316	**852**
G	110	196	0	71	2	6	0	2	49	**435**
H	39	0	0	21	1	10	15	0	11	**97**
I	591	35	0	189	230	656	10	2	0	**1712**
Total	**3117**	**842**	**611**	**2051**	**334**	**1148**	**475**	**56**	**914**	**9548**

Site Access

	A	B	C	Total
A	0	152	780	932
B	389	0	933	1322
C	460	454	0	914
Total	849	605	1712	3167

M40 Junction 10 Trip Matrices - 2034 OxSRFI DS5A Scenario - PM Peak Hour

APPENDIX 56

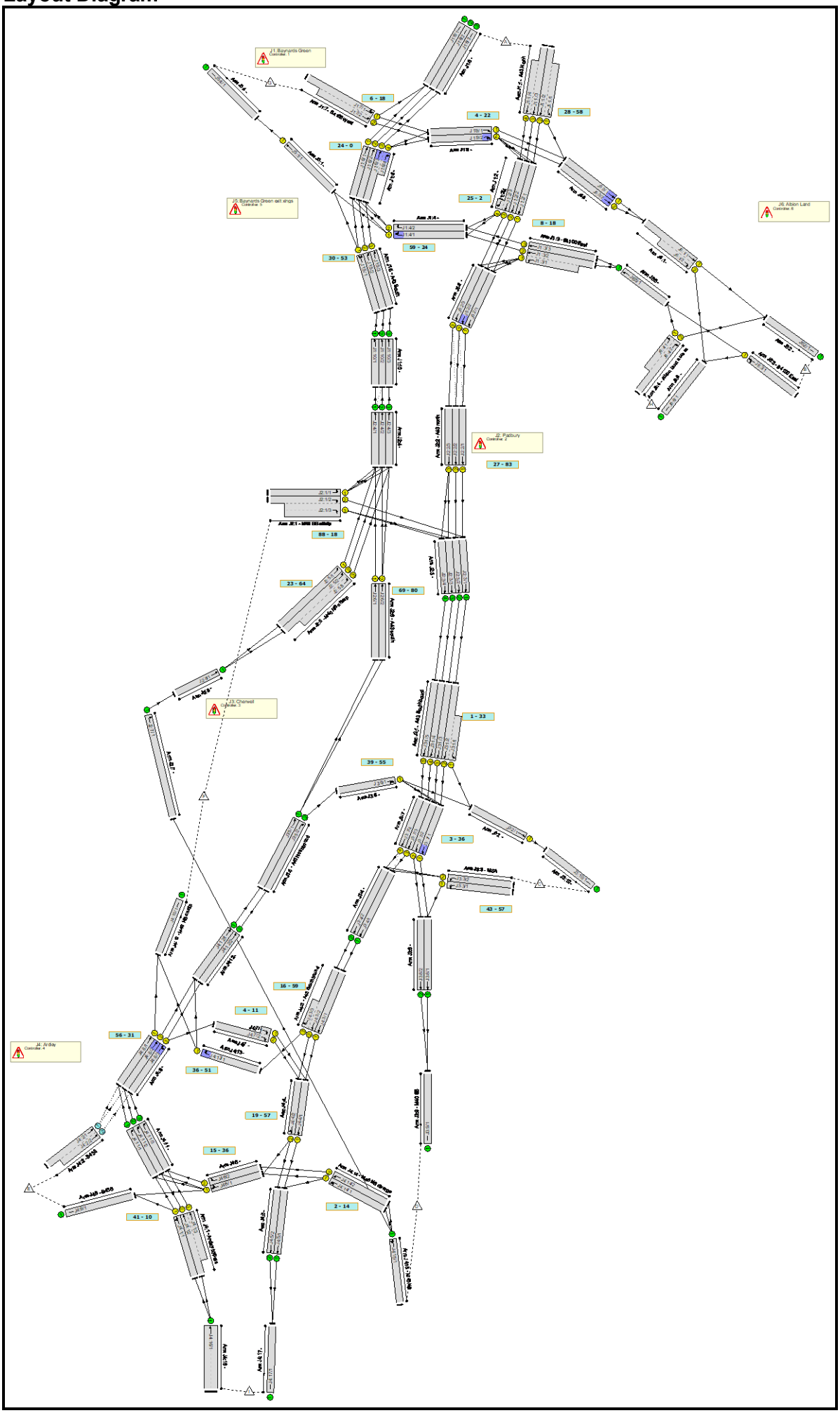
LINSIG MODELLING M40 J10 DS1A, DS3A, DS4A, DS5A

Full Input Data And Results

User and Project Details

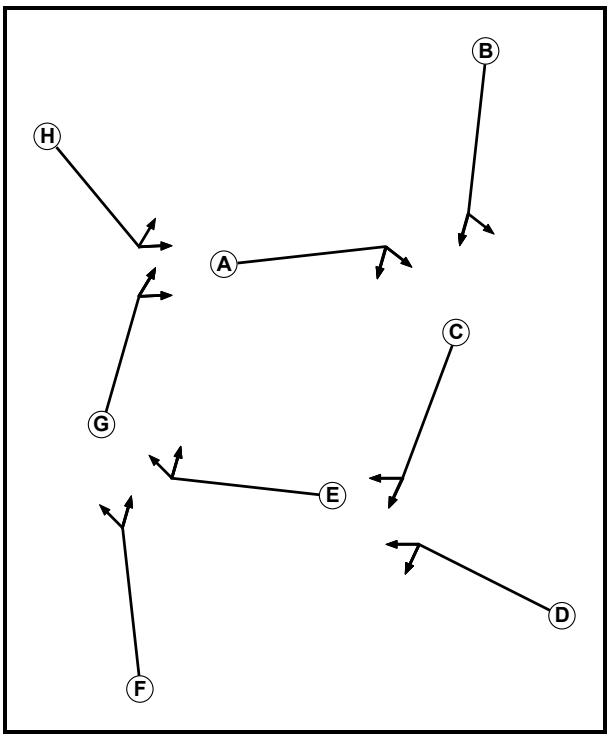
Project:	**Oxfordshire SRFI**
Title:	**M40 Junction 10 - Embedded highway works**
Location:	M40 Junction 10 and Baynards Green complex
Additional detail:	DS1A, DS3A, DS4A and DS5A
File name:	251223 M40J10 Embedded mitigation - DS1A DS3A DS4A DS5A.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Controller :C1 - Baynards Green

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Phase Intergreens Matrix

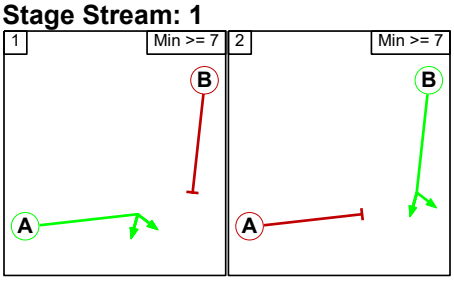
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		6	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		6	-	-	-	-
D	-	-	7		-	-	-	-
E	-	-	-	-		6	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		6
H	-	-	-	-	-	-	6	

Phases in Stage

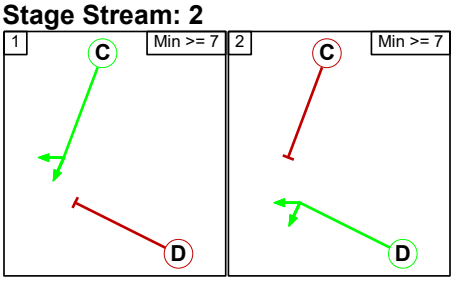
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

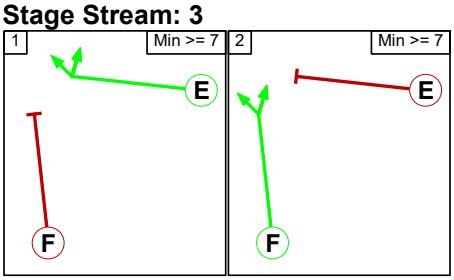
Stage Stream: 1



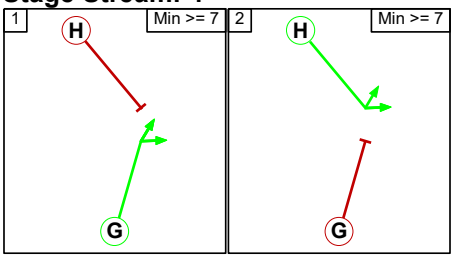
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	7	

Stage Stream: 3

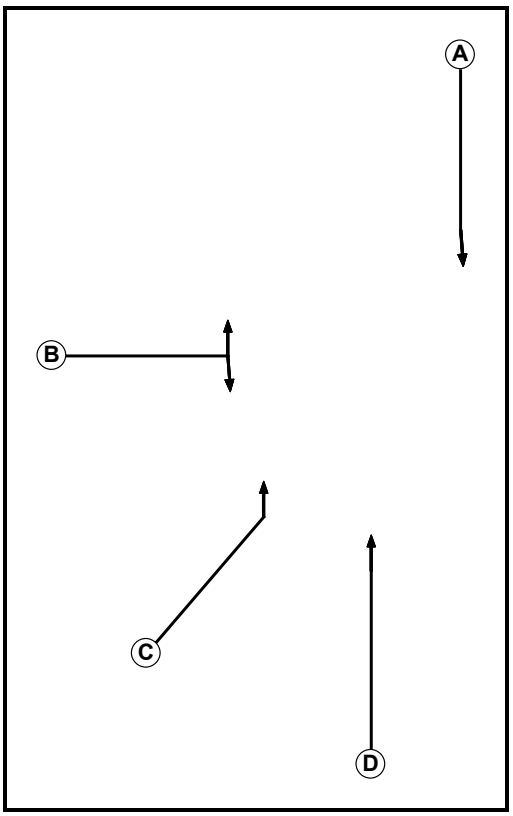
	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 4

	To Stage		
From Stage		1	2
	1		6
	2	6	

Controller :C2 - Padbury

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	6
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7

Phase Intergreens Matrix

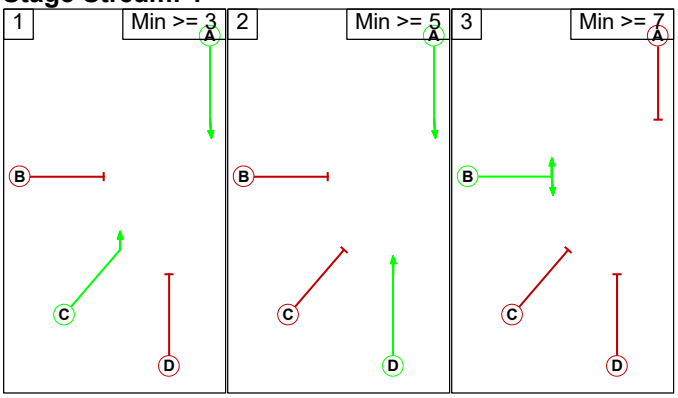
		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	-	-
	B	9		5	7
	C	-	8		5
	D	-	8	5	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1
2	3	A	Losing	3	3

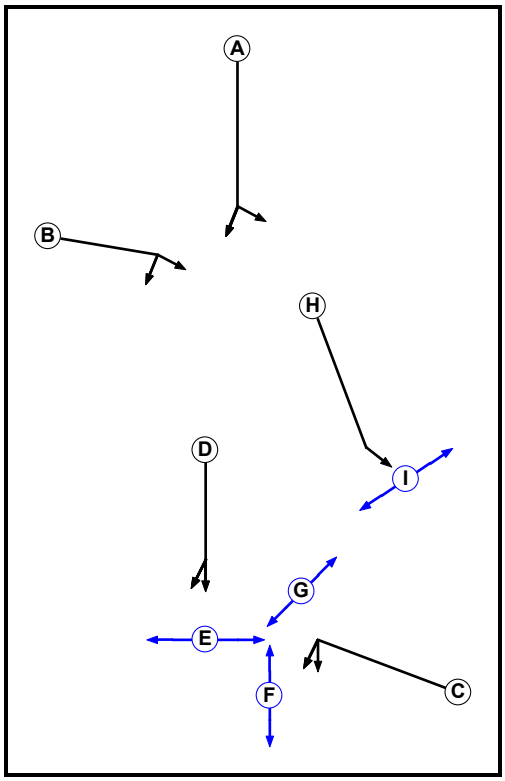
Prohibited Stage Change

Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1		5	8
	2	5		8
	3	9	9	

Controller :C3 - Cherwell

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Pedestrian	2		5	5
F	Pedestrian	2		5	5
G	Pedestrian	2		5	5
H	Traffic	3		7	7
I	Pedestrian	3		5	5

Phase Intergreens Matrix

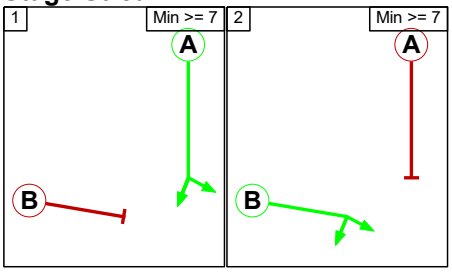
		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		6	-	-	-	-	-	-	-
	B	6		-	-	-	-	-	-	-
	C	-	-		6	-	6	6	-	-
	D	-	-	7		7	-	-	-	-
	E	-	-	-	6		-	-	-	-
	F	-	-	6	-	-		-	-	-
	G	-	-	6	-	-	-		-	-
	H	-	-	-	-	-	-	-		6
	I	-	-	-	-	-	-	-	6	

Phases in Stage

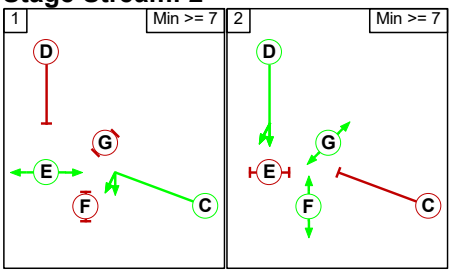
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C E
2	2	D F G
3	1	H
3	2	I

Stage Diagram

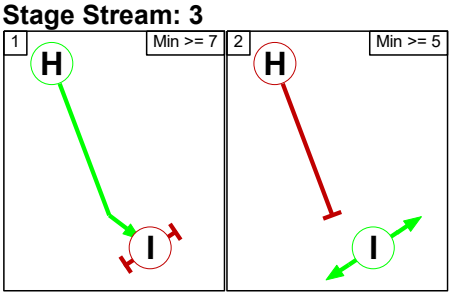
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

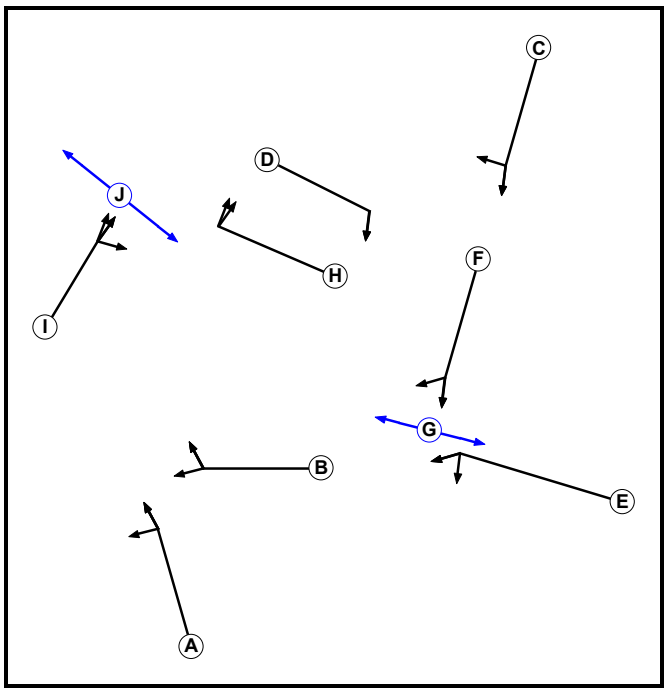
		To Stage	
		1	2
From Stage	1		6
	2	7	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		6
	2	6	

Controller :C4 - Ardley

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	4
F	Traffic	3		7	7
G	Pedestrian	3		7	7
H	Traffic	4		7	4
I	Traffic	4		7	6
J	Pedestrian	4		7	7

Phase Intergreens Matrix

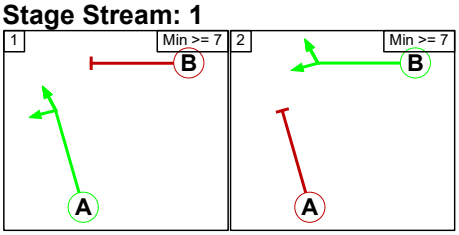
		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		5	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-
	C	-	-		5	-	-	-	-	-	-
	D	-	-	5		-	-	-	-	-	-
	E	-	-	-	-		5	-	-	-	-
	F	-	-	-	-	5		5	-	-	-
	G	-	-	-	-	-	8		-	-	-
	H	-	-	-	-	-	-	-		5	-
	I	-	-	-	-	-	-	-	5		5
	J	-	-	-	-	-	-	-	-	8	

Phases in Stage

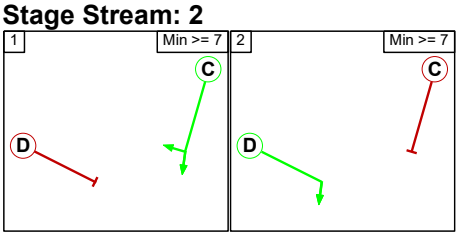
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E G
3	2	F
4	1	I
4	2	H J

Stage Diagram

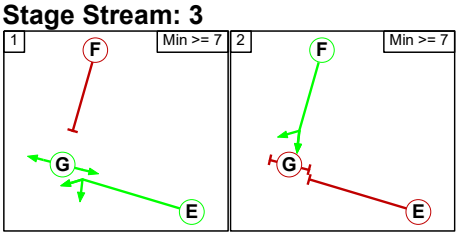
Stage Stream: 1



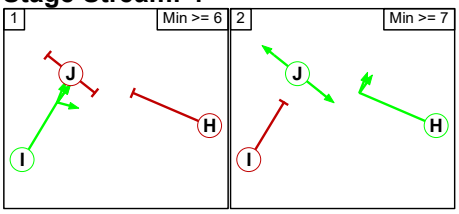
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	I	Losing	1	1
2	1	H	Losing	3	3

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

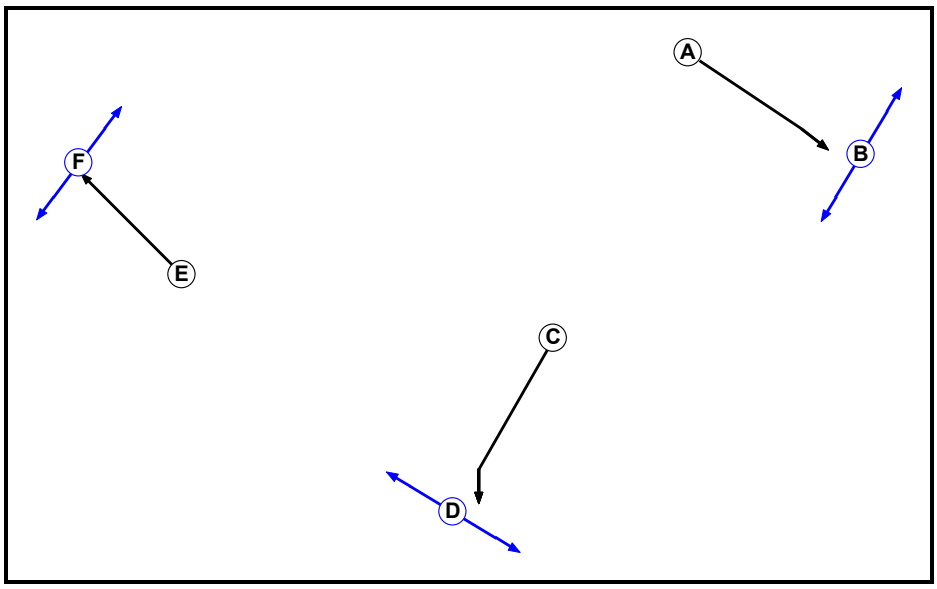
		To Stage	
		1	2
From Stage	1		8
	2	5	

Stage Stream: 4

		To Stage	
		1	2
From Stage	1		6
	2	8	

Controller :C5 - Baynards Green exit xings

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Pedestrian	1		5	5
C	Traffic	2		7	7
D	Pedestrian	2		7	7
E	Traffic	3		7	7
F	Pedestrian	3		5	5

Phase Intergreens Matrix

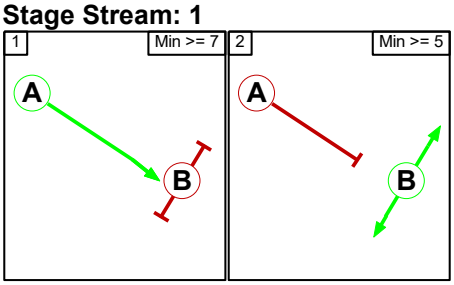
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		5	-	-	-	-
	B	6		-	-	-	-
	C	-	-		5	-	-
	D	-	-	7		-	-
	E	-	-	-	-		5
	F	-	-	-	-	5	

Phases in Stage

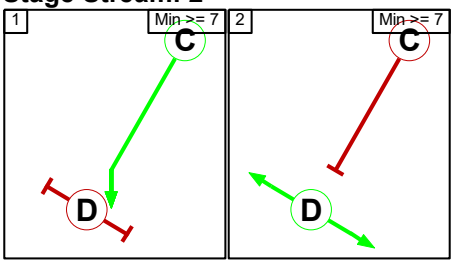
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F

Stage Diagram

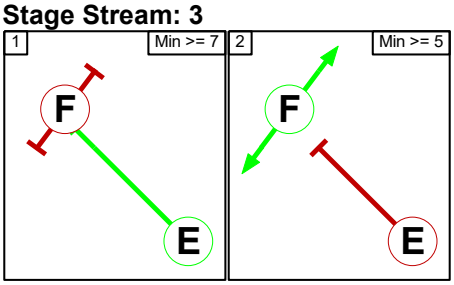
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		5
	2	6	

Stage Stream: 2

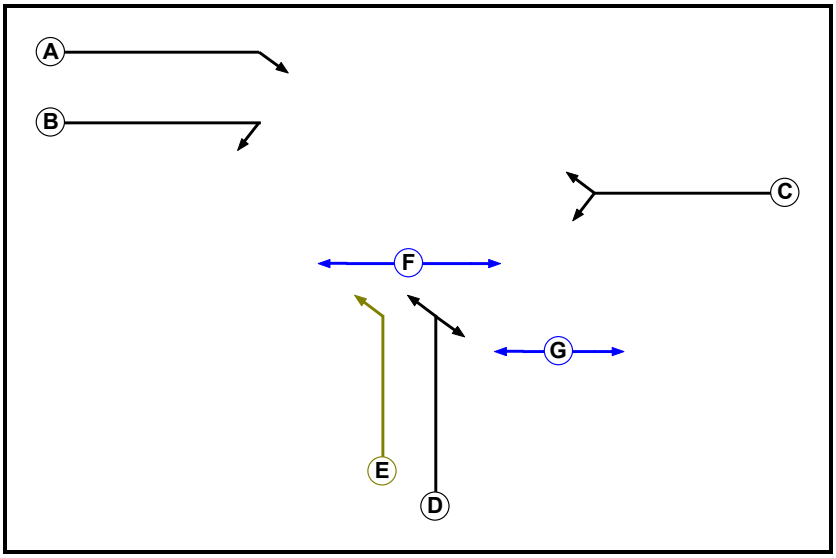
	To Stage		
		1	2
From Stage	1		5
	2	7	

Stage Stream: 3

	To Stage		
		1	2
From Stage	1		5
	2	5	

Controller :C6 - AL site access

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Filter	1	D	4	0
F	Pedestrian	1		5	5
G	Pedestrian	1		5	5

Phase Intergreens Matrix

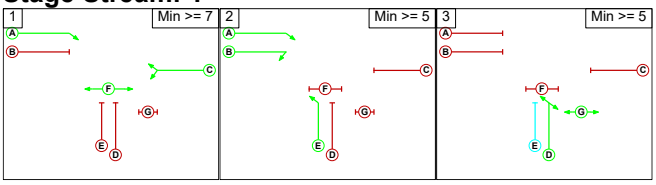
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	-	5	-	-	-
B	-		5	5	-	-	7
C	-	5		5	-	-	6
D	5	5	5		-	5	-
E	-	-	-	-		5	-
F	-	-	-	7	7		-
G	-	5	5	-	-	-	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A C F
1	2	A B E
1	3	D G

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

	To Stage			
		1	2	3
From Stage	1		7	7
	2	X		7
	3	5	5	

Give-Way Lane Input Data

Junction: J1: Baynards Green
There are no Opposed Lanes in this Junction

Junction: J2: Padbury
There are no Opposed Lanes in this Junction

Junction: J3: Cherwell
There are no Opposed Lanes in this Junction

Junction: J4: Ardley											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J4:2/1 (B430)	J4:8/1 (Ahead)	1000	0	J4:11/1	0.33	All	-	-	-	-	-
				J4:11/2	0.33	All					
	J4:8/2 (Ahead)	1000	0	J4:11/1	0.33	All					
				J4:11/2	0.33	All					
J4:2/2 (B430)	J4:8/3 (Ahead)	1000	0	J4:11/1	0.33	All	-	-	-	-	-
				J4:11/2	0.33	All					
				J4:11/3	0.33	All					

Junction: J5: Baynards Green exit xings
There are no Opposed Lanes in this Junction

Junction: J6: Albion Land
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: J1: Baynards Green												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (A43 North)	U	B	2	3	20.0	Geom	-	3.65	0.00	Y	Arm J5:3 Left	70.00
J1:1/2 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:2 Ahead	45.00
J1:1/3 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	45.00
J1:1/4 (A43 North)	U	B	2	3	26.1	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	45.00
J1:2/1	U	C	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J5:2 Ahead	50.00
J1:2/2	U	C	1	3	10.4	Geom	-	4.00	0.00	N	Arm J5:2 Ahead	50.00
J1:2/3	U	C	1	3	10.4	Geom	-	4.00	0.00	N	Arm J5:2 Ahead	50.00
J1:2/4	U	C	1	3	2.1	Geom	-	4.00	0.00	Y	Arm J1:4 Right	30.00
J1:3/1 (B4100 East)	U	D	2	3	13.9	Geom	-	3.65	0.00	Y	Arm J5:2 Left	30.00
J1:3/2 (B4100 East)	U	D	2	3	34.8	Geom	-	3.65	0.00	N	Arm J1:4 Ahead	50.00
J1:3/3 (B4100 East)	U	D	2	3	34.8	Geom	-	3.65	0.00	N	Arm J1:4 Ahead	50.00
J1:4/1	U	E	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J1:6 Right	Inf
											Arm J5:1 Ahead	40.00
J1:4/2	U	E	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:6 Right	35.00
J1:5/1 (A43 South)	U	F	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J1:6 Ahead	55.00
											Arm J5:1 Ahead	55.00
J1:5/2 (A43 South)	U	F	2	3	52.2	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	50.00
J1:5/3 (A43 South)	U	F	2	3	52.2	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	50.00
J1:6/1	U	G	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J1:8 Ahead	35.00
J1:6/2	U	G	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:8 Ahead	35.00
J1:6/3	U	G	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:8 Ahead	35.00
J1:6/4	U	G	2	3	5.0	Geom	-	4.00	0.00	Y	Arm J1:9 Right	30.00

J1:7/1 (B4100 West)	U	H	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:8 Left	30.00
											Arm J1:9 Ahead	40.00
J1:7/2 (B4100 West)	U	H	2	3	15.7	Geom	-	3.65	0.00	N	Arm J1:9 Ahead	40.00
J1:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/3	U		2	3	60.0	User	2000	-	-	-	-	-
J1:9/1	U	A	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J5:3 Ahead	35.00
J1:9/2	U	A	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:2 Right	30.00
											Arm J5:3 Ahead	35.00
J1:10/1	U		2	3	52.2	Inf	-	-	-	-	-	-
J1:10/2	U		2	3	52.2	Inf	-	-	-	-	-	-
J1:10/3	U		2	3	52.2	Inf	-	-	-	-	-	-

Junction: J2: Padbury												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (M40 SB offslip)	U	B	2	3	95.7	Geom	-	3.65	0.00	Y	Arm J2:4 Left	40.00
J2:1/2 (M40 SB offslip)	U	B	2	3	95.7	Geom	-	3.65	0.00	Y	Arm J2:3 Right	50.00
J2:1/3 (M40 SB offslip)	U	B	2	3	15.7	User	3400	-	-	-	-	-
J2:2/1 (A43 north)	U	A	2	3	109.6	Geom	-	3.65	0.00	Y	Arm J2:3 Ahead	Inf
J2:2/2 (A43 north)	U	A	2	3	109.6	Geom	-	3.65	0.00	N	Arm J2:3 Ahead	Inf
J2:2/3 (A43 north)	U	A	2	3	109.6	Geom	-	3.65	0.00	N	Arm J2:3 Ahead	Inf
J2:3/1	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:3/2	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:3/3	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:3/4	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:4/1	U		2	3	10.4	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	10.4	Inf	-	-	-	-	-	-
J2:4/3	U		2	3	10.4	Inf	-	-	-	-	-	-
J2:5/1 (M40 NB offslip)	U	C	2	3	173.9	Geom	-	3.65	0.00	Y	Arm J2:4 Left	Inf
J2:5/2 (M40 NB offslip)	U	C	2	3	173.9	Geom	-	3.65	0.00	N	Arm J2:4 Left	Inf
J2:5/3 (M40 NB offslip)	U	C	2	3	17.4	Geom	-	3.65	0.00	N	Arm J2:4 Left	Inf
J2:6/1 (A43 south)	U	D	2	3	57.4	Geom	-	3.65	0.00	Y	Arm J2:4 Ahead	Inf
J2:6/2 (A43 south)	U	D	2	3	57.4	Geom	-	3.65	0.00	N	Arm J2:4 Ahead	Inf
J2:7/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J2:8/1	U		2	3	52.2	Inf	-	-	-	-	-	-

Junction: J3: Cherwell												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (A43 Southbound)	U	A	2	3	9.6	Geom	-	3.62	0.00	Y	Arm J3:2 Left	Inf
J3:1/2 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.65	0.00	N	Arm J3:7 Ahead	Inf
J3:1/3 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.65	0.00	N	Arm J3:7 Ahead	Inf
J3:1/4 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J3:7 Ahead	Inf
J3:1/5 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.65	0.00	N	Arm J3:7 Ahead	Inf
J3:2/1	U	H	2	3	10.4	Geom	-	4.00	0.00	Y	Arm J3:10 Ahead	Inf
J3:3/1 (MSA)	U	C	2	3	60.0	Geom	-	4.50	0.00	Y	Arm J3:8 Left	15.00
J3:3/2 (MSA)	U	C	2	3	60.0	Geom	-	4.00	0.00	N	Arm J3:4 Left	30.00
J3:4/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:4/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:5/1 (A43 Northbound)	U		2	3	36.5	Inf	-	-	-	-	-	-
J3:5/2 (A43 Northbound)	U		2	3	36.5	Inf	-	-	-	-	-	-
J3:6/1	U	B	2	3	10.4	Geom	-	4.50	0.00	Y	Arm J3:2 Ahead	40.00
											Arm J3:7 Right	30.00
J3:7/1	U	D	0	3	8.7	Geom	-	4.00	0.00	Y	Arm J3:8 Ahead	Inf
J3:7/2	U	D	0	3	8.7	Geom	-	4.00	0.00	N	Arm J3:8 Ahead	Inf
J3:7/3	U	D	0	3	8.7	Geom	-	4.00	0.00	Y	Arm J3:4 Ahead	Inf
J3:7/4	U	D	0	3	8.7	Geom	-	4.00	0.00	N	Arm J3:4 Ahead	Inf
J3:8/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:8/2	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:9/1 (M40 SB)	U		2	3	173.9	Inf	-	-	-	-	-	-
J3:10/1	U		2	3	48.7	Inf	-	-	-	-	-	-

Junction: J4: Ardley

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Ardley bypass)	U	A	2	3	87.0	Geom	-	3.65	0.00	Y	Arm J4:9 Left	30.00
											Arm J4:11 Ahead	30.00
J4:1/2 (Ardley bypass)	U	A	2	3	87.0	Geom	-	3.65	0.00	N	Arm J4:11 Ahead	30.00
J4:1/3 (Ardley bypass)	U	A	2	3	12.2	Geom	-	3.65	0.00	N	Arm J4:11 Ahead	30.00
J4:2/1 (B430)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J4:8 Ahead	40.00
J4:2/2 (B430)	O		2	3	10.4	Geom	-	3.50	0.00	N	Arm J4:8 Ahead	Inf
J4:3/1 (A43 Southbound)	U	C	2	3	26.1	Geom	-	3.65	0.00	Y	Arm J4:4 Ahead	30.00
J4:3/2 (A43 Southbound)	U	C	2	3	26.1	Geom	-	3.65	0.00	N	Arm J4:4 Ahead	30.00
J4:3/3 (A43 Southbound)	U	C	2	3	6.3	Geom	-	3.65	0.00	N	Arm J4:13 Right	50.00
J4:4/1	U	F	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J4:5 Ahead	30.00
J4:4/2	U	F	1	3	10.4	Geom	-	4.00	0.00	N	Arm J4:5 Ahead	30.00
											Arm J4:6 Right	30.00
J4:5/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J4:5/2	U		2	3	87.0	Inf	-	-	-	-	-	-
J4:6/1	U	B	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J4:9 Ahead	40.00
											Arm J4:11 Right	40.00
J4:6/2	U	B	1	3	10.4	Geom	-	4.00	0.00	N	Arm J4:11 Right	40.00
J4:7/1	U	D	2	3	2.1	Geom	-	4.00	0.00	Y	Arm J4:4 Right	40.00
J4:7/2	U	D	2	3	12.2	Geom	-	4.00	0.00	N	Arm J4:4 Right	40.00
J4:8/1	U	I	2	3	13.9	Geom	-	4.00	0.00	Y	Arm J4:10 Ahead	Inf
J4:8/2	U	I	2	3	13.9	Geom	-	4.00	0.00	Y	Arm J4:12 Ahead	Inf
J4:8/3	U	I	2	3	13.9	Geom	-	4.00	0.00	N	Arm J4:7 Right	Inf
											Arm J4:12 Ahead	Inf
J4:9/1 (B430)	U		2	3	60.0	Inf	-	-	-	-	-	-

J4:10/1 (M40 NB onslip)	U		2	3	139.1	Inf	-	-	-	-	-	-
J4:11/1	U		2	3	13.9	Inf	-	-	-	-	-	-
J4:11/2	U		0	3	13.9	Inf	-	-	-	-	-	-
J4:11/3	U		0	3	13.9	Inf	-	-	-	-	-	-
J4:12/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:12/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:13/1	U	H	1	3	16.5	Geom	-	4.00	0.00	Y	Arm J4:10 Right	40.00
											Arm J4:12 Right	40.00
J4:14/1 (M40 NB diverge)	U	E	2	3	173.9	Geom	-	3.65	0.00	Y	Arm J4:5 Left	30.00
											Arm J4:6 Ahead	Inf
J4:14/2 (M40 NB diverge)	U	E	2	3	173.9	Geom	-	3.65	0.00	N	Arm J4:6 Ahead	30.00
J4:15/1 (M40 NB)	U		2	3	60.9	Inf	-	-	-	-	-	-
J4:16/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:17/1	U		2	3	173.9	Inf	-	-	-	-	-	-

Junction: J5: Baynards Green exit xings

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J5:1/1	U	E	2	3	11.3	Geom	-	3.65	0.00	Y	Arm J5:4 Ahead	Inf
J5:2/1	U	C	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	Inf
J5:2/2	U	C	2	3	8.7	Geom	-	3.65	0.00	N	Arm J2:2 Ahead	Inf
J5:2/3	U	C	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	Inf
J5:3/1	U	A	2	3	11.3	Geom	-	3.60	0.00	Y	Arm J6:1 Ahead	Inf
J5:3/2	U	A	2	3	11.3	Geom	-	3.60	0.00	N	Arm J6:1 Ahead	Inf
J5:4/1	U		2	3	48.7	Inf	-	-	-	-	-	-

Junction: J6: Albion Land												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J6:1/1	U	A	2	3	34.8	Geom	-	3.65	0.00	Y	Arm J6:2 Ahead	Inf
J6:1/2	U	B	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J6:6 Right	18.00
J6:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:3/1 (B4100 East)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J6:5 Ahead	Inf
											Arm J6:6 Left	12.00
J6:4/1 (Albion Land access)	U	D E	2	3	8.7	Geom	-	3.50	0.00	Y	Arm J6:5 Left	12.00
J6:4/2 (Albion Land access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J6:2 Right	18.00
J6:5/1	U		2	3	10.4	Inf	-	-	-	-	-	-
J6:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 DS1A - AM'	08:00	09:00	01:00	
2: '2031 DS1A - PM'	17:00	18:00	01:00	
3: '2034 DS3A - AM'	08:00	09:00	01:00	
4: '2034 DS3A - PM'	17:00	18:00	01:00	
5: '2042 DS4A - AM'	08:00	09:00	01:00	
6: '2042 DS4A - PM'	17:00	18:00	01:00	
7: '2034 DS5A - AM'	08:00	09:00	01:00	
8: '2034 DS5A - PM'	17:00	18:00	01:00	

Scenario 1: '2031 DS1A - AM peak' (FG1: '2031 DS1A - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	322	58	1635	2	0	105	40	621	2783
	B	233	0	0	3	0	38	298	33	66	671
	C	73	0	0	326	0	184	0	0	5	588
	D	1143	1	237	0	14	0	44	21	210	1670
	E	5	1	0	24	0	162	1	0	90	283
	F	0	220	233	0	27	0	24	13	518	1035
	G	103	321	0	127	0	8	0	12	121	692
	H	18	15	0	16	0	4	3	0	8	64
	I	181	9	0	175	59	300	17	6	0	747
	Tot.	1756	889	528	2306	102	696	492	125	1639	8533

Traffic Lane Flows

Lane	Scenario 1: 2031 DS1A - AM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	362
J1:1/2 (with short)	1131(In) 769(Out)
J1:1/3 (with short)	1652(In) 724(Out)
J1:1/4 (short)	928
J1:2/1	812
J1:2/2	807
J1:2/3 (with short)	1058(In) 953(Out)
J1:2/4 (short)	105
J1:3/1 (short)	135
J1:3/2 (with short)	448(In) 313(Out)
J1:3/3	239
J1:4/1	418
J1:4/2	239
J1:5/1	526
J1:5/2	620
J1:5/3	613
J1:6/1	452
J1:6/2	781
J1:6/3 (with short)	691(In) 420(Out)
J1:6/4 (short)	271
J1:7/1 (with short)	692(In) 334(Out)
J1:7/2 (short)	358
J1:8/1	555
J1:8/2	781
J1:8/3	420
J1:9/1	365
J1:9/2	495
J1:10/1	526
J1:10/2	620
J1:10/3	613
Junction: J2: Padbury	
J2:1/1	257
J2:1/2 (with short)	778(In) 233(Out)
J2:1/3 (short)	545
J2:2/1	902
J2:2/2	937
J2:2/3	868
J2:3/1	1135
J2:3/2	937
J2:3/3	665

J2:3/4	748
J2:4/1	625
J2:4/2	521
J2:4/3	613
J2:5/1	456
J2:5/2 (with short)	753(In) 439(Out)
J2:5/3 (short)	314
J2:6/1	145
J2:6/2	148
J2:7/1	1209
J2:8/1	1209
Junction: J3: Cherwell	
J3:1/1 (short)	291
J3:1/2 (with short)	1135(In) 844(Out)
J3:1/3	937
J3:1/4	665
J3:1/5	748
J3:2/1	528
J3:3/1	326
J3:3/2	262
J3:4/1	703
J3:4/2	972
J3:5/1	293
J3:5/2	436
J3:6/1	436
J3:7/1	938
J3:7/2	1042
J3:7/3	665
J3:7/4	748
J3:8/1	1264
J3:8/2	1042
J3:9/1	2306
J3:10/1	528
Junction: J4: Ardley	
J4:1/1	359
J4:1/2 (with short)	388(In) 213(Out)
J4:1/3 (short)	175
J4:2/1 (with short)	283(In) 169(Out)
J4:2/2 (short)	114
J4:3/1	703
J4:3/2 (with short)	972(In) 665(Out)

J4:3/3 (short)	307
J4:4/1	740
J4:4/2	718
J4:5/1	950
J4:5/2	689
J4:6/1	43
J4:6/2	237
J4:7/1 (short)	37
J4:7/2 (with short)	90(In) 53(Out)
J4:8/1	462
J4:8/2	220
J4:8/3	526
J4:9/1	102
J4:10/1	696
J4:11/1	300
J4:11/2	213
J4:11/3	412
J4:12/1	293
J4:12/2	436
J4:13/1	307
J4:14/1	224
J4:14/2	237
J4:15/1	1670
J4:16/1	747
J4:17/1	1639
Junction: J5: Baynards Green exit xings	
J5:1/1	492
J5:2/1	814
J5:2/2	823
J5:2/3	1070
J5:3/1	727
J5:3/2	239
J5:4/1	492
Junction: J6: Albion Land	
J6:1/1 (with short)	966(In) 874(Out)
J6:1/2 (short)	92
J6:2/1	889
J6:3/1	671
J6:4/1 (short)	49
J6:4/2 (with short)	64(In) 15(Out)
J6:5/1	687
J6:6/1	125

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	2.9 %	1944	1944
				Arm J5:1 Ahead	40.00	97.1 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	83.7 %	1927	1927
				Arm J5:1 Ahead	55.00	16.3 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	30.8 %	1901	1901
				Arm J1:9 Ahead	40.00	69.2 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	51.7 %	2059	2059
				Arm J5:3 Ahead	35.00	48.3 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf

J1:10/3	Infinite Saturation Flow	Inf	Inf

Junction: J2: Padbury

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	54.4 %	1979	1979
				Arm J3:7 Right	30.00	45.6 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	16.4 %	1886	1886
				Arm J4:11 Ahead	30.00	83.6 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	96.0 %	2052	2052
				Arm J4:6 Right	30.00	4.0 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	17.1 %	2155	2155
				Arm J4:12 Ahead	Inf	82.9 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	76.2 %	1942	1942
				Arm J4:12 Right	40.00	23.8 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	93.8 %	1891	1891
				Arm J4:6 Ahead	Inf	6.2 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J6: Albion Land

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:6 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1 (B4100 East)	3.65	0.00	Y	Arm J6:5 Ahead	Inf	95.1 %	1968	1968
				Arm J6:6 Left	12.00	4.9 %		
J6:4/1 (Albion Land access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:4/2 (Albion Land access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 DS1A - PM peak' (FG2: '2031 DS1A - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	261	108	1302	3	0	78	20	236	2008
	B	317	0	0	7	4	45	288	13	30	704
	C	98	0	0	298	0	209	0	0	0	605
	D	1793	8	249	0	44	0	60	15	173	2342
	E	13	0	0	23	0	142	0	0	24	202
	F	0	224	235	0	25	0	8	5	252	749
	G	110	200	0	66	1	6	0	2	47	432
	H	40	34	0	19	1	9	17	0	11	131
	I	531	33	0	182	223	552	9	2	0	1532
	Tot.	2902	760	592	1897	301	963	460	57	773	8705

Traffic Lane Flows

Lane	Scenario 2: 2031 DS1A - PM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	281
J1:1/2 (with short)	795(In) 514(Out)
J1:1/3 (with short)	1213(In) 575(Out)
J1:1/4 (short)	638
J1:2/1	531
J1:2/2	606
J1:2/3 (with short)	710(In) 632(Out)
J1:2/4 (short)	78
J1:3/1 (short)	126
J1:3/2 (with short)	480(In) 354(Out)
J1:3/3	308
J1:4/1	432
J1:4/2	308
J1:5/1	841
J1:5/2	982
J1:5/3	976
J1:6/1	813
J1:6/2	1181
J1:6/3 (with short)	1085(In) 798(Out)
J1:6/4 (short)	287
J1:7/1 (with short)	432(In) 208(Out)
J1:7/2 (short)	224
J1:8/1	923
J1:8/2	1181
J1:8/3	798
J1:9/1	240
J1:9/2	369
J1:10/1	841
J1:10/2	982
J1:10/3	976
Junction: J2: Padbury	
J2:1/1	237
J2:1/2 (with short)	512(In) 235(Out)
J2:1/3 (short)	277
J2:2/1	767
J2:2/2	735
J2:2/3	393
J2:3/1	1002
J2:3/2	735

J2:3/3	281
J2:3/4	389
J2:4/1	1009
J2:4/2	814
J2:4/3	976
J2:5/1	663
J2:5/2 (with short)	1213(In) 654(Out)
J2:5/3 (short)	559
J2:6/1	338
J2:6/2	348
J2:7/1	1876
J2:8/1	1876
Junction: J3: Cherwell	
J3:1/1 (short)	343
J3:1/2 (with short)	1002(In) 659(Out)
J3:1/3	735
J3:1/4	281
J3:1/5	389
J3:2/1	592
J3:3/1	298
J3:3/2	307
J3:4/1	281
J3:4/2	696
J3:5/1	686
J3:5/2	454
J3:6/1	454
J3:7/1	765
J3:7/2	834
J3:7/3	281
J3:7/4	389
J3:8/1	1063
J3:8/2	834
J3:9/1	1897
J3:10/1	592
Junction: J4: Ardley	
J4:1/1	775
J4:1/2 (with short)	757(In) 575(Out)
J4:1/3 (short)	182
J4:2/1 (with short)	202(In) 155(Out)
J4:2/2 (short)	47
J4:3/1	281
J4:3/2 (with short)	696(In) 329(Out)

J4:3/3 (short)	367
J4:4/1	291
J4:4/2	343
J4:5/1	464
J4:5/2	309
J4:6/1	78
J4:6/2	249
J4:7/1 (short)	10
J4:7/2 (with short)	24(In) 14(Out)
J4:8/1	694
J4:8/2	588
J4:8/3	478
J4:9/1	301
J4:10/1	963
J4:11/1	552
J4:11/2	575
J4:11/3	431
J4:12/1	686
J4:12/2	454
J4:13/1	367
J4:14/1	217
J4:14/2	249
J4:15/1	2342
J4:16/1	1532
J4:17/1	773
Junction: J5: Baynards Green exit xings	
J5:1/1	460
J5:2/1	531
J5:2/2	632
J5:2/3	732
J5:3/1	521
J5:3/2	249
J5:4/1	460
Junction: J6: Albion Land	
J6:1/1 (with short)	770(In) 726(Out)
J6:1/2 (short)	44
J6:2/1	760
J6:3/1	704
J6:4/1 (short)	97
J6:4/2 (with short)	131(In) 34(Out)
J6:5/1	788
J6:6/1	57

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	11.3 %	1950	1950
				Arm J5:1 Ahead	40.00	88.7 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	90.8 %	1927	1927
				Arm J5:1 Ahead	55.00	9.2 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	52.9 %	1896	1896
				Arm J1:9 Ahead	40.00	47.1 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	32.5 %	2062	2062
				Arm J5:3 Ahead	35.00	67.5 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf

J1:10/3	Infinite Saturation Flow	Inf	Inf

Junction: J2: Padbury

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	54.8 %	1980	1980
				Arm J3:7 Right	30.00	45.2 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	28.8 %	1886	1886
				Arm J4:11 Ahead	30.00	71.2 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	90.1 %	2052	2052
				Arm J4:6 Right	30.00	9.9 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	5.0 %	2155	2155
				Arm J4:12 Ahead	Inf	95.0 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	73.3 %	1942	1942
				Arm J4:12 Right	40.00	26.7 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	79.7 %	1904	1904
				Arm J4:6 Ahead	Inf	20.3 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J6: Albion Land

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:6 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1 (B4100 East)	3.65	0.00	Y	Arm J6:5 Ahead	Inf	98.2 %	1975	1975
				Arm J6:6 Left	12.00	1.8 %		
J6:4/1 (Albion Land access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:4/2 (Albion Land access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2034 DS3A - AM peak' (FG3: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	290	60	1820	5	0	104	39	517	2835
	B	238	0	0	4	0	42	296	32	64	676
	C	76	0	0	342	0	190	0	0	0	608
	D	1188	1	245	0	21	0	47	22	215	1739
	E	9	1	0	29	0	186	1	0	92	318
	F	60	245	241	0	35	0	26	14	589	1210
	G	106	346	0	152	0	8	0	12	97	721
	H	18	15	0	18	0	5	3	0	7	66
	I	188	9	0	175	52	330	21	6	0	781
	Tot.	1883	907	546	2540	113	761	498	125	1581	8954

Traffic Lane Flows

Lane	Scenario 3: 2034 DS3A - AM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	329
J1:1/2 (with short)	1094(In) 765(Out)
J1:1/3 (with short)	1741(In) 868(Out)
J1:1/4 (short)	873
J1:2/1	804
J1:2/2	959
J1:2/3 (with short)	1000(In) 896(Out)
J1:2/4 (short)	104
J1:3/1 (short)	140
J1:3/2 (with short)	457(In) 317(Out)
J1:3/3	238
J1:4/1	421
J1:4/2	238
J1:5/1	587
J1:5/2	666
J1:5/3	661
J1:6/1	510
J1:6/2	828
J1:6/3 (with short)	737(In) 439(Out)
J1:6/4 (short)	298
J1:7/1 (with short)	721(In) 348(Out)
J1:7/2 (short)	373
J1:8/1	616
J1:8/2	828
J1:8/3	439
J1:9/1	388
J1:9/2	525
J1:10/1	587
J1:10/2	666
J1:10/3	661
Junction: J2: Padbury	
J2:1/1	345
J2:1/2 (with short)	865(In) 241(Out)
J2:1/3 (short)	624
J2:2/1	1002
J2:2/2	1052
J2:2/3	745

J2:3/1	1243
J2:3/2	1052
J2:3/3	643
J2:3/4	726
J2:4/1	705
J2:4/2	548
J2:4/3	661
J2:5/1	470
J2:5/2 (with short)	788(In) 454(Out)
J2:5/3 (short)	334
J2:6/1	154
J2:6/2	157
J2:7/1	1258
J2:8/1	1258
Junction: J3: Cherwell	
J3:1/1 (short)	301
J3:1/2 (with short)	1243(In) 942(Out)
J3:1/3	1052
J3:1/4	643
J3:1/5	726
J3:2/1	546
J3:3/1	342
J3:3/2	266
J3:4/1	674
J3:4/2	961
J3:5/1	311
J3:5/2	449
J3:6/1	449
J3:7/1	1042
J3:7/2	1156
J3:7/3	643
J3:7/4	726
J3:8/1	1384
J3:8/2	1156
J3:9/1	2540
J3:10/1	546
Junction: J4: Ardley	
J4:1/1	382
J4:1/2 (with short)	399(In) 224(Out)
J4:1/3 (short)	175
J4:2/1 (with short)	318(In) 197(Out)
J4:2/2 (short)	121

J4:3/1	674
J4:3/2 (with short)	961(In) 640(Out)
J4:3/3 (short)	321
J4:4/1	711
J4:4/2	695
J4:5/1	926
J4:5/2	655
J4:6/1	61
J4:6/2	245
J4:7/1 (short)	37
J4:7/2 (with short)	92(In) 55(Out)
J4:8/1	516
J4:8/2	235
J4:8/3	541
J4:9/1	113
J4:10/1	761
J4:11/1	330
J4:11/2	224
J4:11/3	420
J4:12/1	311
J4:12/2	449
J4:13/1	321
J4:14/1	236
J4:14/2	245
J4:15/1	1739
J4:16/1	781
J4:17/1	1581
Junction: J5: Baynards Green exit xings	
J5:1/1	498
J5:2/1	804
J5:2/2	981
J5:2/3	1014
J5:3/1	717
J5:3/2	268
J5:4/1	498
Junction: J6: Albion Land	
J6:1/1 (with short)	985(In) 892(Out)
J6:1/2 (short)	93
J6:2/1	907
J6:3/1	676
J6:4/1 (short)	51
J6:4/2 (with short)	66(In) 15(Out)
J6:5/1	695
J6:6/1	125

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	4.3 %	1945	1945
				Arm J5:1 Ahead	40.00	95.7 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	83.8 %	1927	1927
				Arm J5:1 Ahead	55.00	16.2 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	30.5 %	1901	1901
				Arm J1:9 Ahead	40.00	69.5 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	49.0 %	2060	2060
				Arm J5:3 Ahead	35.00	51.0 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf

J1:10/3	Infinite Saturation Flow	Inf	Inf

Junction: J2: Padbury

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	54.6 %	1980	1980
				Arm J3:7 Right	30.00	45.4 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	13.6 %	1886	1886
				Arm J4:11 Ahead	30.00	86.4 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	94.2 %	2052	2052
				Arm J4:6 Right	30.00	5.8 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	17.0 %	2155	2155
				Arm J4:12 Ahead	Inf	83.0 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	76.3 %	1942	1942
				Arm J4:12 Right	40.00	23.7 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	91.1 %	1894	1894
				Arm J4:6 Ahead	Inf	8.9 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J6: Albion Land

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:6 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1 (B4100 East)	3.65	0.00	Y	Arm J6:5 Ahead	Inf	95.3 %	1968	1968
				Arm J6:6 Left	12.00	4.7 %		
J6:4/1 (Albion Land access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:4/2 (Albion Land access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2034 DS3A - PM peak' (FG4: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	285	112	1378	10	0	81	20	283	2169
	B	308	0	0	7	4	46	293	12	28	698
	C	101	0	0	308	0	216	0	0	0	625
	D	1892	8	257	0	55	0	66	15	174	2467
	E	19	0	0	23	0	169	0	0	16	227
	F	0	256	243	0	32	0	8	5	299	843
	G	111	199	0	71	2	6	0	2	49	440
	H	39	33	0	20	1	10	15	0	11	129
	I	578	31	0	188	231	646	10	2	0	1686
	Tot.	3048	812	612	1995	335	1093	473	56	860	9284

Traffic Lane Flows

Lane	Scenario 4: 2034 DS3A - PM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	305
J1:1/2 (with short)	872(In) 567(Out)
J1:1/3 (with short)	1297(In) 638(Out)
J1:1/4 (short)	659
J1:2/1	568
J1:2/2	680
J1:2/3 (with short)	744(In) 663(Out)
J1:2/4 (short)	81
J1:3/1 (short)	127
J1:3/2 (with short)	475(In) 348(Out)
J1:3/3	307
J1:4/1	429
J1:4/2	307
J1:5/1	910
J1:5/2	1045
J1:5/3	1036
J1:6/1	866
J1:6/2	1247
J1:6/3 (with short)	1141(In) 824(Out)
J1:6/4 (short)	317
J1:7/1 (with short)	440(In) 212(Out)
J1:7/2 (short)	228
J1:8/1	977
J1:8/2	1247
J1:8/3	824
J1:9/1	258
J1:9/2	388
J1:10/1	910
J1:10/2	1045
J1:10/3	1036
Junction: J2: Padbury	
J2:1/1	269
J2:1/2 (with short)	574(In) 243(Out)
J2:1/3 (short)	331
J2:2/1	812
J2:2/2	776
J2:2/3	450
J2:3/1	1055
J2:3/2	776
J2:3/3	349
J2:3/4	432

J2:4/1	1048
J2:4/2	907
J2:4/3	1036
J2:5/1	676
J2:5/2 (with short)	1304(In) 674(Out)
J2:5/3 (short)	630
J2:6/1	364
J2:6/2	378
J2:7/1	1980
J2:8/1	1980
Junction: J3: Cherwell	
J3:1/1 (short)	355
J3:1/2 (with short)	1055(In) 700(Out)
J3:1/3	776
J3:1/4	349
J3:1/5	432
J3:2/1	612
J3:3/1	308
J3:3/2	317
J3:4/1	349
J3:4/2	749
J3:5/1	742
J3:5/2	468
J3:6/1	468
J3:7/1	806
J3:7/2	881
J3:7/3	349
J3:7/4	432
J3:8/1	1114
J3:8/2	881
J3:9/1	1995
J3:10/1	612
Junction: J4: Ardley	
J4:1/1	877
J4:1/2 (with short)	809(In) 621(Out)
J4:1/3 (short)	188
J4:2/1 (with short)	227(In) 188(Out)
J4:2/2 (short)	39
J4:3/1	349
J4:3/2 (with short)	749(In) 370(Out)

J4:3/3 (short)	379
J4:4/1	352
J4:4/2	383
J4:5/1	526
J4:5/2	334
J4:6/1	105
J4:6/2	257
J4:7/1 (short)	3
J4:7/2 (with short)	16(In) 13(Out)
J4:8/1	815
J4:8/2	641
J4:8/3	484
J4:9/1	335
J4:10/1	1093
J4:11/1	646
J4:11/2	622
J4:11/3	445
J4:12/1	742
J4:12/2	468
J4:13/1	379
J4:14/1	230
J4:14/2	257
J4:15/1	2467
J4:16/1	1686
J4:17/1	860
Junction: J5: Baynards Green exit xings	
J5:1/1	473
J5:2/1	568
J5:2/2	707
J5:2/3	763
J5:3/1	563
J5:3/2	260
J5:4/1	473
Junction: J6: Albion Land	
J6:1/1 (with short)	823(In) 779(Out)
J6:1/2 (short)	44
J6:2/1	812
J6:3/1	698
J6:4/1 (short)	96
J6:4/2 (with short)	129(In) 33(Out)
J6:5/1	782
J6:6/1	56

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	9.3 %	1949	1949
				Arm J5:1 Ahead	40.00	90.7 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	90.8 %	1927	1927
				Arm J5:1 Ahead	55.00	9.2 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	52.4 %	1896	1896
				Arm J1:9 Ahead	40.00	47.6 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	33.0 %	2062	2062
				Arm J5:3 Ahead	35.00	67.0 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf

J1:10/3	Infinite Saturation Flow	Inf	Inf

Junction: J2: Padbury

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	54.9 %	1980	1980
				Arm J3:7 Right	30.00	45.1 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	26.3 %	1886	1886
				Arm J4:11 Ahead	30.00	73.7 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	87.2 %	2052	2052
				Arm J4:6 Right	30.00	12.8 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	99.0 %	1942	1942
				Arm J4:11 Right	40.00	1.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	3.3 %	2155	2155
				Arm J4:12 Ahead	Inf	96.7 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	73.4 %	1942	1942
				Arm J4:12 Right	40.00	26.6 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	75.7 %	1908	1908
				Arm J4:6 Ahead	Inf	24.3 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J6: Albion Land

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:6 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1 (B4100 East)	3.65	0.00	Y	Arm J6:5 Ahead	Inf	98.3 %	1976	1976
				Arm J6:6 Left	12.00	1.7 %		
J6:4/1 (Albion Land access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:4/2 (Albion Land access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2042 DS4A - AM peak' (FG5: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	270	63	1843	11	0	101	36	576	2900
	B	248	0	0	6	0	46	305	31	55	691
	C	81	0	0	367	0	203	0	0	0	651
	D	1230	2	256	0	25	0	48	23	215	1799
	E	31	1	0	20	0	268	4	0	106	430
	F	0	339	257	0	55	0	27	17	766	1461
	G	112	333	0	184	1	7	0	10	94	741
	H	18	14	0	19	0	5	2	0	6	64
	I	228	11	0	172	57	371	17	6	0	862
	Tot.	1948	970	576	2611	149	900	504	123	1818	9599

Traffic Lane Flows

Lane	Scenario 5: 2042 DS4A - AM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	306
J1:1/2 (with short)	1110(In) 804(Out)
J1:1/3 (with short)	1790(In) 914(Out)
J1:1/4 (short)	876
J1:2/1	862
J1:2/2	1015
J1:2/3 (with short)	1003(In) 902(Out)
J1:2/4 (short)	101
J1:3/1 (short)	137
J1:3/2 (with short)	457(In) 320(Out)
J1:3/3	253
J1:4/1	421
J1:4/2	253
J1:5/1	633
J1:5/2	715
J1:5/3	717
J1:6/1	550
J1:6/2	884
J1:6/3 (with short)	801(In) 402(Out)
J1:6/4 (short)	399
J1:7/1 (with short)	741(In) 357(Out)
J1:7/2 (short)	384
J1:8/1	662
J1:8/2	884
J1:8/3	402
J1:9/1	438
J1:9/2	590
J1:10/1	633
J1:10/2	715
J1:10/3	717
Junction: J2: Padbury	
J2:1/1	383
J2:1/2 (with short)	1078(In) 257(Out)
J2:1/3 (short)	821
J2:2/1	1025
J2:2/2	1090
J2:2/3	801
J2:3/1	1282
J2:3/2	1090
J2:3/3	765
J2:3/4	857

J2:4/1	720
J2:4/2	628
J2:4/3	717
J2:5/1	505
J2:5/2 (with short)	798(In) 496(Out)
J2:5/3 (short)	302
J2:6/1	188
J2:6/2	191
J2:7/1	1303
J2:8/1	1303
Junction: J3: Cherwell	
J3:1/1 (short)	320
J3:1/2 (with short)	1282(In) 962(Out)
J3:1/3	1090
J3:1/4	765
J3:1/5	857
J3:2/1	576
J3:3/1	367
J3:3/2	284
J3:4/1	815
J3:4/2	1091
J3:5/1	379
J3:5/2	448
J3:6/1	448
J3:7/1	1058
J3:7/2	1186
J3:7/3	765
J3:7/4	857
J3:8/1	1425
J3:8/2	1186
J3:9/1	2611
J3:10/1	576
Junction: J4: Ardley	
J4:1/1	428
J4:1/2 (with short)	434(In) 262(Out)
J4:1/3 (short)	172
J4:2/1 (with short)	430(In) 304(Out)
J4:2/2 (short)	126
J4:3/1	815
J4:3/2 (with short)	1091(In) 749(Out)

J4:3/3 (short)	342
J4:4/1	855
J4:4/2	815
J4:5/1	1070
J4:5/2	748
J4:6/1	92
J4:6/2	256
J4:7/1 (short)	40
J4:7/2 (with short)	106(In) 66(Out)
J4:8/1	639
J4:8/2	298
J4:8/3	554
J4:9/1	149
J4:10/1	900
J4:11/1	371
J4:11/2	262
J4:11/3	428
J4:12/1	379
J4:12/2	448
J4:13/1	342
J4:14/1	240
J4:14/2	256
J4:15/1	1799
J4:16/1	862
J4:17/1	1818
Junction: J5: Baynards Green exit xings	
J5:1/1	504
J5:2/1	870
J5:2/2	1032
J5:2/3	1014
J5:3/1	744
J5:3/2	304
J5:4/1	504
Junction: J6: Albion Land	
J6:1/1 (with short)	1048(In) 956(Out)
J6:1/2 (short)	92
J6:2/1	970
J6:3/1	691
J6:4/1 (short)	50
J6:4/2 (with short)	64(In) 14(Out)
J6:5/1	710
J6:6/1	123

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	3.1 %	1944	1944
				Arm J5:1 Ahead	40.00	96.9 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	84.8 %	1927	1927
				Arm J5:1 Ahead	55.00	15.2 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	31.4 %	1901	1901
				Arm J1:9 Ahead	40.00	68.6 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	48.5 %	2060	2060
				Arm J5:3 Ahead	35.00	51.5 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf

J1:10/3	Infinite Saturation Flow	Inf	Inf

Junction: J2: Padbury

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	57.1 %	1980	1980
				Arm J3:7 Right	30.00	42.9 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	13.3 %	1886	1886
				Arm J4:11 Ahead	30.00	86.7 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	91.8 %	2052	2052
				Arm J4:6 Right	30.00	8.2 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	19.1 %	2155	2155
				Arm J4:12 Ahead	Inf	80.9 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	76.3 %	1942	1942
				Arm J4:12 Right	40.00	23.7 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	89.6 %	1895	1895
				Arm J4:6 Ahead	Inf	10.4 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J6: Albion Land

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:6 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1 (B4100 East)	3.65	0.00	Y	Arm J6:5 Ahead	Inf	95.5 %	1969	1969
				Arm J6:6 Left	12.00	4.5 %		
J6:4/1 (Albion Land access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:4/2 (Albion Land access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2042 DS4A - PM peak' (FG6: '2042 DS4A - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	302	119	1448	47	0	85	19	329	2349
	B	328	0	0	7	0	52	317	11	69	784
	C	108	0	0	329	0	230	0	0	0	667
	D	1919	7	261	0	53	0	54	14	128	2436
	E	33	0	0	27	0	233	0	0	12	305
	F	0	291	260	0	72	0	10	5	420	1058
	G	112	237	0	78	4	6	0	2	46	485
	H	37	31	0	23	1	13	13	0	11	129
	I	564	73	0	148	216	778	8	2	0	1789
	Tot.	3101	941	640	2060	393	1312	487	53	1015	10002

Traffic Lane Flows

Lane	Scenario 6: 2042 DS4A - PM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	321
J1:1/2 (with short)	948(In) 627(Out)
J1:1/3 (with short)	1401(In) 681(Out)
J1:1/4 (short)	720
J1:2/1	631
J1:2/2	750
J1:2/3 (with short)	781(In) 696(Out)
J1:2/4 (short)	85
J1:3/1 (short)	176
J1:3/2 (with short)	556(In) 380(Out)
J1:3/3	315
J1:4/1	465
J1:4/2	315
J1:5/1	940
J1:5/2	1077
J1:5/3	1071
J1:6/1	918
J1:6/2	1285
J1:6/3 (with short)	1178(In) 786(Out)
J1:6/4 (short)	392
J1:7/1 (with short)	485(In) 234(Out)
J1:7/2 (short)	251
J1:8/1	1030
J1:8/2	1285
J1:8/3	786
J1:9/1	314
J1:9/2	451
J1:10/1	940
J1:10/2	1077
J1:10/3	1071
Junction: J2: Padbury	
J2:1/1	306
J2:1/2 (with short)	752(In) 260(Out)
J2:1/3 (short)	492
J2:2/1	859
J2:2/2	816
J2:2/3	578
J2:3/1	1119
J2:3/2	816
J2:3/3	487
J2:3/4	583

J2:4/1	1092
J2:4/2	925
J2:4/3	1071
J2:5/1	695
J2:5/2 (with short)	1291(In) 683(Out)
J2:5/3 (short)	608
J2:6/1	387
J2:6/2	409
J2:7/1	1986
J2:8/1	1986
Junction: J3: Cherwell	
J3:1/1 (short)	379
J3:1/2 (with short)	1119(In) 740(Out)
J3:1/3	816
J3:1/4	487
J3:1/5	583
J3:2/1	640
J3:3/1	329
J3:3/2	338
J3:4/1	498
J3:4/2	910
J3:5/1	796
J3:5/2	436
J3:6/1	436
J3:7/1	834
J3:7/2	897
J3:7/3	487
J3:7/4	583
J3:8/1	1163
J3:8/2	897
J3:9/1	2060
J3:10/1	640
Junction: J4: Ardley	
J4:1/1	994
J4:1/2 (with short)	795(In) 647(Out)
J4:1/3 (short)	148
J4:2/1 (with short)	305(In) 266(Out)
J4:2/2 (short)	39
J4:3/1	498
J4:3/2 (with short)	910(In) 501(Out)

J4:3/3 (short)	409
J4:4/1	503
J4:4/2	508
J4:5/1	631
J4:5/2	384
J4:6/1	185
J4:6/2	261
J4:7/1 (short)	5
J4:7/2 (with short)	12(In) 7(Out)
J4:8/1	1011
J4:8/2	688
J4:8/3	448
J4:9/1	393
J4:10/1	1312
J4:11/1	778
J4:11/2	655
J4:11/3	409
J4:12/1	796
J4:12/2	436
J4:13/1	409
J4:14/1	189
J4:14/2	261
J4:15/1	2436
J4:16/1	1789
J4:17/1	1015
Junction: J5: Baynards Green exit xings	
J5:1/1	487
J5:2/1	631
J5:2/2	780
J5:2/3	842
J5:3/1	635
J5:3/2	317
J5:4/1	487
Junction: J6: Albion Land	
J6:1/1 (with short)	952(In) 910(Out)
J6:1/2 (short)	42
J6:2/1	941
J6:3/1	784
J6:4/1 (short)	98
J6:4/2 (with short)	129(In) 31(Out)
J6:5/1	871
J6:6/1	53

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	10.8 %	1950	1950
				Arm J5:1 Ahead	40.00	89.2 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	92.3 %	1927	1927
				Arm J5:1 Ahead	55.00	7.7 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	47.9 %	1897	1897
				Arm J1:9 Ahead	40.00	52.1 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	29.7 %	2062	2062
				Arm J5:3 Ahead	35.00	70.3 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf

J1:10/3	Infinite Saturation Flow	Inf	Inf

Junction: J2: Padbury

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	59.9 %	1981	1981
				Arm J3:7 Right	30.00	40.1 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	21.7 %	1886	1886
				Arm J4:11 Ahead	30.00	78.3 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	75.6 %	2052	2052
				Arm J4:6 Right	30.00	24.4 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	95.7 %	1942	1942
				Arm J4:11 Right	40.00	4.3 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	2.7 %	2155	2155
				Arm J4:12 Ahead	Inf	97.3 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	73.6 %	1942	1942
				Arm J4:12 Right	40.00	26.4 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	67.7 %	1915	1915
				Arm J4:6 Ahead	Inf	32.3 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J6: Albion Land

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:6 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1 (B4100 East)	3.65	0.00	Y	Arm J6:5 Ahead	Inf	98.6 %	1977	1977
				Arm J6:6 Left	12.00	1.4 %		
J6:4/1 (Albion Land access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:4/2 (Albion Land access)	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2034 DS5A - AM peak' (FG7: '2034 DS5A - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	361	59	1792	4	0	100	39	501	2856
	B	285	0	0	55	0	56	277	31	67	771
	C	76	0	0	342	0	190	0	0	0	608
	D	1186	68	245	0	21	0	47	23	216	1806
	E	9	1	0	29	0	194	1	0	108	342
	F	60	256	241	0	42	0	27	15	611	1252
	G	105	347	0	152	0	8	0	12	101	725
	H	18	0	0	18	0	5	3	0	7	51
	I	186	24	0	176	56	330	18	6	0	796
	Tot.	1925	1057	545	2564	123	783	473	126	1611	9207

Traffic Lane Flows

Lane	Scenario 7: 2034 DS5A - AM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	400
J1:1/2 (with short)	1175(In) 775(Out)
J1:1/3 (with short)	1681(In) 742(Out)
J1:1/4 (short)	939
J1:2/1	823
J1:2/2	827
J1:2/3 (with short)	1067(In) 967(Out)
J1:2/4 (short)	100
J1:3/1 (short)	208
J1:3/2 (with short)	570(In) 362(Out)
J1:3/3	221
J1:4/1	462
J1:4/2	221
J1:5/1	623
J1:5/2	689
J1:5/3	691
J1:6/1	612
J1:6/2	832
J1:6/3 (with short)	769(In) 376(Out)
J1:6/4 (short)	393
J1:7/1 (with short)	725(In) 349(Out)
J1:7/2 (short)	376
J1:8/1	717
J1:8/2	832
J1:8/3	376
J1:9/1	425
J1:9/2	588
J1:10/1	623
J1:10/2	689
J1:10/3	691
Junction: J2: Padbury	
J2:1/1	358
J2:1/2 (with short)	894(In) 241(Out)
J2:1/3 (short)	653
J2:2/1	1014
J2:2/2	1062
J2:2/3	749
J2:3/1	1255
J2:3/2	1062
J2:3/3	657
J2:3/4	745

J2:4/1	736
J2:4/2	576
J2:4/3	691
J2:5/1	500
J2:5/2 (with short)	824(In) 478(Out)
J2:5/3 (short)	346
J2:6/1	160
J2:6/2	161
J2:7/1	1324
J2:8/1	1324
Junction: J3: Cherwell	
J3:1/1 (short)	300
J3:1/2 (with short)	1255(In) 955(Out)
J3:1/3	1062
J3:1/4	657
J3:1/5	745
J3:2/1	545
J3:3/1	342
J3:3/2	266
J3:4/1	695
J3:4/2	973
J3:5/1	321
J3:5/2	450
J3:6/1	450
J3:7/1	1057
J3:7/2	1165
J3:7/3	657
J3:7/4	745
J3:8/1	1399
J3:8/2	1165
J3:9/1	2564
J3:10/1	545
Junction: J4: Ardley	
J4:1/1	386
J4:1/2 (with short)	410(In) 234(Out)
J4:1/3 (short)	176
J4:2/1 (with short)	342(In) 205(Out)
J4:2/2 (short)	137
J4:3/1	695
J4:3/2 (with short)	973(In) 638(Out)

J4:3/3 (short)	335
J4:4/1	738
J4:4/2	703
J4:5/1	954
J4:5/2	657
J4:6/1	67
J4:6/2	245
J4:7/1 (short)	43
J4:7/2 (with short)	108(In) 65(Out)
J4:8/1	524
J4:8/2	245
J4:8/3	558
J4:9/1	123
J4:10/1	783
J4:11/1	330
J4:11/2	234
J4:11/3	421
J4:12/1	321
J4:12/2	450
J4:13/1	335
J4:14/1	237
J4:14/2	245
J4:15/1	1806
J4:16/1	796
J4:17/1	1611
Junction: J5: Baynards Green exit xings	
J5:1/1	473
J5:2/1	845
J5:2/2	874
J5:2/3	1106
J5:3/1	825
J5:3/2	327
J5:4/1	473
Junction: J6: Albion Land	
J6:1/1 (with short)	1152(In) 1057(Out)
J6:1/2 (short)	95
J6:2/1	1057
J6:3/1	771
J6:4/1 (short)	51
J6:4/2 (with short)	51(In) 0(Out)
J6:5/1	791
J6:6/1	126

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	17.7 %	1955	1955
				Arm J5:1 Ahead	40.00	82.3 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	85.1 %	1927	1927
				Arm J5:1 Ahead	55.00	14.9 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	30.1 %	1902	1902
				Arm J1:9 Ahead	40.00	69.9 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	44.4 %	2060	2060
				Arm J5:3 Ahead	35.00	55.6 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf

J1:10/3	Infinite Saturation Flow	Inf	Inf

Junction: J2: Padbury

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	54.4 %	1979	1979
				Arm J3:7 Right	30.00	45.6 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	14.5 %	1886	1886
				Arm J4:11 Ahead	30.00	85.5 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	93.5 %	2052	2052
				Arm J4:6 Right	30.00	6.5 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	19.4 %	2155	2155
				Arm J4:12 Ahead	Inf	80.6 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	77.3 %	1942	1942
				Arm J4:12 Right	40.00	22.7 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	91.1 %	1894	1894
				Arm J4:6 Ahead	Inf	8.9 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J6: Albion Land

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:6 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1 (B4100 East)	3.65	0.00	Y	Arm J6:5 Ahead	Inf	96.0 %	1970	1970
				Arm J6:6 Left	12.00	4.0 %		
J6:4/1 (Albion Land access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:4/2 (Albion Land access)	3.50	0.00	Y	Arm J6:2 Right	18.00	0.0 %	1965	1965
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2034 DS5A - PM peak' (FG8: '2034 DS5A - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	318	112	1375	10	0	78	20	302	2215
	B	384	0	0	66	1	70	297	12	47	877
	C	101	0	0	308	0	216	0	0	0	625
	D	1873	50	257	0	54	0	66	15	174	2489
	E	19	0	0	22	0	190	0	0	15	246
	F	0	243	243	0	37	0	9	5	316	853
	G	110	196	0	71	2	6	0	2	49	436
	H	39	0	0	21	1	10	15	0	11	97
	I	591	35	0	189	230	656	10	2	0	1713
	Tot.	3117	842	612	2052	335	1148	475	56	914	9551

Traffic Lane Flows

Lane	Scenario 8: 2034 DS5A - PM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	338
J1:1/2 (with short)	913(In) 575(Out)
J1:1/3 (with short)	1302(In) 643(Out)
J1:1/4 (short)	659
J1:2/1	588
J1:2/2	695
J1:2/3 (with short)	722(In) 644(Out)
J1:2/4 (short)	78
J1:3/1 (short)	227
J1:3/2 (with short)	645(In) 418(Out)
J1:3/3	317
J1:4/1	496
J1:4/2	317
J1:5/1	936
J1:5/2	1044
J1:5/3	1039
J1:6/1	957
J1:6/2	1246
J1:6/3 (with short)	1154(In) 804(Out)
J1:6/4 (short)	350
J1:7/1 (with short)	436(In) 210(Out)
J1:7/2 (short)	226
J1:8/1	1067
J1:8/2	1246
J1:8/3	804
J1:9/1	270
J1:9/2	406
J1:10/1	936
J1:10/2	1044
J1:10/3	1039
Junction: J2: Padbury	
J2:1/1	257
J2:1/2 (with short)	596(In) 243(Out)
J2:1/3 (short)	353
J2:2/1	837
J2:2/2	808
J2:2/3	509
J2:3/1	1080
J2:3/2	808
J2:3/3	378
J2:3/4	484

J2:4/1	1064
J2:4/2	916
J2:4/3	1039
J2:5/1	683
J2:5/2 (with short)	1321(In) 696(Out)
J2:5/3 (short)	625
J2:6/1	372
J2:6/2	386
J2:7/1	2004
J2:8/1	2004
Junction: J3: Cherwell	
J3:1/1 (short)	355
J3:1/2 (with short)	1080(In) 725(Out)
J3:1/3	808
J3:1/4	378
J3:1/5	484
J3:2/1	612
J3:3/1	308
J3:3/2	317
J3:4/1	380
J3:4/2	799
J3:5/1	758
J3:5/2	468
J3:6/1	468
J3:7/1	830
J3:7/2	914
J3:7/3	378
J3:7/4	484
J3:8/1	1138
J3:8/2	914
J3:9/1	2052
J3:10/1	612
Junction: J4: Ardley	
J4:1/1	886
J4:1/2 (with short)	827(In) 638(Out)
J4:1/3 (short)	189
J4:2/1 (with short)	246(In) 209(Out)
J4:2/2 (short)	37
J4:3/1	380
J4:3/2 (with short)	799(In) 396(Out)

J4:3/3 (short)	403
J4:4/1	383
J4:4/2	408
J4:5/1	557
J4:5/2	357
J4:6/1	105
J4:6/2	257
J4:7/1 (short)	3
J4:7/2 (with short)	15(In) 12(Out)
J4:8/1	846
J4:8/2	657
J4:8/3	483
J4:9/1	335
J4:10/1	1148
J4:11/1	656
J4:11/2	638
J4:11/3	446
J4:12/1	758
J4:12/2	468
J4:13/1	403
J4:14/1	228
J4:14/2	257
J4:15/1	2489
J4:16/1	1713
J4:17/1	914
Junction: J5: Baynards Green exit xings	
J5:1/1	475
J5:2/1	588
J5:2/2	782
J5:2/3	784
J5:3/1	608
J5:3/2	278
J5:4/1	475
Junction: J6: Albion Land	
J6:1/1 (with short)	886(In) 842(Out)
J6:1/2 (short)	44
J6:2/1	842
J6:3/1	877
J6:4/1 (short)	97
J6:4/2 (with short)	97(In) 0(Out)
J6:5/1	962
J6:6/1	56

Lane Saturation Flows

Junction: J1: Baynards Green								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	21.4 %	1957	1957
				Arm J5:1 Ahead	40.00	78.6 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	90.9 %	1927	1927
				Arm J5:1 Ahead	55.00	9.1 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	52.4 %	1896	1896
				Arm J1:9 Ahead	40.00	47.6 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	31.5 %	2062	2062
				Arm J5:3 Ahead	35.00	68.5 %		
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf

J1:10/3	Infinite Saturation Flow	Inf	Inf

Junction: J2: Padbury

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	Y	Arm J2:3 Right	50.00	100.0 %	1922	1922
J2:1/3 (M40 SB offslip Lane 3)	This lane uses a directly entered Saturation Flow						3400	3400
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:2/3 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2120	2120
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:3/3	Infinite Saturation Flow						Inf	Inf
J2:3/4	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:4/3	Infinite Saturation Flow						Inf	Inf
J2:5/1 (M40 NB offslip)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
J2:5/2 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:5/3 (M40 NB offslip)	3.65	0.00	N	Arm J2:4 Left	Inf	100.0 %	2120	2120
J2:6/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:6/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2120	2120
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	100.0 %	1978	1978
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/4 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:1/5 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.50	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1877	1877
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	100.0 %	2052	2052
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	54.9 %	1980	1980
				Arm J3:7 Right	30.00	45.1 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1 (M40 SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	26.0 %	1886	1886
				Arm J4:11 Ahead	30.00	74.0 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	87.5 %	2052	2052
				Arm J4:6 Right	30.00	12.5 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	4.00	0.00	Y	Arm J4:9 Ahead	40.00	100.0 %	1942	1942
				Arm J4:11 Right	40.00	0.0 %		
J4:6/2	4.00	0.00	N	Arm J4:11 Right	40.00	100.0 %	2077	2077
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	Y	Arm J4:12 Ahead	Inf	100.0 %	2015	2015
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	3.1 %	2155	2155
				Arm J4:12 Ahead	Inf	96.9 %		
J4:9/1 (B430 Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	74.9 %	1942	1942
				Arm J4:12 Right	40.00	25.1 %		
J4:14/1 (M40 NB diverge)	3.65	0.00	Y	Arm J4:5 Left	30.00	76.3 %	1907	1907
				Arm J4:6 Ahead	Inf	23.7 %		

J4:14/2 (M40 NB diverge)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019
J4:15/1 (M40 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:16/1	Infinite Saturation Flow						Inf	Inf
J4:17/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Baynards Green exit xings

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

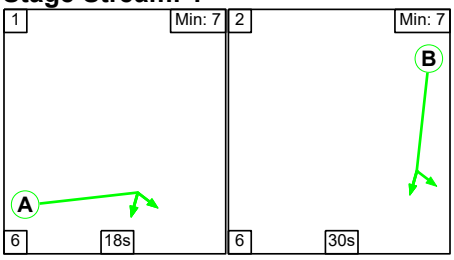
Junction: J6: Albion Land

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:6 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1 (B4100 East)	3.65	0.00	Y	Arm J6:5 Ahead	Inf	98.6 %	1977	1977
				Arm J6:6 Left	12.00	1.4 %		
J6:4/1 (Albion Land access)	3.50	0.00	Y	Arm J6:5 Left	12.00	100.0 %	1747	1747
J6:4/2 (Albion Land access)	3.50	0.00	Y	Arm J6:2 Right	18.00	0.0 %	1965	1965
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	Infinite Saturation Flow						Inf	Inf

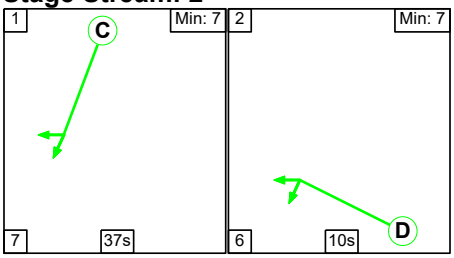
Scenario 1: '2031 DS1A - AM peak' (FG1: '2031 DS1A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

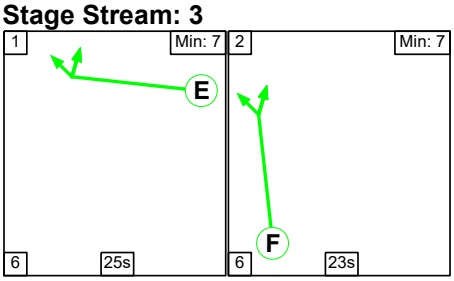
Stage Stream: 1



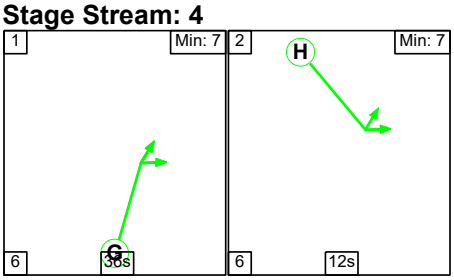
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	58	22

Stage Stream: 2

Stage	1	2
Duration	37	10
Change Point	18	2

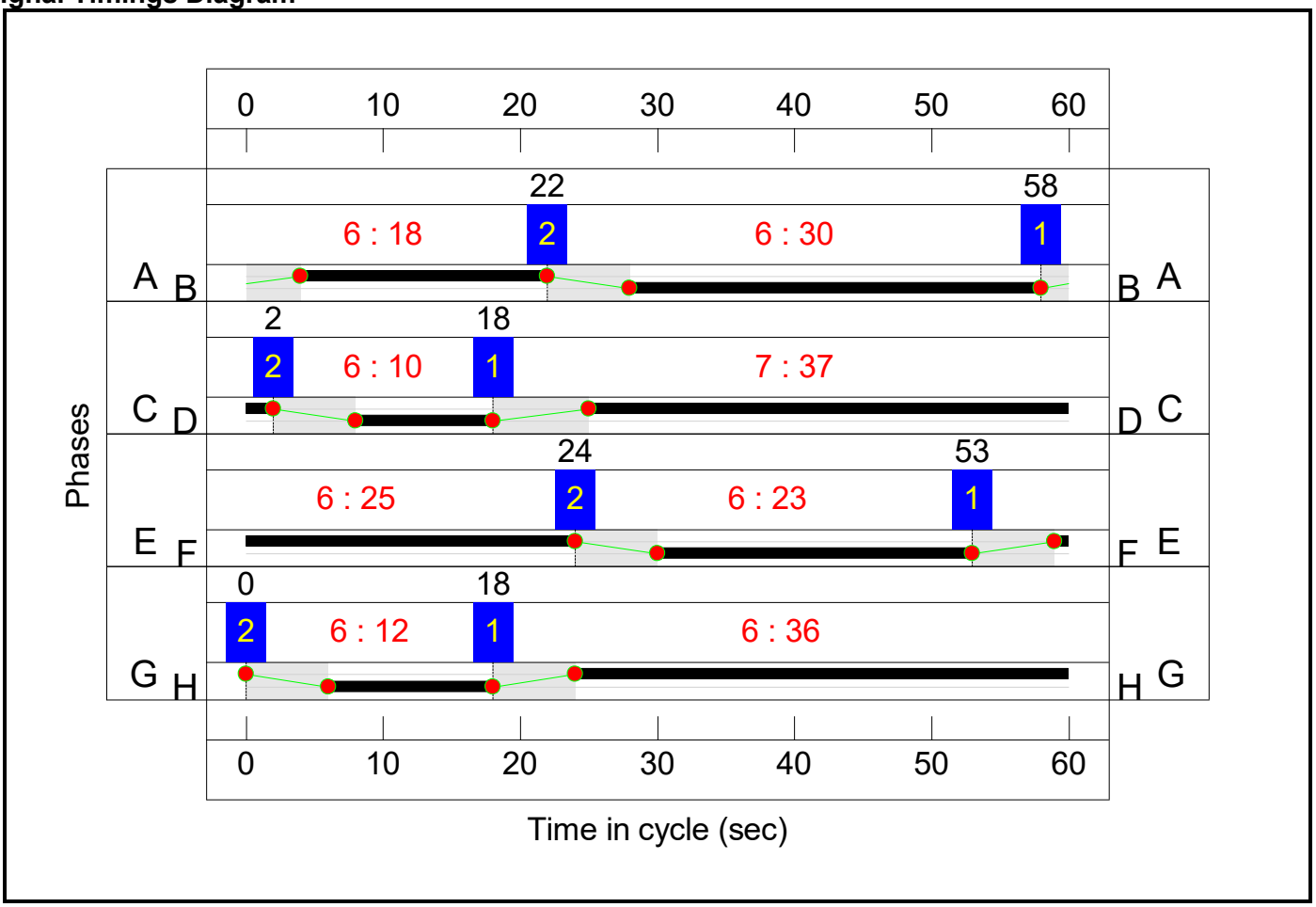
Stage Stream: 3

Stage	1	2
Duration	25	23
Change Point	53	24

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	18	0

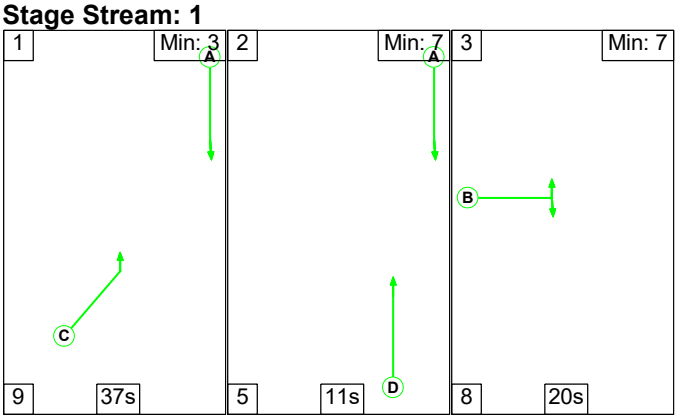
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

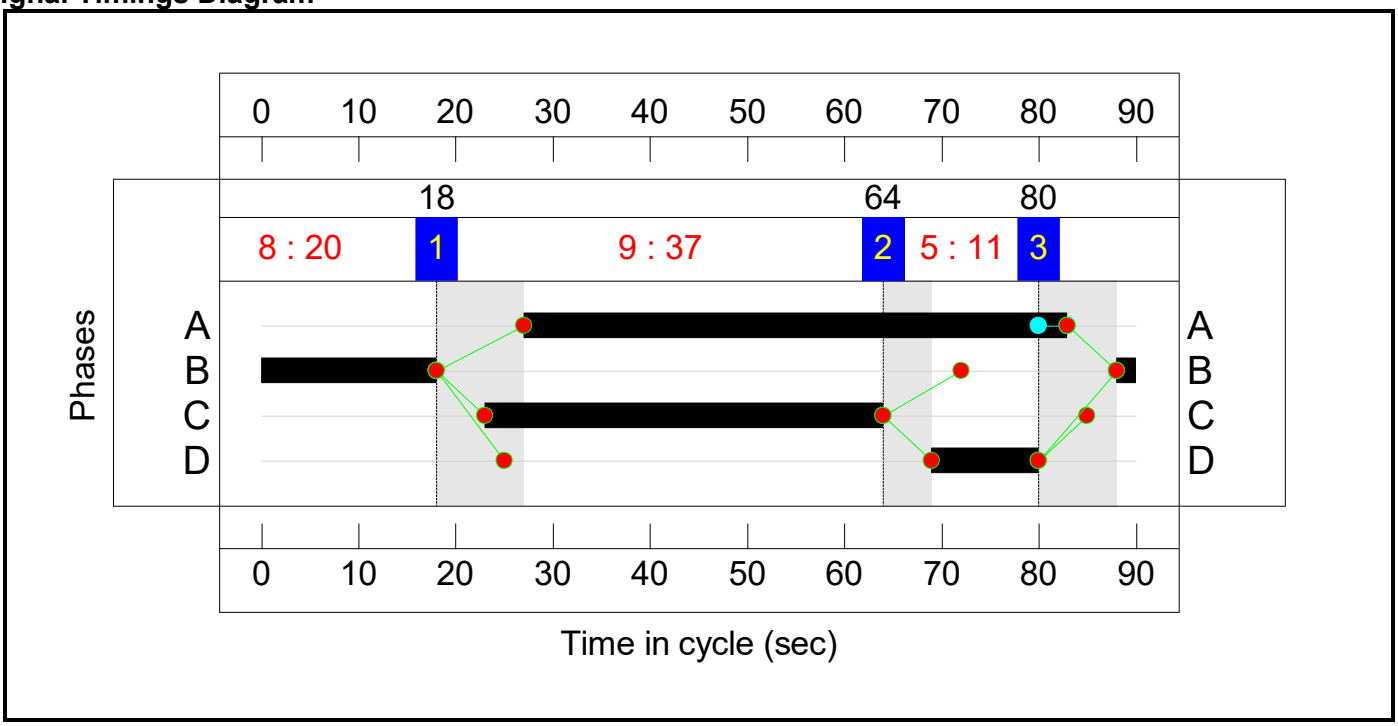


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	37	11	20
Change Point	18	64	80

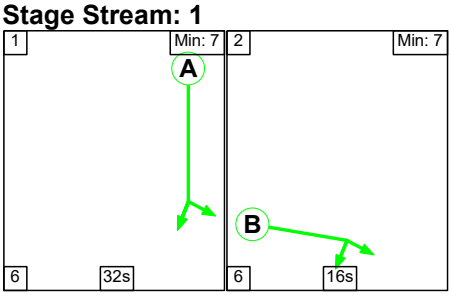
Signal Timings Diagram



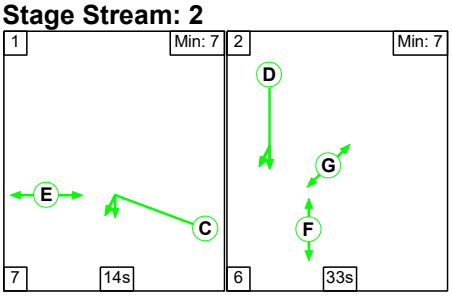
Controller :C3 - Cherwell

Stage Sequence Diagram

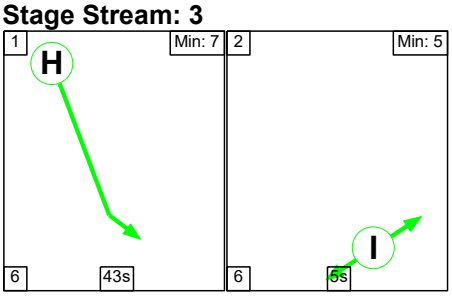
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	16
Change Point	55	33

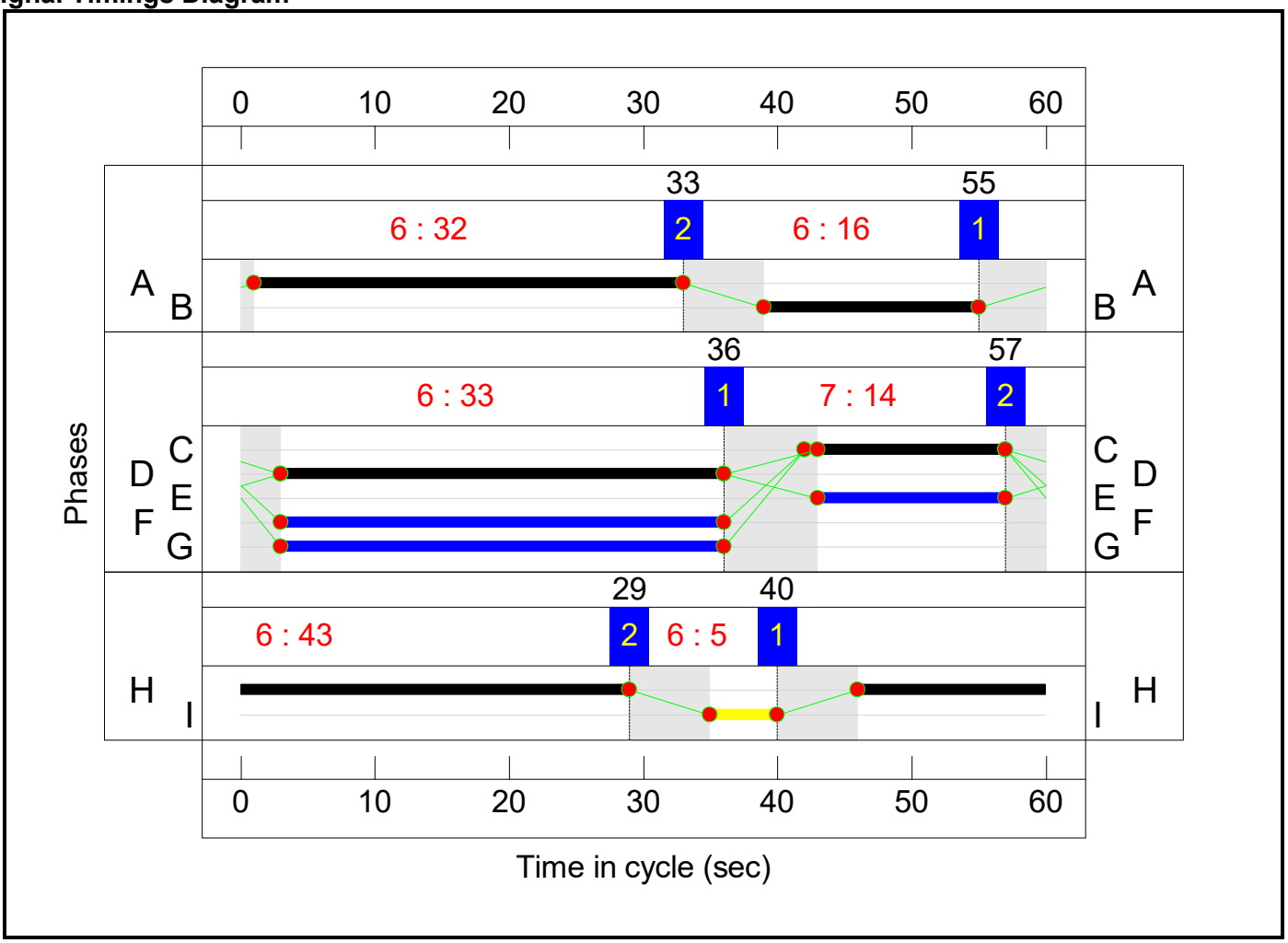
Stage Stream: 2

Stage	1	2
Duration	14	33
Change Point	36	57

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	40	29

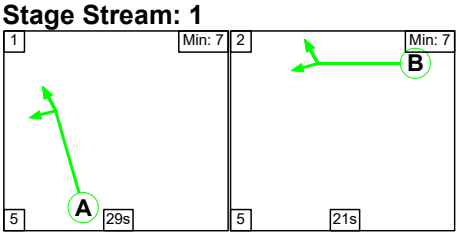
Signal Timings Diagram



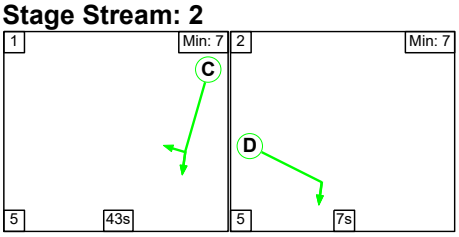
Controller :C4 - Ardley

Stage Sequence Diagram

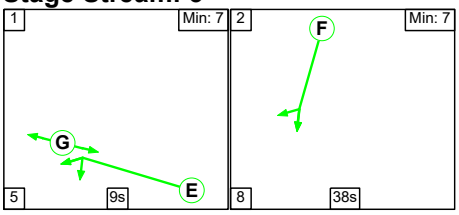
Stage Stream: 1



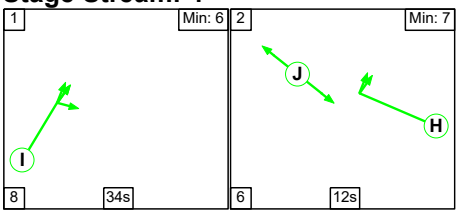
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	21
Change Point	36	10

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	11	59

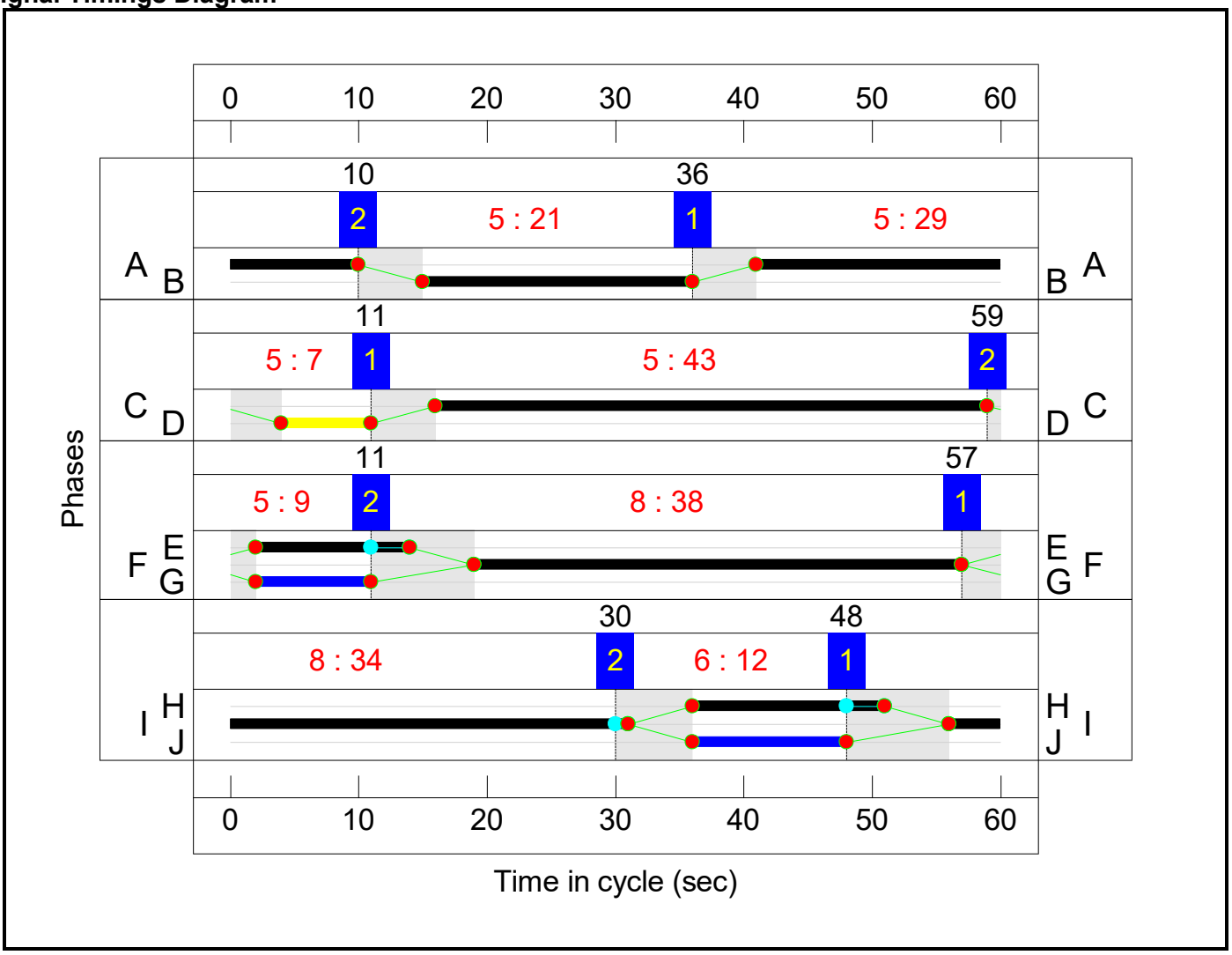
Stage Stream: 3

Stage	1	2
Duration	9	38
Change Point	57	11

Stage Stream: 4

Stage	1	2
Duration	34	12
Change Point	48	30

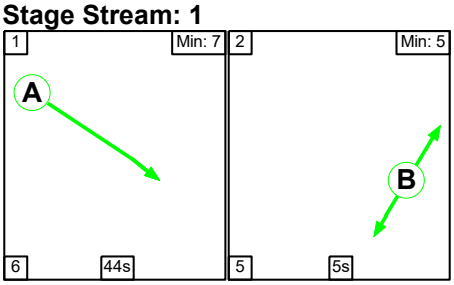
Signal Timings Diagram



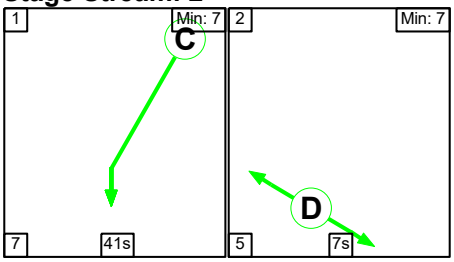
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

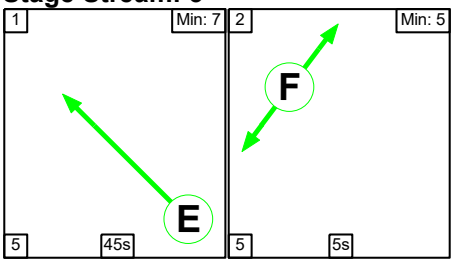
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	59	49

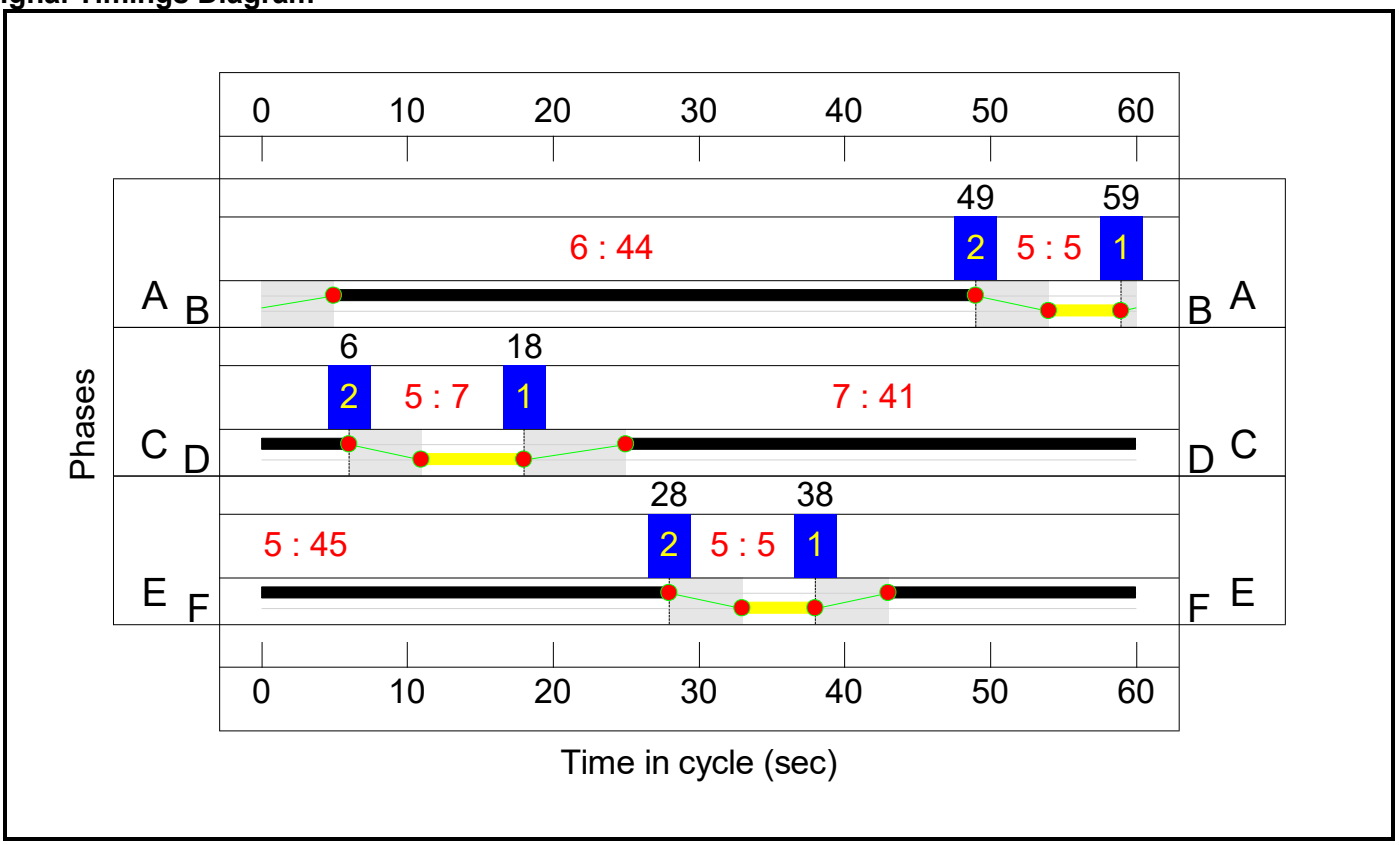
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	18	6

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	38	28

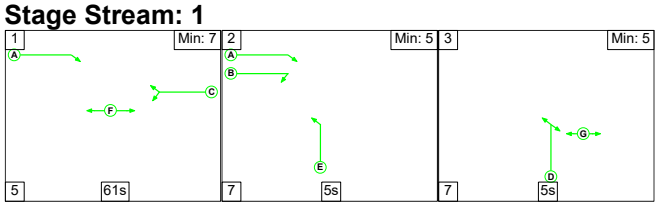
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

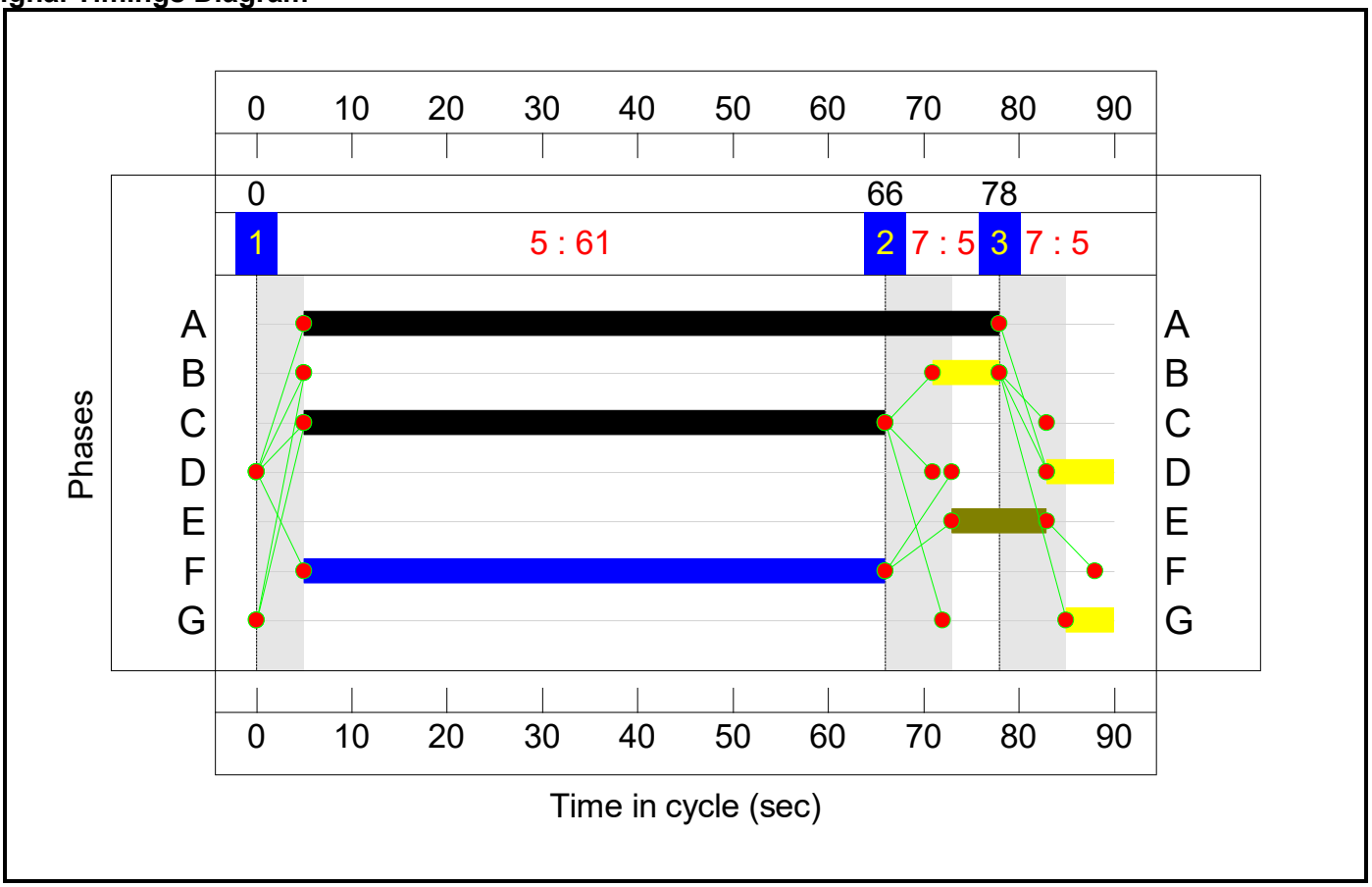


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	61	5	5
Change Point	0	66	78

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.5%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.5%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	30	-	1131	1916:1938	990+466	77.7 : 77.7%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	30	-	1652	2052:2052	899+1060	80.5 : 87.5%
2/1	Ahead	U	1:2	N/A	C1:C		1	37	-	812	1956	1271	63.9%
2/2	Ahead	U	1:2	N/A	C1:C		1	37	-	807	2092	1360	59.3%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	37	-	1058	2092:1919	1244+137	76.6 : 76.6%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	10	-	448	2058:1886	377+197	83.0 : 68.6%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	10	-	239	2058	377	63.3%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	25	-	418	1944	875	47.8%
4/2	Right	U	1:3	N/A	C1:E		1	25	-	239	2066	930	25.7%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	23	-	526	1927	771	68.2%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	620	2058	823	75.3%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	613	2058	823	74.5%
6/1	Ahead	U	1:4	N/A	C1:G		1	36	-	452	1932	1224	36.9%
6/2	Ahead	U	1:4	N/A	C1:G		1	36	-	781	2066	1308	59.7%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	36	-	691	2066:1919	889+574	47.2 : 47.2%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	12	-	692	1901:2043	412+443	81.1 : 80.9%
8/3		U	N/A	N/A	-		-	-	-	420	2000	2000	21.0%
9/1	Ahead	U	1:1	N/A	C1:A		1	18	-	365	1932	644	56.7%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	18	-	495	2059	686	72.1%

J2: Padbury	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.9%**
1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	20	-	257	1908	445	57.7%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	20	-	778	1922:3400	404+793	57.6 : 68.7%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	56	-	902	1980	1254	71.9%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	56	-	937	2120	1343	69.8%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	56	-	868	2120	1343	64.6%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	41	-	456	1980	924	49.4%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	41	-	753	2120:2120	871+623	50.4 : 50.4%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	11	-	145	1980	264	54.9%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	11	-	148	2120	283	52.4%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	32	-	1135	2120:1978	1027+354	82.2 : 82.2%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	32	-	937	2120	1166	80.4%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	32	-	665	1980	1089	61.1%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	32	-	748	2120	1166	64.2%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	528	2015	1478	35.7%
3/1	MSA Left	U	3:2	N/A	C3:C		1	14	-	326	1877	469	69.5%
3/2	MSA Left	U	3:2	N/A	C3:C		1	14	-	262	2052	513	51.1%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	16	-	436	1979	561	77.8%
7/1	Ahead	U	3:2	N/A	C3:D		1	33	-	938	2015	1209	77.6%
7/2	Ahead	U	3:2	N/A	C3:D		1	33	-	1042	2155	1293	80.6%
7/3	Ahead	U	3:2	N/A	C3:D		1	33	-	665	2015	1209	55.0%

7/4	Ahead	U	3:2	N/A	C3:D		1	33	-	748	2155	1293	57.8%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.5%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	29	-	359	1886	943	38.1%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	29	-	388	2019:2019	896+736	23.8 : 23.8%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	283	1894:2105	840+608	20.1 : 18.7%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	703	1886	1383	50.8%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	972	2019:2058	1137+525	58.5 : 58.5%
4/1	Ahead	U	4:3	N/A	C4:F		1	38	-	740	1919	1279	57.8%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	38	-	718	2052	1368	52.5%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	21	-	43	1942	744	5.8%
6/2	Right	U	4:1	N/A	C4:B		1	21	-	237	2077	796	29.8%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	90	2077:1942	224+156	23.7 : 23.7%
8/1	Ahead	U	4:4	N/A	C4:I		1	35	-	462	2015	1209	38.2%
8/2	Ahead	U	4:4	N/A	C4:I		1	35	-	220	2015	1209	18.2%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	35	-	526	2155	1293	40.7%
13/1	Right Right2	U	4:4	N/A	C4:H		1	15	-	307	1942	550	55.8%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	12	-	224	1891	410	54.7%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	12	-	237	2019	437	54.2%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.2%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	492	1980	1518	32.4%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	814	1980	1386	58.7%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	823	2120	1484	55.5%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	1070	1980	1386	77.2%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	727	1975	1481	49.1%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	239	2115	1586	15.1%

J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.3%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	73:7	-	966	1980:1828	1500+158	58.3 : 58.3%
3/1	B4100 East Ahead Left	U	6:1	N/A	C6:C		1	61	-	671	1968	1356	49.5%
4/2+4/1	Albion Land access Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	64	1814:1747	107+349	14.0 : 14.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**566**	**0**	**0**	**81.1**	**33.0**	**0.0**	**114.1**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**27.2**	**13.2**	**0.0**	**40.3**	**-**	**-**	**-**	**-**
1/2+1/1	1131	1131	-	-	-	3.4	1.7	-	5.1	16.2	10.3	1.7	12.0
1/3+1/4	1652	1652	-	-	-	5.5	2.6	-	8.1	17.7	13.4	2.6	16.0
2/1	812	812	-	-	-	0.1	0.0	-	0.1	0.2	0.7	0.0	0.7
2/2	807	807	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3
2/3+2/4	1058	1058	-	-	-	0.2	0.0	-	0.2	0.7	2.1	0.0	2.1
3/2+3/1	448	448	-	-	-	2.9	1.7	-	4.6	36.9	5.0	1.7	6.7
3/3	239	239	-	-	-	1.5	0.9	-	2.4	35.5	3.7	0.9	4.5
4/1	418	418	-	-	-	0.3	0.0	-	0.3	2.5	1.5	0.0	1.5
4/2	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	526	526	-	-	-	2.2	1.1	-	3.2	22.1	7.2	1.1	8.2
5/2	620	620	-	-	-	2.7	1.5	-	4.2	24.2	8.8	1.5	10.3
5/3	613	613	-	-	-	2.6	1.4	-	4.1	23.8	8.7	1.4	10.1
6/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
6/2	781	781	-	-	-	0.2	0.0	-	0.2	1.0	2.6	0.0	2.6
6/3+6/4	691	691	-	-	-	0.1	0.0	-	0.1	0.6	5.2	0.0	5.2
7/1+7/2	692	692	-	-	-	4.3	2.1	-	6.4	33.1	5.6	2.1	7.6
8/3	420	420	-	-	-	0.0	0.1	-	0.1	1.1	1.1	0.1	1.3
9/1	365	365	-	-	-	0.6	0.0	-	0.6	6.1	2.2	0.0	2.2
9/2	495	495	-	-	-	0.6	0.0	-	0.6	4.5	2.3	0.0	2.3
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**25.3**	**7.1**	**0.0**	**32.4**	**-**	**-**	**-**	**-**
1/1	257	257	-	-	-	2.2	0.7	-	2.9	40.1	5.6	0.7	6.3
1/2+1/3	778	778	-	-	-	6.7	0.9	-	7.6	35.4	6.2	0.9	7.1
2/1	902	902	-	-	-	2.8	1.3	-	4.1	16.2	15.0	1.3	16.3
2/2	937	937	-	-	-	2.8	1.1	-	4.0	15.3	15.4	1.1	16.5

2/3	868	868	-	-	-	2.5	0.9	-	3.4	14.0	13.3	0.9	14.2
5/1	456	456	-	-	-	2.1	0.5	-	2.6	20.5	7.9	0.5	8.3
5/2+5/3	753	753	-	-	-	3.3	0.5	-	3.8	18.1	7.3	0.5	7.8
6/1	145	145	-	-	-	1.5	0.6	-	2.1	51.5	3.4	0.6	4.0
6/2	148	148	-	-	-	1.5	0.5	-	2.0	49.6	3.4	0.5	4.0
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**15.1**	**7.6**	**0.0**	**22.7**	**-**	**-**	**-**	**-**
1/2+1/1	1135	1135	-	-	-	2.9	2.3	-	5.2	16.5	10.9	2.3	13.1
1/3	937	937	-	-	-	2.8	2.0	-	4.8	18.6	12.5	2.0	14.5
1/4	665	665	-	-	-	1.7	0.8	-	2.5	13.4	7.4	0.8	8.2
1/5	748	748	-	-	-	2.0	0.9	-	2.8	13.7	8.5	0.9	9.4
2/1	528	528	-	-	-	0.2	0.0	-	0.2	1.2	1.2	0.0	1.2
3/1	326	326	-	-	-	1.9	1.1	-	3.0	32.8	4.9	1.1	6.0
3/2	262	262	-	-	-	1.4	0.5	-	1.9	26.5	3.7	0.5	4.2
6/1	436	436	-	-	-	1.3	0.0	-	1.3	10.7	5.0	0.0	5.0
7/1	938	938	-	-	-	0.5	0.0	-	0.5	1.9	1.6	0.0	1.6
7/2	1042	1042	-	-	-	0.5	0.0	-	0.5	1.6	1.8	0.0	1.8
7/3	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/4	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley	**-**	**-**	**566**	**0**	**0**	**9.3**	**3.9**	**0.0**	**13.2**	**-**	**-**	**-**	**-**
1/1	359	359	-	-	-	0.9	0.3	-	1.2	12.3	3.7	0.3	4.0
1/2+1/3	388	388	-	-	-	0.9	0.2	-	1.1	9.8	2.0	0.2	2.1
2/1+2/2	283	283	566	0	0	0.0	0.1	-	0.1	1.7	0.3	0.1	0.4
3/1	703	703	-	-	-	0.0	0.5	-	0.6	2.9	6.9	0.5	7.5
3/2+3/3	972	972	-	-	-	0.4	0.7	-	1.1	4.2	1.9	0.7	2.6
4/1	740	740	-	-	-	0.1	0.0	-	0.1	0.5	0.7	0.0	0.7
4/2	718	718	-	-	-	0.1	0.0	-	0.1	0.7	0.9	0.0	0.9
6/1	43	43	-	-	-	0.1	0.0	-	0.1	9.3	0.4	0.0	0.4
6/2	237	237	-	-	-	0.4	0.0	-	0.4	6.6	3.9	0.0	3.9
7/2+7/1	90	90	-	-	-	0.4	0.2	-	0.6	24.0	0.7	0.2	0.8
8/1	462	462	-	-	-	0.6	0.3	-	0.9	7.0	5.2	0.3	5.5
8/2	220	220	-	-	-	0.2	0.1	-	0.3	5.0	2.4	0.1	2.5

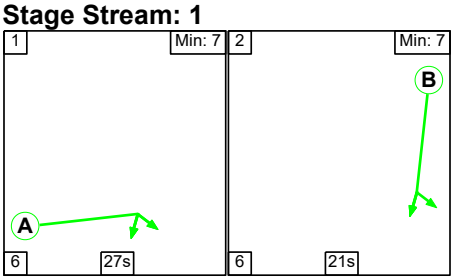
8/3	526	526	-	-	-	0.3	0.3	-	0.7	4.7	2.8	0.3	3.1
13/1	307	307	-	-	-	1.9	0.0	-	1.9	22.9	5.0	0.0	5.0
14/1	224	224	-	-	-	1.3	0.6	-	1.9	30.5	3.3	0.6	3.9
14/2	237	237	-	-	-	1.4	0.6	-	2.0	29.8	3.5	0.6	4.1
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.8**	**0.0**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	492	492	-	-	-	0.1	0.0	-	0.1	0.4	0.8	0.0	0.8
2/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	823	823	-	-	-	0.1	0.0	-	0.1	0.3	0.3	0.0	0.3
2/3	1070	1070	-	-	-	0.4	0.0	-	0.4	1.4	4.1	0.0	4.1
3/1	727	727	-	-	-	0.2	0.0	-	0.2	1.1	1.3	0.0	1.3
3/2	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.4**	**1.3**	**0.0**	**4.7**	**-**	**-**	**-**	**-**
1/1+1/2	966	966	-	-	-	1.6	0.7	-	2.3	8.7	6.8	0.7	7.5
3/1	671	671	-	-	-	1.2	0.5	-	1.7	9.2	7.8	0.5	8.3
4/2+4/1	64	64	-	-	-	0.6	0.1	-	0.6	36.1	1.0	0.1	1.1

C1 - Baynards Green	Stream: 1 PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	14.45	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	7.32	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3 PRC for Signalled Lanes (%):	19.5	Total Delay for Signalled Lanes (pcuHr):	11.75	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4 PRC for Signalled Lanes (%):	11.0	Total Delay for Signalled Lanes (pcuHr):	6.69	Cycle Time (s): 60
C2 - Padbury	Stream: 1 PRC for Signalled Lanes (%):	25.1	Total Delay for Signalled Lanes (pcuHr):	32.40	Cycle Time (s): 90
C3 - Cherwell	Stream: 1 PRC for Signalled Lanes (%):	9.5	Total Delay for Signalled Lanes (pcuHr):	16.66	Cycle Time (s): 60
C3 - Cherwell	Stream: 2 PRC for Signalled Lanes (%):	11.7	Total Delay for Signalled Lanes (pcuHr):	5.84	Cycle Time (s): 60
C3 - Cherwell	Stream: 3 PRC for Signalled Lanes (%):	151.9	Total Delay for Signalled Lanes (pcuHr):	0.17	Cycle Time (s): 60
C4 - Ardley	Stream: 1 PRC for Signalled Lanes (%):	136.4	Total Delay for Signalled Lanes (pcuHr):	2.83	Cycle Time (s): 60
C4 - Ardley	Stream: 2 PRC for Signalled Lanes (%):	53.9	Total Delay for Signalled Lanes (pcuHr):	2.30	Cycle Time (s): 60
C4 - Ardley	Stream: 3 PRC for Signalled Lanes (%):	55.6	Total Delay for Signalled Lanes (pcuHr):	4.11	Cycle Time (s): 60
C4 - Ardley	Stream: 4 PRC for Signalled Lanes (%):	61.3	Total Delay for Signalled Lanes (pcuHr):	3.84	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 1 PRC for Signalled Lanes (%):	83.4	Total Delay for Signalled Lanes (pcuHr):	0.21	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2 PRC for Signalled Lanes (%):	16.6	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3 PRC for Signalled Lanes (%):	177.7	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s): 60
C6 - AL site access	Stream: 1 PRC for Signalled Lanes (%):	54.4	Total Delay for Signalled Lanes (pcuHr):	4.69	Cycle Time (s): 90
	PRC Over All Lanes (%):	2.8	Total Delay Over All Lanes(pcuHr):	114.08	

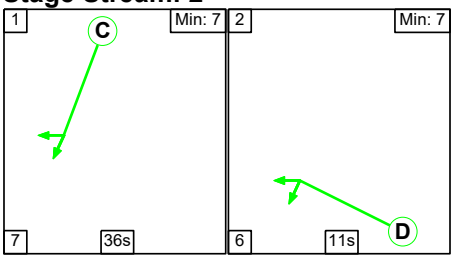
Scenario 2: '2031 DS1A - PM peak' (FG2: '2031 DS1A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

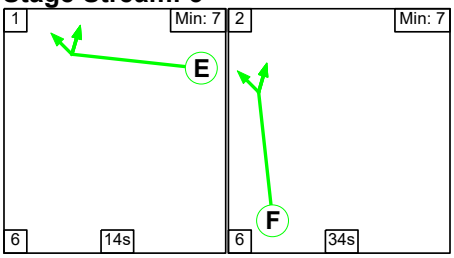
Stage Stream: 1



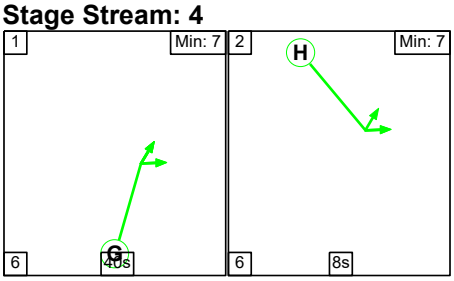
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	0	33

Stage Stream: 2

Stage	1	2
Duration	36	11
Change Point	23	6

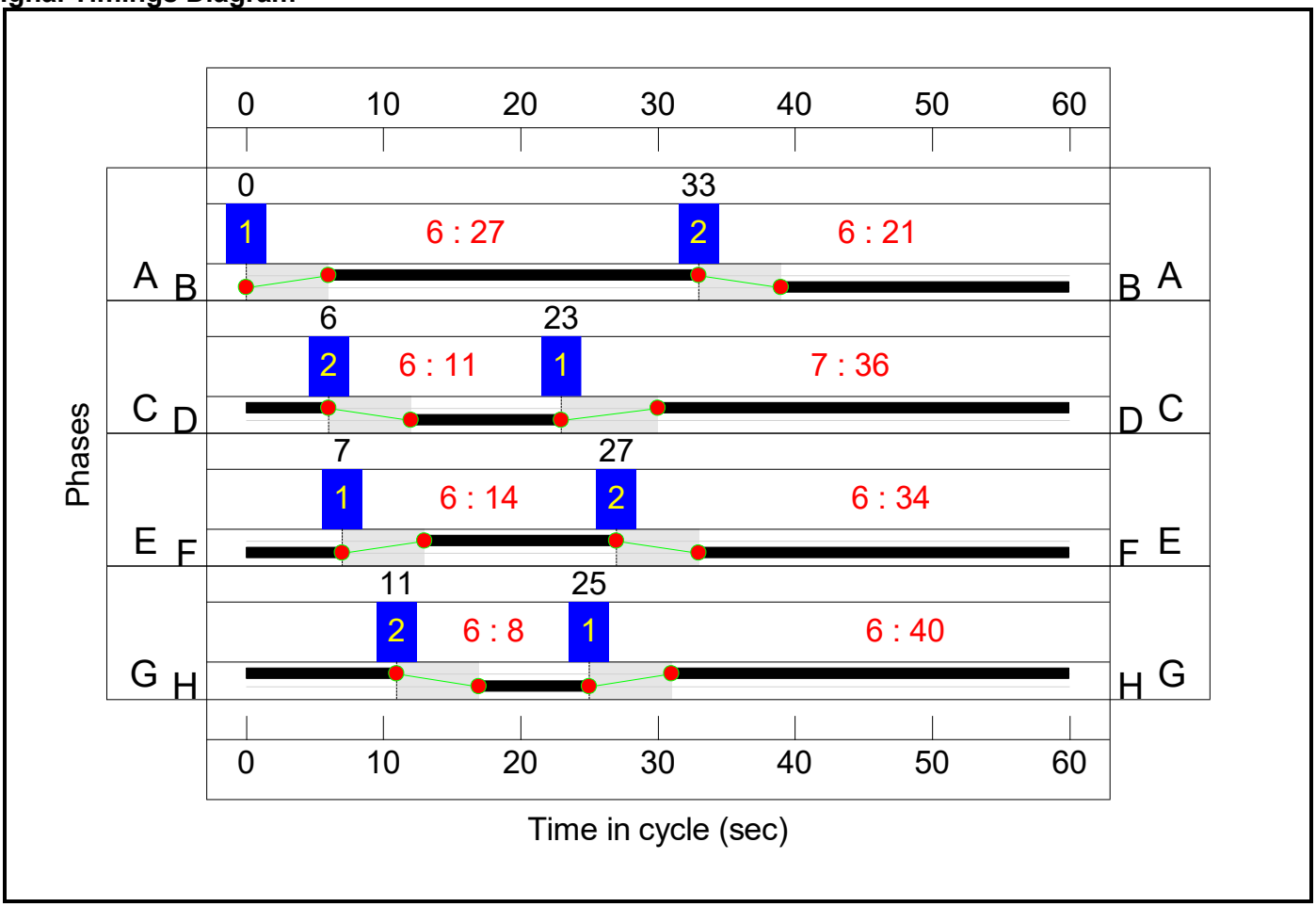
Stage Stream: 3

Stage	1	2
Duration	14	34
Change Point	7	27

Stage Stream: 4

Stage	1	2
Duration	40	8
Change Point	25	11

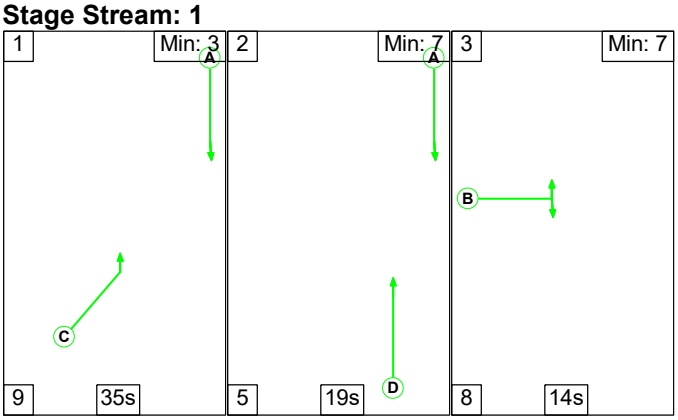
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

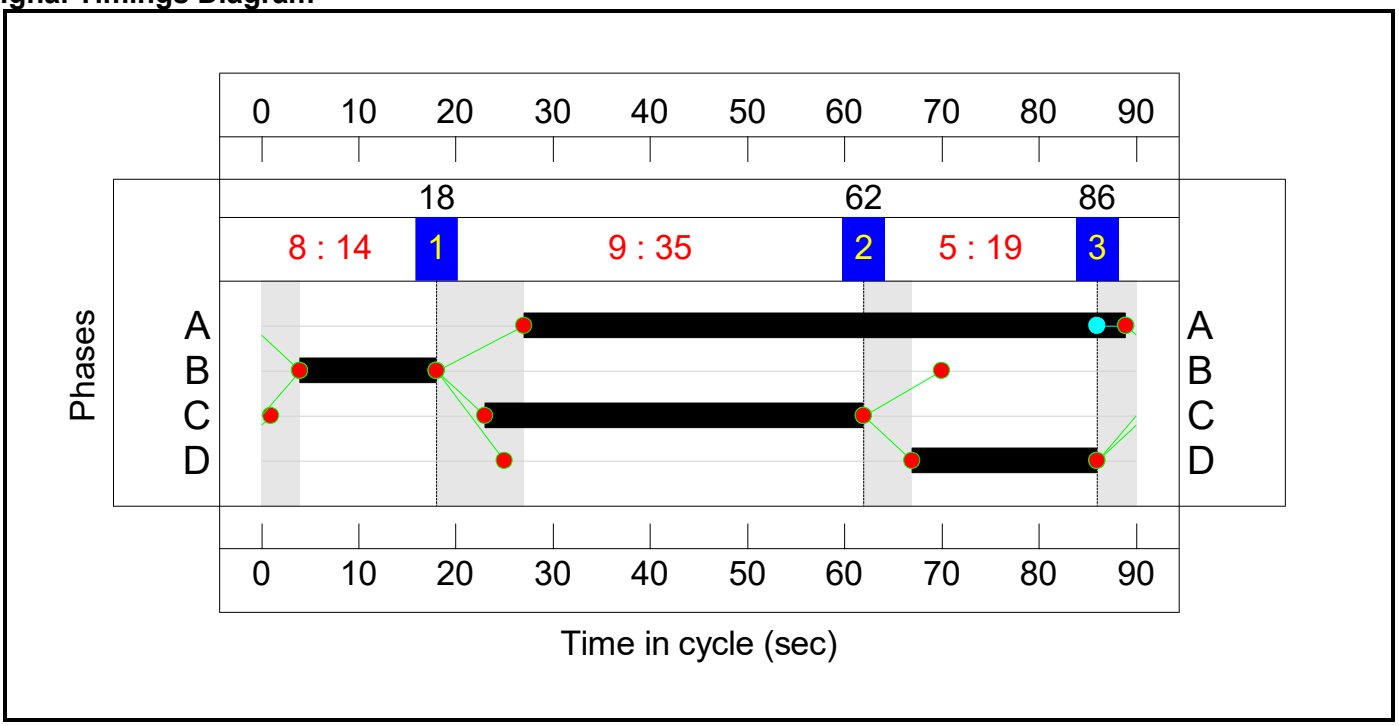


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	35	19	14
Change Point	18	62	86

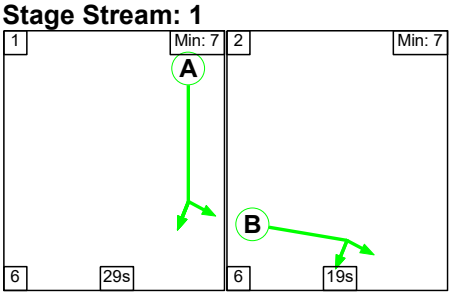
Signal Timings Diagram



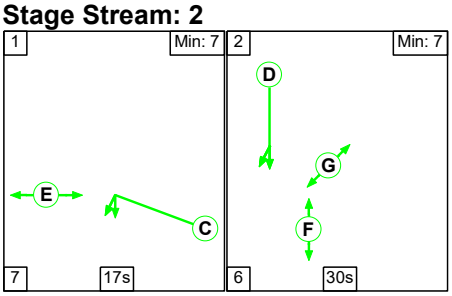
Controller :C3 - Cherwell

Stage Sequence Diagram

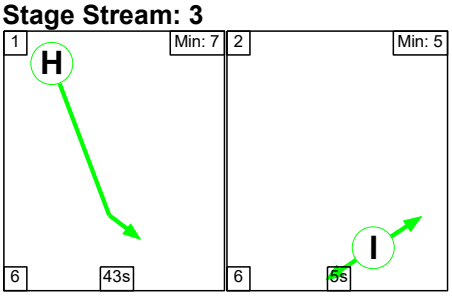
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	19
Change Point	22	57

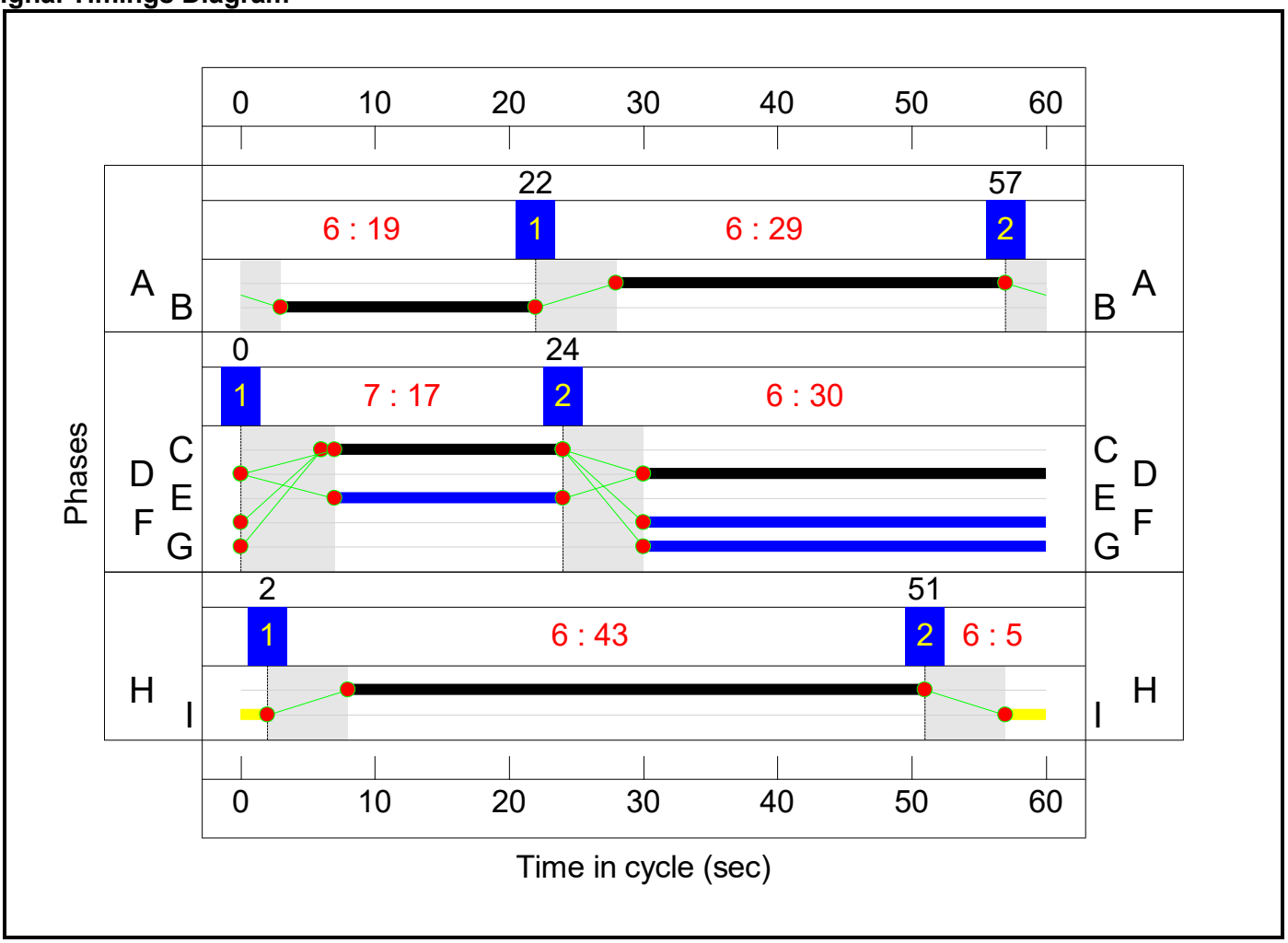
Stage Stream: 2

Stage	1	2
Duration	17	30
Change Point	0	24

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	2	51

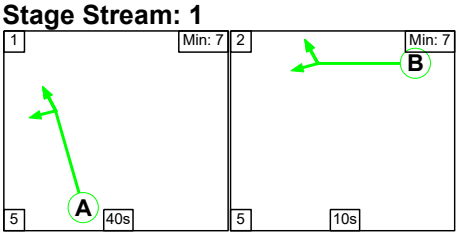
Signal Timings Diagram



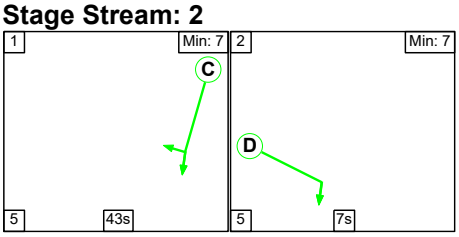
Controller :C4 - Ardley

Stage Sequence Diagram

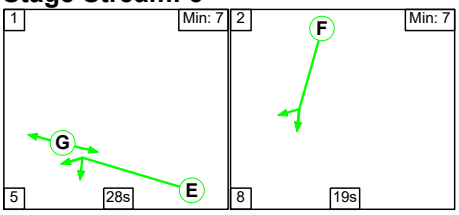
Stage Stream: 1



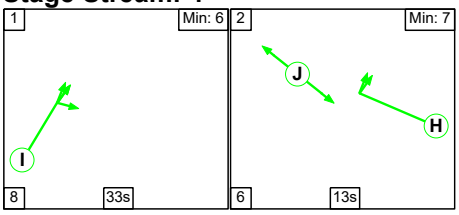
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	10
Change Point	10	55

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	37	25

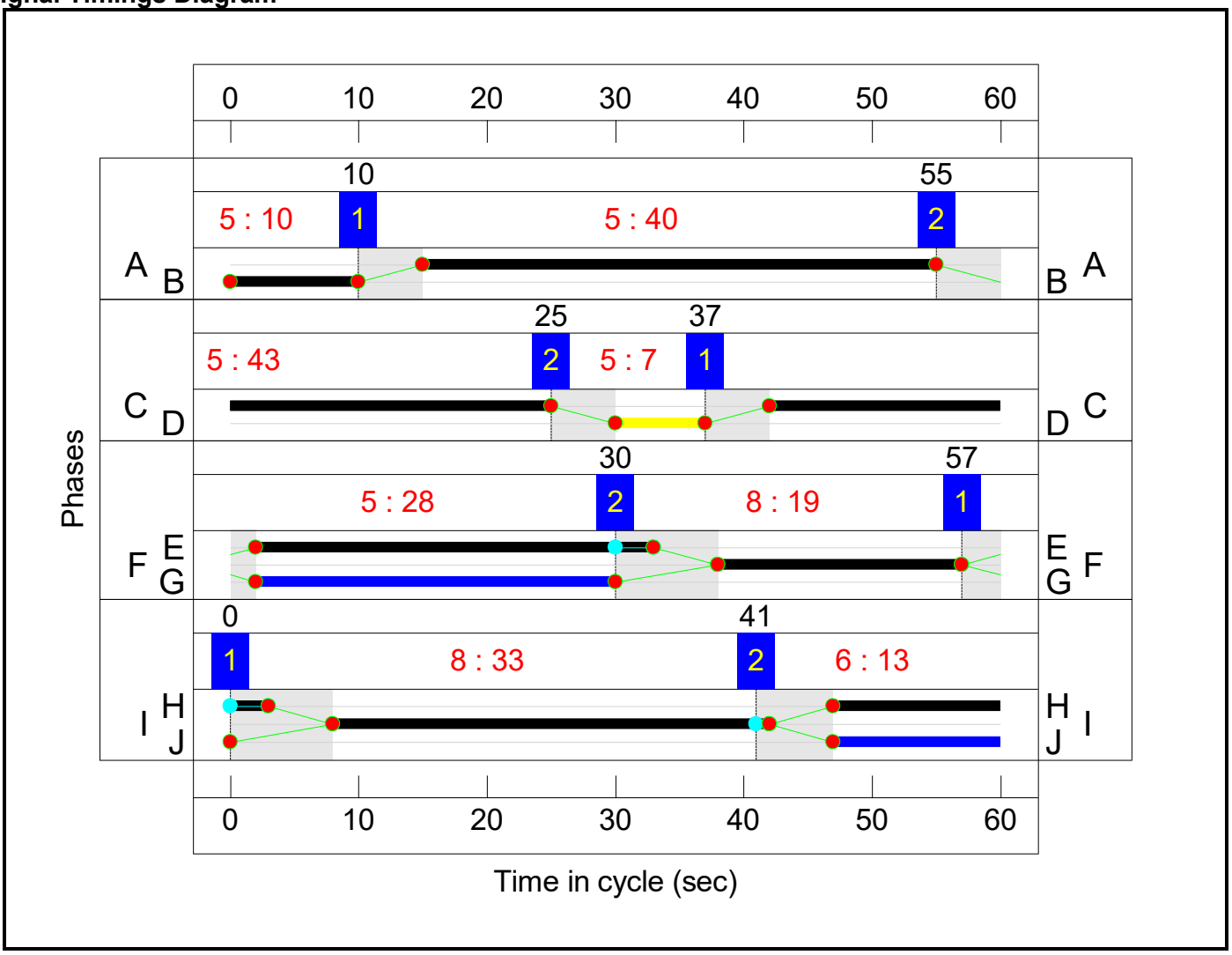
Stage Stream: 3

Stage	1	2
Duration	28	19
Change Point	57	30

Stage Stream: 4

Stage	1	2
Duration	33	13
Change Point	0	41

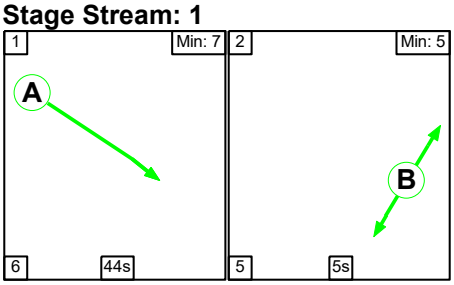
Signal Timings Diagram



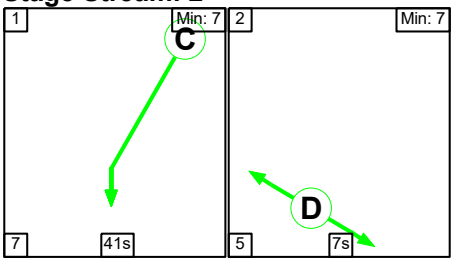
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

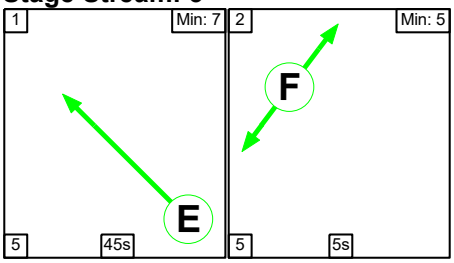
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	2	52

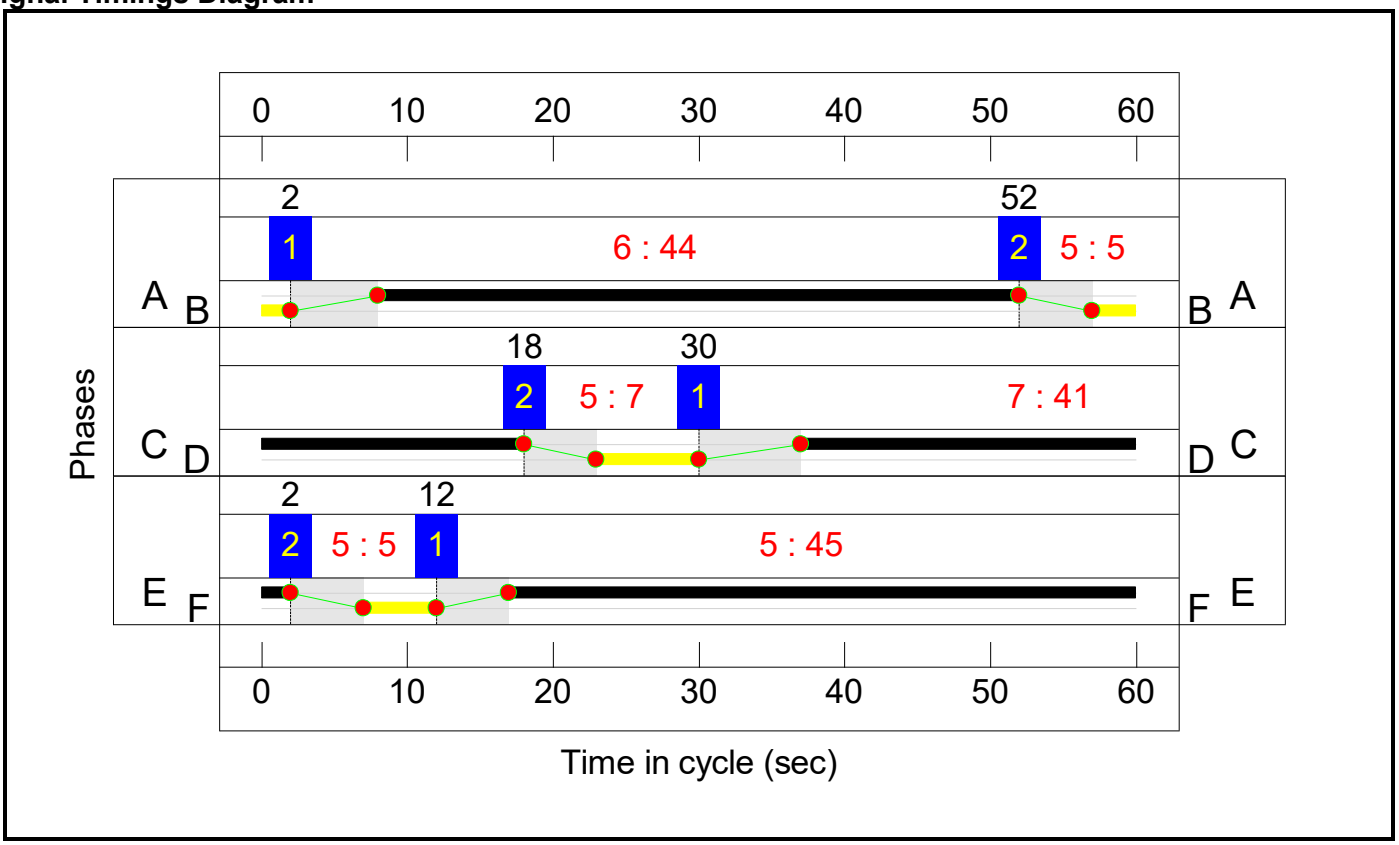
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	30	18

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	12	2

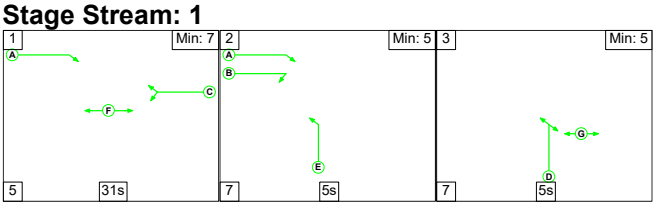
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

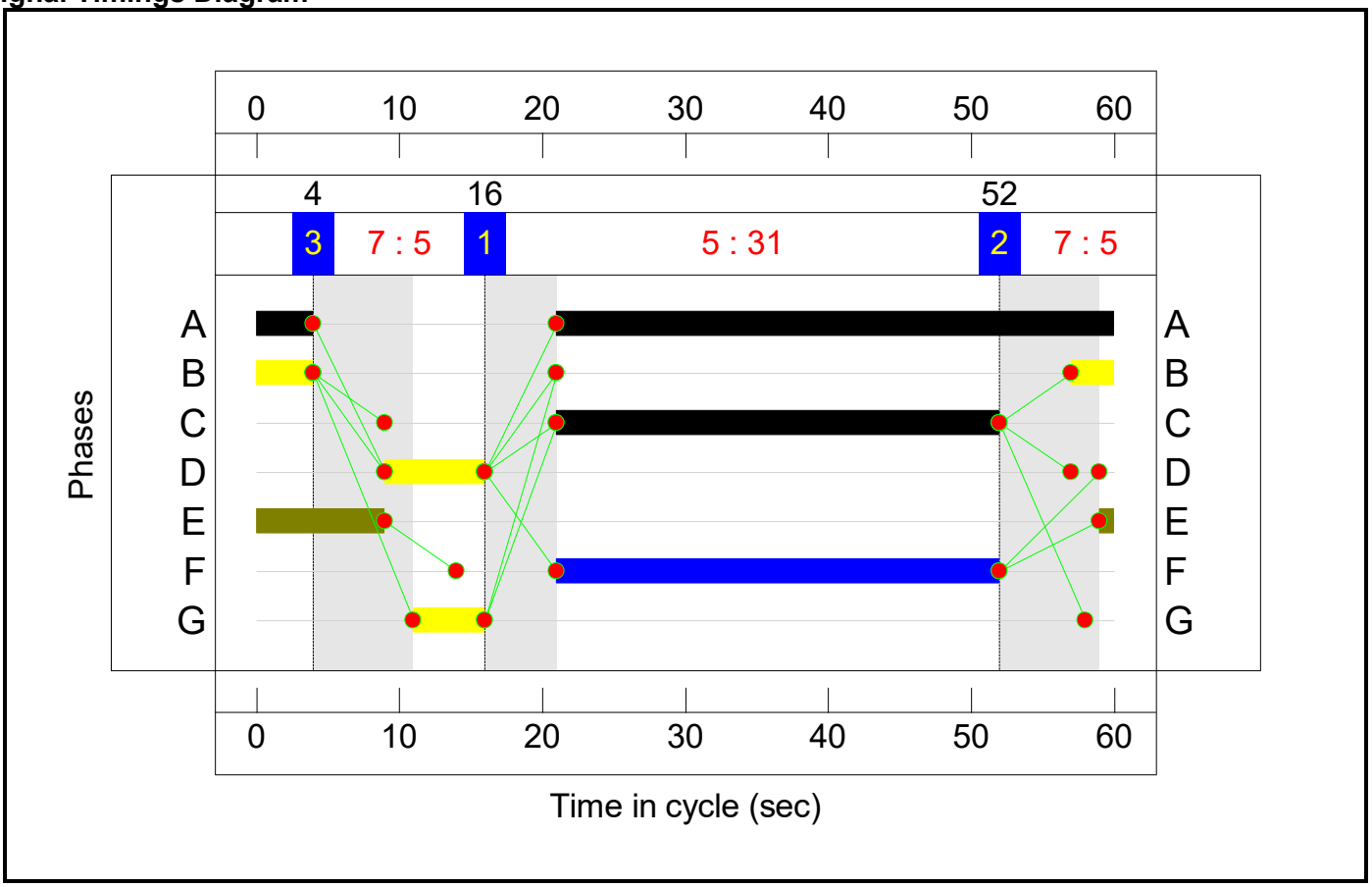


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	5	5
Change Point	16	52	4

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.0%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.0%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	21	-	795	1916:1938	703+384	73.2 : 73.2%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	21	-	1213	2052:2052	752+752	76.4 : 84.8%
2/1	Ahead	U	1:2	N/A	C1:C		1	36	-	531	1956	1239	42.9%
2/2	Ahead	U	1:2	N/A	C1:C		1	36	-	606	2092	1325	45.7%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	36	-	710	2092:1919	1199+148	52.7 : 52.7%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	11	-	480	2058:1886	412+147	86.0 : 86.0%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	11	-	308	2058	412	74.8%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	14	-	432	1950	520	83.1%
4/2	Right	U	1:3	N/A	C1:E		1	14	-	308	2066	551	55.9%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	34	-	841	1927	1124	74.8%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	982	2058	1200	81.8%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	976	2058	1200	81.3%
6/1	Ahead	U	1:4	N/A	C1:G		1	40	-	813	1932	1352	60.1%
6/2	Ahead	U	1:4	N/A	C1:G		1	40	-	1181	2066	1446	81.7%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	40	-	1085	2066:1919	1119+402	71.3 : 71.3%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	8	-	432	1896:2043	284+306	73.1 : 73.1%
8/3		U	N/A	N/A	-		-	-	-	798	2000	2000	39.9%
9/1	Ahead	U	1:1	N/A	C1:A		1	27	-	240	1932	934	25.7%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	27	-	369	2062	997	37.0%

J2: Padbury	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	14	-	237	1908	318	74.5%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	14	-	512	1922:3400	320+567	73.4 : 48.9%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	62	-	767	1980	1386	55.3%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	62	-	735	2120	1484	49.5%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	62	-	393	2120	1484	26.5%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	39	-	663	1980	880	75.3%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	39	-	1213	2120:2120	832+711	78.6 : 78.6%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	19	-	338	1980	440	76.8%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	19	-	348	2120	471	73.9%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	29	-	1002	2120:1978	905+471	72.8 : 72.8%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	29	-	735	2120	1060	69.3%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	29	-	281	1980	990	28.4%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	29	-	389	2120	1060	36.7%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	592	2015	1478	40.1%
3/1	MSA Left	U	3:2	N/A	C3:C		1	17	-	298	1877	563	52.9%
3/2	MSA Left	U	3:2	N/A	C3:C		1	17	-	307	2052	616	49.9%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	19	-	454	1980	660	68.8%
7/1	Ahead	U	3:2	N/A	C3:D		1	30	-	765	2015	1108	69.0%
7/2	Ahead	U	3:2	N/A	C3:D		1	30	-	834	2155	1185	70.4%
7/3	Ahead	U	3:2	N/A	C3:D		1	30	-	281	2015	1108	25.4%

7/4	Ahead	U	3:2	N/A	C3:D		1	30	-	389	2155	1185	32.8%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.0%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	40	-	775	1886	1289	60.1%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	40	-	757	2019:2019	1239+392	46.4 : 46.4%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	202	1894:2105	641+194	24.2 : 24.2%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	281	1886	1383	20.3%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	696	2019:2058	882+984	37.3 : 37.3%
4/1	Ahead	U	4:3	N/A	C4:F		1	19	-	291	1919	672	43.3%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	19	-	343	2052	718	47.8%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	10	-	78	1942	388	20.1%
6/2	Right	U	4:1	N/A	C4:B		1	10	-	249	2077	415	59.9%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	24	2077:1942	223+159	6.3 : 6.3%
8/1	Ahead	U	4:4	N/A	C4:I		1	34	-	694	2015	1175	59.0%
8/2	Ahead	U	4:4	N/A	C4:I		1	34	-	588	2015	1175	50.0%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	34	-	478	2155	1257	38.0%
13/1	Right Right2	U	4:4	N/A	C4:H		1	16	-	367	1942	583	63.0%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	31	-	217	1904	1015	21.4%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	31	-	249	2019	1077	23.1%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.8%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	460	1980	1518	30.3%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	531	1980	1386	38.3%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	632	2120	1484	42.6%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	732	1980	1386	52.8%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	521	1975	1481	35.2%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	249	2115	1586	15.7%

J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	43:7	-	770	1980:1828	1399+85	51.9 : 51.9%
3/1	B4100 East Ahead Left	U	6:1	N/A	C6:C		1	31	-	704	1975	1053	66.8%
4/2+4/1	Albion Land access Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	131	1814:1747	184+524	18.5 : 18.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**404**	**0**	**0**	**82.3**	**34.1**	**0.0**	**116.5**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**26.2**	**15.2**	**0.0**	**41.3**	**-**	**-**	**-**	**-**
1/2+1/1	795	795	-	-	-	3.4	1.4	-	4.8	21.7	7.3	1.4	8.6
1/3+1/4	1213	1213	-	-	-	5.8	2.0	-	7.8	23.2	9.7	2.0	11.8
2/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
2/2	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2
2/3+2/4	710	710	-	-	-	0.0	0.0	-	0.0	0.1	0.7	0.0	0.7
3/2+3/1	480	480	-	-	-	2.7	2.9	-	5.6	42.0	5.8	2.9	8.7
3/3	308	308	-	-	-	1.8	1.4	-	3.2	37.7	5.0	1.4	6.4
4/1	432	432	-	-	-	0.4	0.0	-	0.4	3.1	1.3	0.0	1.3
4/2	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	841	841	-	-	-	2.2	1.5	-	3.6	15.5	10.3	1.5	11.7
5/2	982	982	-	-	-	2.7	2.2	-	4.9	18.0	12.8	2.2	15.0
5/3	976	976	-	-	-	2.7	2.1	-	4.8	17.8	12.7	2.1	14.9
6/1	813	813	-	-	-	0.0	0.0	-	0.0	0.2	0.6	0.0	0.6
6/2	1181	1181	-	-	-	0.4	0.0	-	0.4	1.2	3.3	0.0	3.3
6/3+6/4	1085	1085	-	-	-	0.2	0.0	-	0.2	0.8	5.2	0.0	5.2
7/1+7/2	432	432	-	-	-	2.9	1.3	-	4.3	35.5	3.5	1.3	4.9
8/3	798	798	-	-	-	0.0	0.3	-	0.3	1.5	1.7	0.3	2.1
9/1	240	240	-	-	-	0.4	0.0	-	0.4	6.3	2.0	0.0	2.0
9/2	369	369	-	-	-	0.4	0.0	-	0.4	4.2	2.1	0.0	2.1
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**27.2**	**9.7**	**0.0**	**36.9**	**-**	**-**	**-**	**-**
1/1	237	237	-	-	-	2.3	1.4	-	3.8	57.2	5.6	1.4	7.0
1/2+1/3	512	512	-	-	-	4.9	0.7	-	5.6	39.5	5.5	0.7	6.2
2/1	767	767	-	-	-	1.4	0.6	-	2.0	9.5	9.4	0.6	10.0
2/2	735	735	-	-	-	1.3	0.5	-	1.8	8.6	8.4	0.5	8.9

2/3	393	393	-	-	-	0.5	0.2	-	0.7	6.6	3.6	0.2	3.8
5/1	663	663	-	-	-	3.8	1.5	-	5.4	29.1	13.8	1.5	15.3
5/2+5/3	1213	1213	-	-	-	6.6	1.8	-	8.4	24.9	13.1	1.8	14.9
6/1	338	338	-	-	-	3.1	1.6	-	4.7	49.9	7.9	1.6	9.5
6/2	348	348	-	-	-	3.1	1.4	-	4.5	46.9	8.0	1.4	9.4
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**14.6**	**4.0**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
1/2+1/1	1002	1002	-	-	-	2.9	1.3	-	4.2	15.0	7.9	1.3	9.2
1/3	735	735	-	-	-	2.3	1.1	-	3.5	17.0	9.2	1.1	10.3
1/4	281	281	-	-	-	0.7	0.2	-	0.9	11.3	2.7	0.2	2.9
1/5	389	389	-	-	-	1.0	0.3	-	1.3	11.9	3.9	0.3	4.2
2/1	592	592	-	-	-	0.2	0.0	-	0.2	1.3	1.8	0.0	1.8
3/1	298	298	-	-	-	1.4	0.6	-	2.0	24.2	4.1	0.6	4.6
3/2	307	307	-	-	-	1.5	0.5	-	2.0	23.1	4.2	0.5	4.7
6/1	454	454	-	-	-	3.7	0.0	-	3.7	29.3	7.6	0.0	7.6
7/1	765	765	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4
7/2	834	834	-	-	-	0.4	0.0	-	0.4	1.7	1.7	0.0	1.7
7/3	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/4	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley	**-**	**-**	**404**	**0**	**0**	**10.8**	**3.6**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
1/1	775	775	-	-	-	1.1	0.8	-	1.9	8.6	6.9	0.8	7.6
1/2+1/3	757	757	-	-	-	0.8	0.4	-	1.3	6.1	4.2	0.4	4.6
2/1+2/2	202	202	404	0	0	0.0	0.2	-	0.2	3.6	0.6	0.2	0.7
3/1	281	281	-	-	-	0.0	0.1	-	0.1	1.7	0.1	0.1	0.3
3/2+3/3	696	696	-	-	-	0.4	0.3	-	0.7	3.4	1.8	0.3	2.1
4/1	291	291	-	-	-	0.8	0.0	-	0.8	10.5	1.8	0.0	1.8
4/2	343	343	-	-	-	1.0	0.0	-	1.0	10.0	2.0	0.0	2.0
6/1	78	78	-	-	-	0.3	0.0	-	0.3	12.9	0.9	0.0	0.9
6/2	249	249	-	-	-	1.2	0.0	-	1.2	16.7	1.9	0.0	1.9
7/2+7/1	24	24	-	-	-	0.1	0.0	-	0.2	25.2	0.2	0.0	0.3
8/1	694	694	-	-	-	1.3	0.7	-	2.0	10.6	4.8	0.7	5.5
8/2	588	588	-	-	-	1.1	0.5	-	1.6	9.5	3.8	0.5	4.3

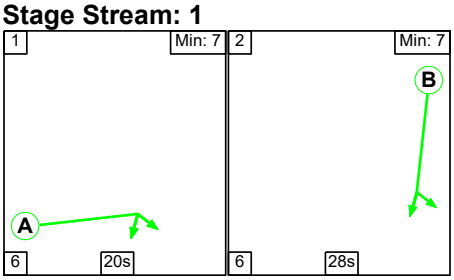
8/3	478	478	-	-	-	0.4	0.3	-	0.7	5.2	2.1	0.3	2.4
13/1	367	367	-	-	-	1.4	0.0	-	1.4	13.6	5.8	0.0	5.8
14/1	217	217	-	-	-	0.4	0.1	-	0.6	9.6	1.9	0.1	2.0
14/2	249	249	-	-	-	0.5	0.2	-	0.7	9.6	2.1	0.2	2.3
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.0**	**0.0**	**0.4**	**-**	**-**	**-**	**-**
1/1	460	460	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
2/1	531	531	-	-	-	0.0	0.0	-	0.0	0.1	0.3	0.0	0.3
2/2	632	632	-	-	-	0.1	0.0	-	0.1	0.5	0.7	0.0	0.7
2/3	732	732	-	-	-	0.2	0.0	-	0.2	0.8	1.5	0.0	1.5
3/1	521	521	-	-	-	0.2	0.0	-	0.2	1.1	0.9	0.0	0.9
3/2	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.1**	**1.7**	**0.0**	**4.8**	**-**	**-**	**-**	**-**
1/1+1/2	770	770	-	-	-	0.5	0.5	-	1.0	4.9	10.9	0.5	11.5
3/1	704	704	-	-	-	2.0	1.0	-	3.0	15.3	8.4	1.0	9.4
4/2+4/1	131	131	-	-	-	0.6	0.1	-	0.8	20.6	1.2	0.1	1.3

C1 - Baynards Green	Stream: 1 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	13.46	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2 PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	8.86	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3 PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):	13.74	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4 PRC for Signalled Lanes (%):	10.2	Total Delay for Signalled Lanes (pcuHr):	4.94	Cycle Time (s): 60
C2 - Padbury	Stream: 1 PRC for Signalled Lanes (%):	14.5	Total Delay for Signalled Lanes (pcuHr):	36.86	Cycle Time (s): 90
C3 - Cherwell	Stream: 1 PRC for Signalled Lanes (%):	23.6	Total Delay for Signalled Lanes (pcuHr):	13.51	Cycle Time (s): 60
C3 - Cherwell	Stream: 2 PRC for Signalled Lanes (%):	27.9	Total Delay for Signalled Lanes (pcuHr):	4.88	Cycle Time (s): 60
C3 - Cherwell	Stream: 3 PRC for Signalled Lanes (%):	124.6	Total Delay for Signalled Lanes (pcuHr):	0.21	Cycle Time (s): 60
C4 - Ardley	Stream: 1 PRC for Signalled Lanes (%):	49.7	Total Delay for Signalled Lanes (pcuHr):	4.56	Cycle Time (s): 60
C4 - Ardley	Stream: 2 PRC for Signalled Lanes (%):	141.3	Total Delay for Signalled Lanes (pcuHr):	0.95	Cycle Time (s): 60
C4 - Ardley	Stream: 3 PRC for Signalled Lanes (%):	88.4	Total Delay for Signalled Lanes (pcuHr):	3.05	Cycle Time (s): 60
C4 - Ardley	Stream: 4 PRC for Signalled Lanes (%):	42.9	Total Delay for Signalled Lanes (pcuHr):	5.68	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 1 PRC for Signalled Lanes (%):	155.9	Total Delay for Signalled Lanes (pcuHr):	0.15	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2 PRC for Signalled Lanes (%):	70.4	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3 PRC for Signalled Lanes (%):	197.0	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s): 60
C6 - AL site access	Stream: 1 PRC for Signalled Lanes (%):	34.7	Total Delay for Signalled Lanes (pcuHr):	4.79	Cycle Time (s): 60
	PRC Over All Lanes (%):	4.6	Total Delay Over All Lanes(pcuHr):	116.46	

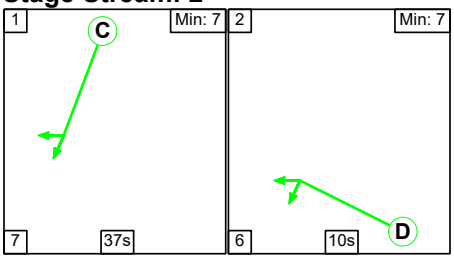
Scenario 3: '2034 DS3A - AM peak' (FG3: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

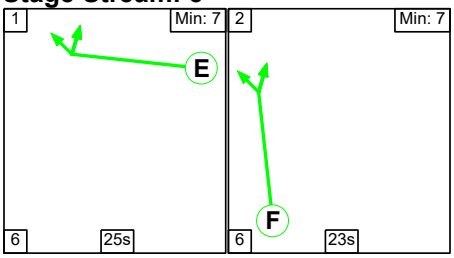
Stage Stream: 1



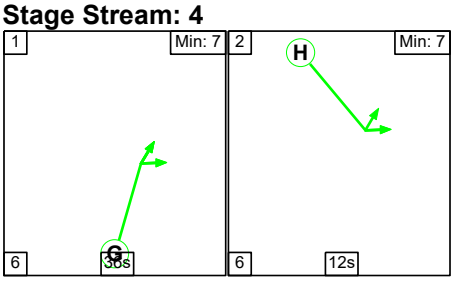
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	37	10
Change Point	18	2

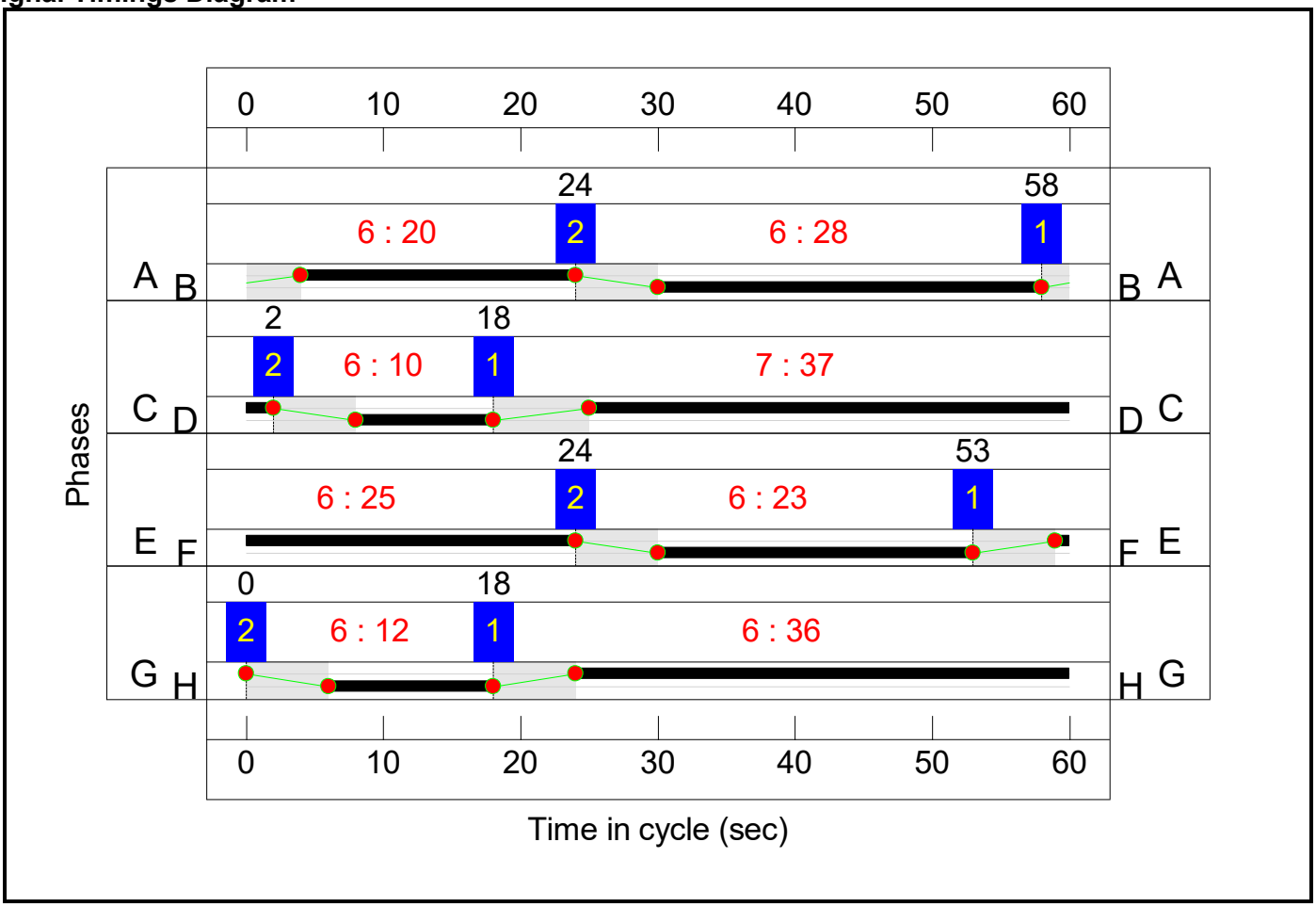
Stage Stream: 3

Stage	1	2
Duration	25	23
Change Point	53	24

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	18	0

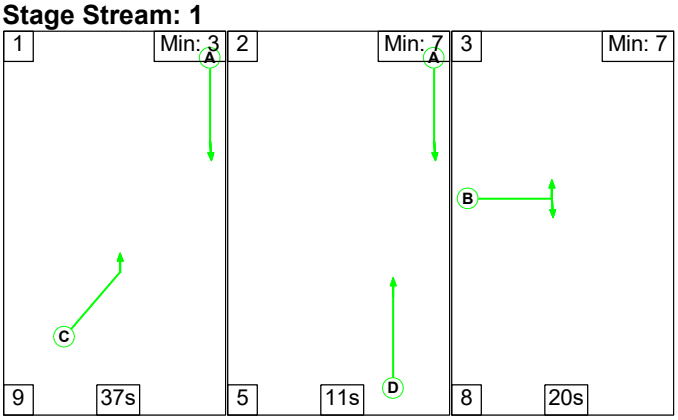
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

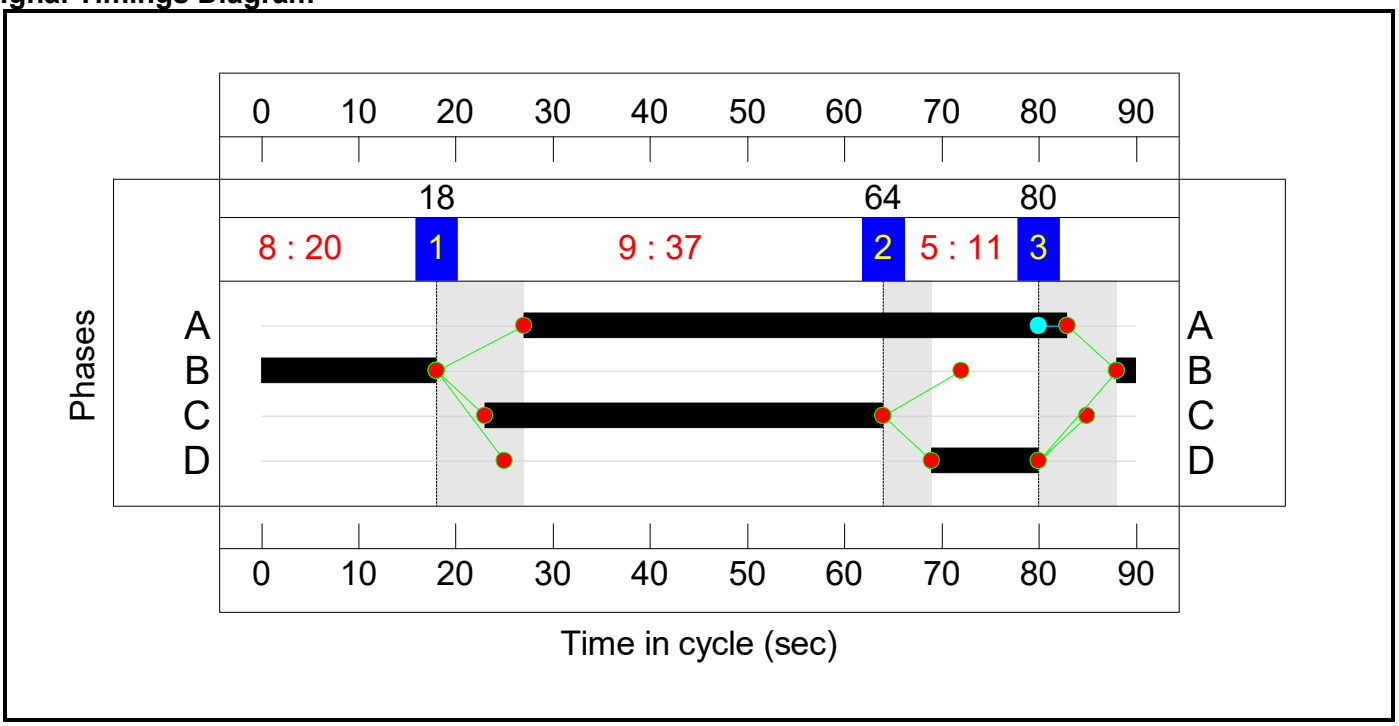


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	37	11	20
Change Point	18	64	80

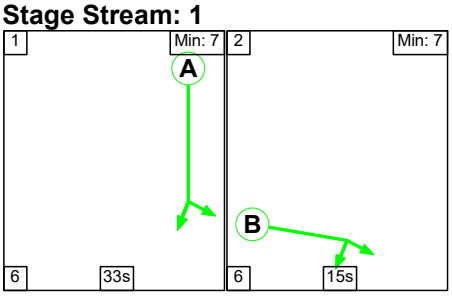
Signal Timings Diagram



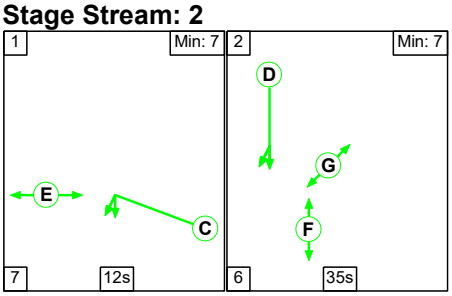
Controller :C3 - Cherwell

Stage Sequence Diagram

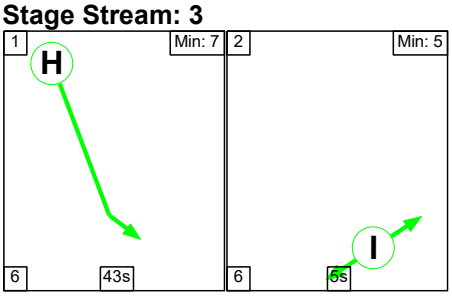
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	15
Change Point	51	30

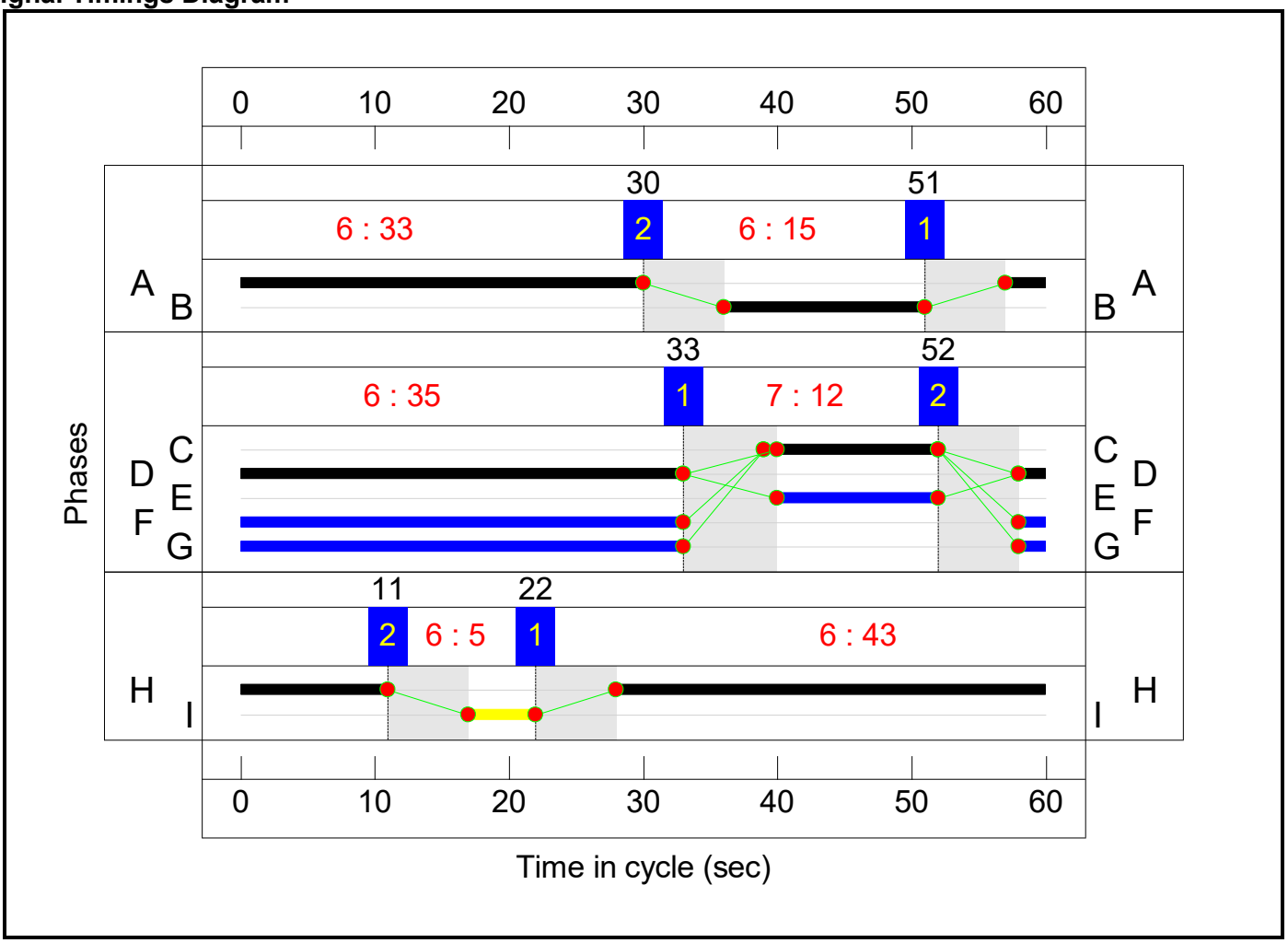
Stage Stream: 2

Stage	1	2
Duration	12	35
Change Point	33	52

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	22	11

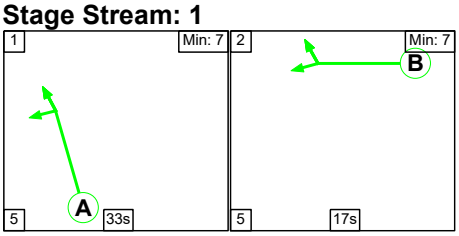
Signal Timings Diagram



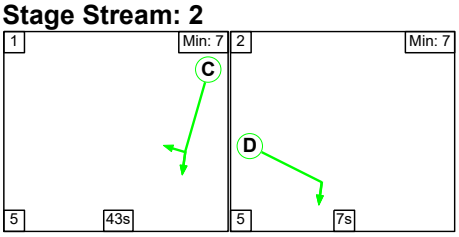
Controller :C4 - Ardley

Stage Sequence Diagram

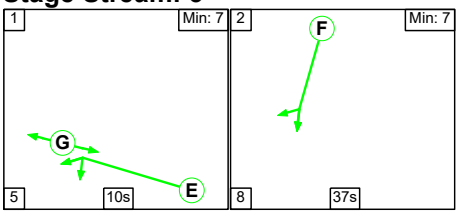
Stage Stream: 1



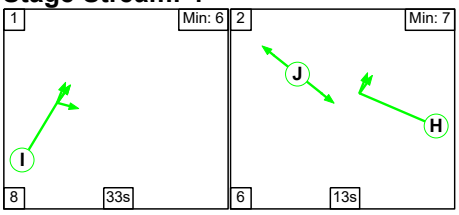
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	17
Change Point	24	2

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	6	54

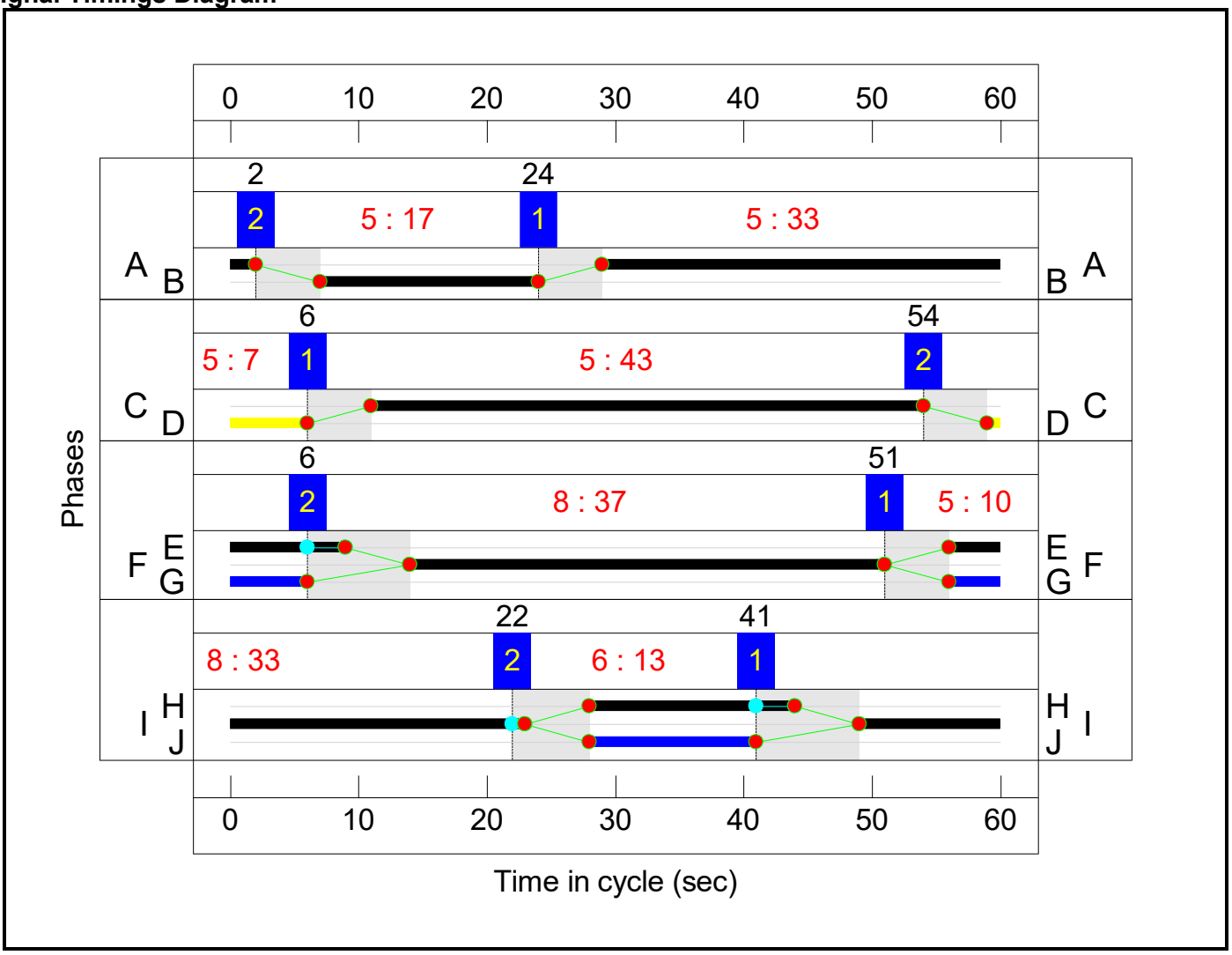
Stage Stream: 3

Stage	1	2
Duration	10	37
Change Point	51	6

Stage Stream: 4

Stage	1	2
Duration	33	13
Change Point	41	22

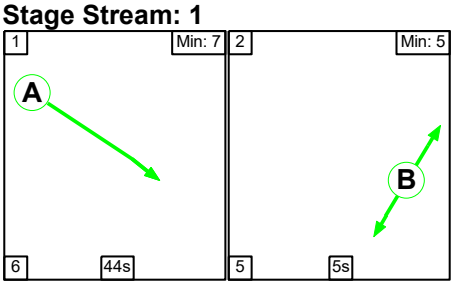
Signal Timings Diagram



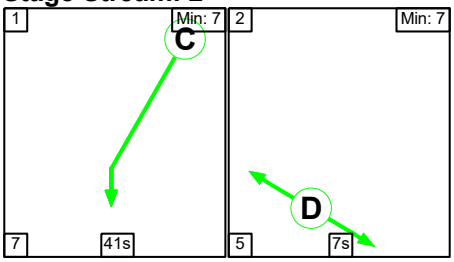
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

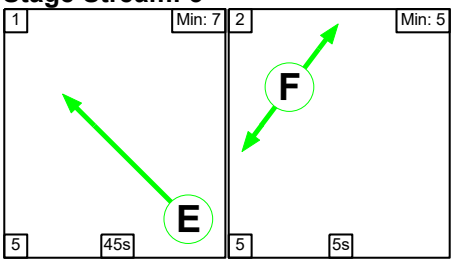
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	0	50

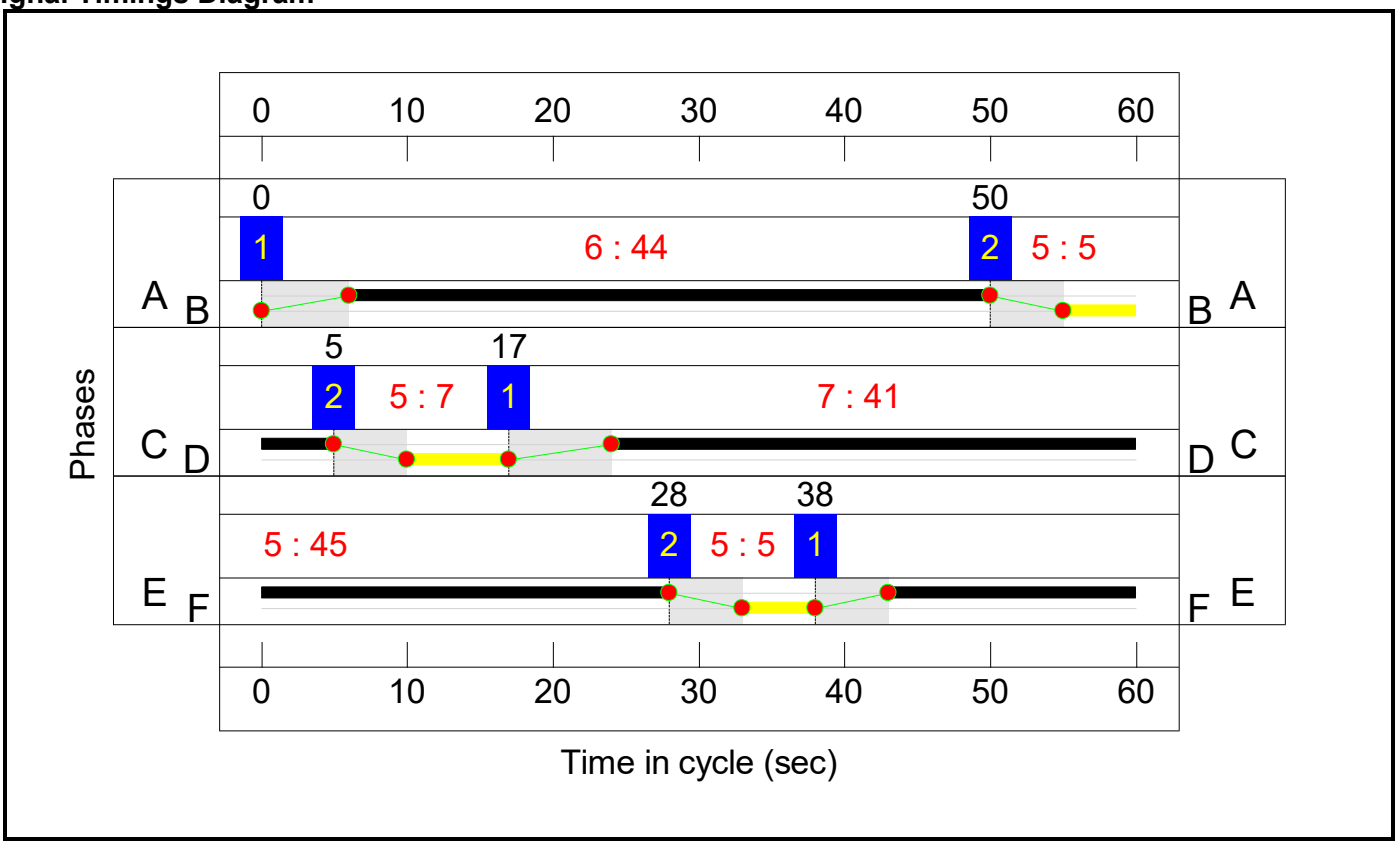
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	17	5

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	38	28

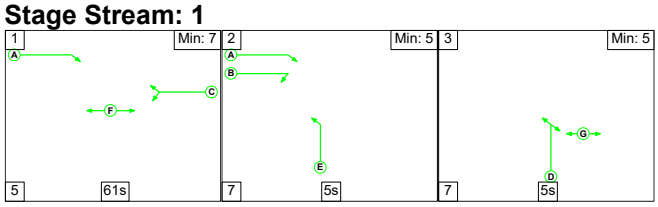
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

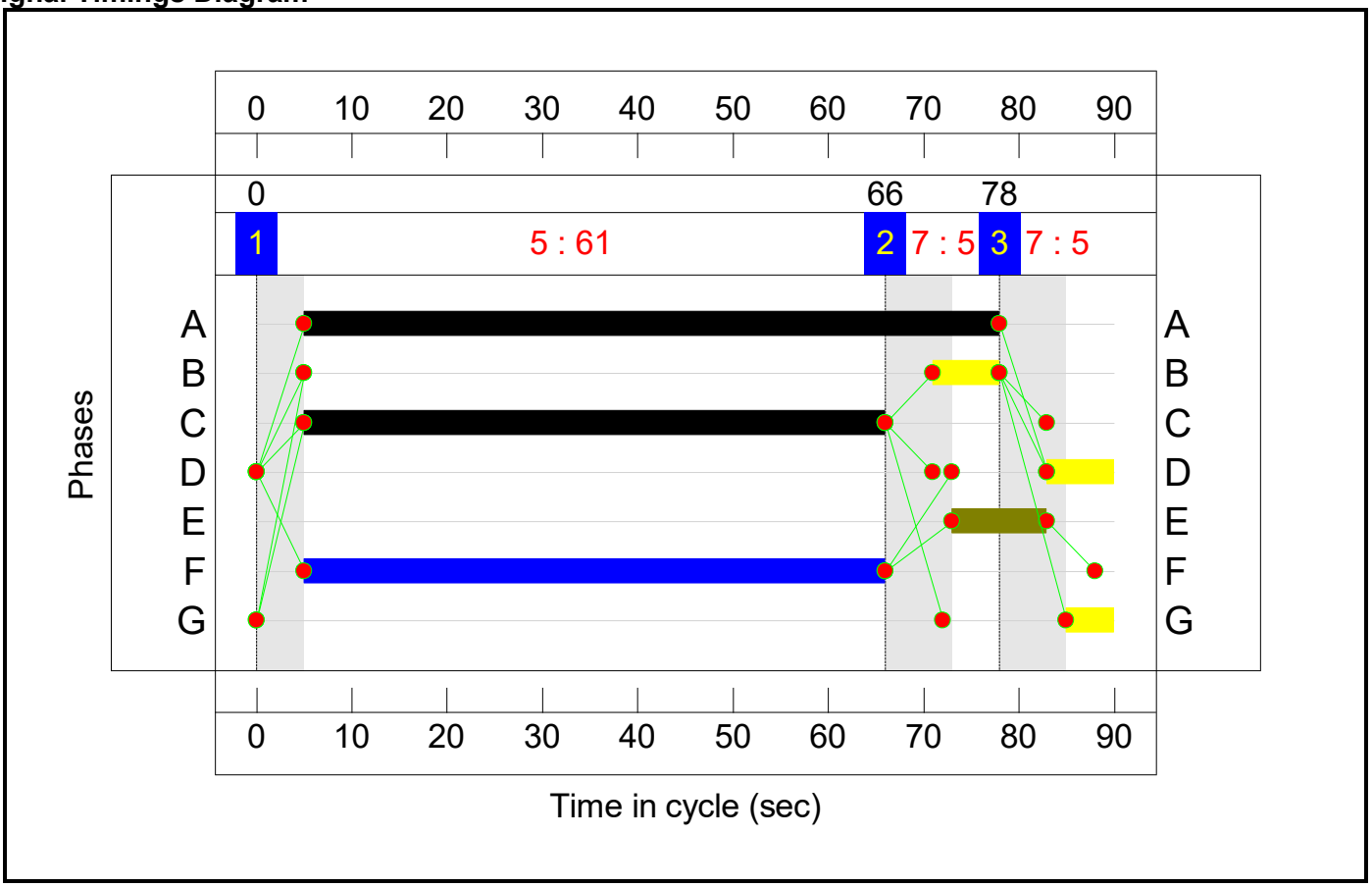


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	61	5	5
Change Point	0	66	78

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	28	-	1094	1916:1938	926+398	82.6 : 82.6%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	28	-	1741	2052:2052	992+992	87.5 : 88.0%
2/1	Ahead	U	1:2	N/A	C1:C		1	37	-	804	1956	1271	63.2%
2/2	Ahead	U	1:2	N/A	C1:C		1	37	-	959	2092	1360	70.5%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	37	-	1000	2092:1919	1237+144	72.4 : 72.4%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	10	-	457	2058:1886	377+210	84.0 : 66.8%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	10	-	238	2058	377	63.1%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	25	-	421	1945	875	48.1%
4/2	Right	U	1:3	N/A	C1:E		1	25	-	238	2066	930	25.6%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	23	-	587	1927	771	76.2%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	666	2058	823	80.9%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	661	2058	823	80.3%
6/1	Ahead	U	1:4	N/A	C1:G		1	36	-	510	1932	1224	41.7%
6/2	Ahead	U	1:4	N/A	C1:G		1	36	-	828	2066	1308	63.3%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	36	-	737	2066:1919	877+595	50.1 : 50.1%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	12	-	721	1901:2043	412+443	84.5 : 84.3%
8/3		U	N/A	N/A	-		-	-	-	439	2000	2000	22.0%
9/1	Ahead	U	1:1	N/A	C1:A		1	20	-	388	1932	708	54.8%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	20	-	525	2060	755	69.5%

J2: Padbury	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.9%**
1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	20	-	345	1908	445	77.5%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	20	-	865	1922:3400	321+793	75.0 : 78.7%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	56	-	1002	1980	1254	79.9%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	56	-	1052	2120	1343	78.4%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	56	-	745	2120	1343	55.5%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	41	-	470	1980	924	50.9%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	41	-	788	2120:2120	869+639	52.3 : 52.3%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	11	-	154	1980	264	58.3%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	11	-	157	2120	283	55.5%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	33	-	1243	2120:1978	1062+339	88.7 : 88.7%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	33	-	1052	2120	1201	87.6%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	33	-	643	1980	1122	57.3%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	33	-	726	2120	1201	60.4%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	546	2015	1478	37.0%
3/1	MSA Left	U	3:2	N/A	C3:C		1	12	-	342	1877	407	84.1%
3/2	MSA Left	U	3:2	N/A	C3:C		1	12	-	266	2052	445	59.8%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	15	-	449	1980	528	85.0%
7/1	Ahead	U	3:2	N/A	C3:D		1	35	-	1042	2015	1276	81.7%
7/2	Ahead	U	3:2	N/A	C3:D		1	35	-	1156	2155	1365	84.7%
7/3	Ahead	U	3:2	N/A	C3:D		1	35	-	643	2015	1276	50.4%

7/4	Ahead	U	3:2	N/A	C3:D		1	35	-	726	2155	1365	53.2%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.3%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	33	-	382	1886	1069	35.7%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	33	-	399	2019:2019	975+762	23.0 : 23.0%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	318	1894:2105	827+508	23.8 : 23.8%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	674	1886	1383	48.7%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	961	2019:2058	1117+560	57.3 : 57.3%
4/1	Ahead	U	4:3	N/A	C4:F		1	37	-	711	1919	1247	57.0%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	37	-	695	2052	1334	52.1%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	17	-	61	1942	615	9.9%
6/2	Right	U	4:1	N/A	C4:B		1	17	-	245	2077	658	37.3%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	92	2077:1942	225+152	24.4 : 24.4%
8/1	Ahead	U	4:4	N/A	C4:I		1	34	-	516	2015	1175	43.9%
8/2	Ahead	U	4:4	N/A	C4:I		1	34	-	235	2015	1175	20.0%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	34	-	541	2155	1257	43.0%
13/1	Right Right2	U	4:4	N/A	C4:H		1	16	-	321	1942	583	55.1%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	13	-	236	1894	442	53.4%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	13	-	245	2019	471	52.0%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	498	1980	1518	32.8%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	804	1980	1386	58.0%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	981	2120	1484	66.1%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	1014	1980	1386	73.2%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	717	1975	1481	48.4%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	268	2115	1586	16.9%

J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.4%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	73:7	-	985	1980:1828	1501+156	59.4 : 59.4%
3/1	B4100 East Ahead Left	U	6:1	N/A	C6:C		1	61	-	676	1968	1356	49.9%
4/2+4/1	Albion Land access Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	66	1814:1747	103+349	14.6 : 14.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**636**	**0**	**0**	**88.6**	**43.8**	**0.0**	**132.4**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**30.1**	**16.7**	**0.0**	**46.8**	**-**	**-**	**-**	**-**
1/2+1/1	1094	1094	-	-	-	3.7	2.3	-	6.0	19.9	10.8	2.3	13.2
1/3+1/4	1741	1741	-	-	-	6.7	3.5	-	10.2	21.1	12.9	3.5	16.3
2/1	804	804	-	-	-	0.0	0.0	-	0.0	0.2	0.6	0.0	0.6
2/2	959	959	-	-	-	0.1	0.0	-	0.1	0.5	1.5	0.0	1.5
2/3+2/4	1000	1000	-	-	-	0.2	0.0	-	0.2	0.7	2.1	0.0	2.1
3/2+3/1	457	457	-	-	-	2.9	1.7	-	4.6	36.5	5.0	1.7	6.7
3/3	238	238	-	-	-	1.5	0.8	-	2.3	35.4	3.6	0.8	4.5
4/1	421	421	-	-	-	0.3	0.0	-	0.3	2.2	1.4	0.0	1.4
4/2	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	587	587	-	-	-	2.5	1.6	-	4.1	25.2	8.3	1.6	9.9
5/2	666	666	-	-	-	3.0	2.1	-	5.0	27.1	9.8	2.1	11.9
5/3	661	661	-	-	-	2.9	2.0	-	4.9	26.7	9.7	2.0	11.7
6/1	510	510	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
6/2	828	828	-	-	-	0.2	0.0	-	0.2	0.9	2.7	0.0	2.7
6/3+6/4	737	737	-	-	-	0.1	0.0	-	0.1	0.6	5.3	0.0	5.3
7/1+7/2	721	721	-	-	-	4.5	2.6	-	7.1	35.5	5.9	2.6	8.5
8/3	439	439	-	-	-	0.0	0.1	-	0.1	1.2	1.1	0.1	1.3
9/1	388	388	-	-	-	0.7	0.0	-	0.7	6.1	2.4	0.0	2.4
9/2	525	525	-	-	-	0.7	0.0	-	0.7	4.7	2.5	0.0	2.5
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**28.4**	**10.1**	**0.0**	**38.5**	**-**	**-**	**-**	**-**
1/1	345	345	-	-	-	3.1	1.7	-	4.8	49.7	8.0	1.7	9.7
1/2+1/3	865	865	-	-	-	7.6	1.7	-	9.4	38.9	7.3	1.7	9.0
2/1	1002	1002	-	-	-	3.4	2.0	-	5.4	19.3	18.4	2.0	20.3
2/2	1052	1052	-	-	-	3.5	1.8	-	5.3	18.1	19.0	1.8	20.8

2/3	745	745	-	-	-	1.9	0.6	-	2.6	12.3	10.3	0.6	11.0
5/1	470	470	-	-	-	2.2	0.5	-	2.7	20.7	8.1	0.5	8.6
5/2+5/3	788	788	-	-	-	3.5	0.5	-	4.0	18.3	7.7	0.5	8.2
6/1	154	154	-	-	-	1.6	0.7	-	2.3	52.8	3.6	0.7	4.3
6/2	157	157	-	-	-	1.6	0.6	-	2.2	50.7	3.7	0.6	4.3
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**16.2**	**11.7**	**0.0**	**27.9**	**-**	**-**	**-**	**-**
1/2+1/1	1243	1243	-	-	-	3.3	3.7	-	7.0	20.3	13.7	3.7	17.5
1/3	1052	1052	-	-	-	3.3	3.4	-	6.6	22.7	14.9	3.4	18.3
1/4	643	643	-	-	-	1.5	0.7	-	2.2	12.1	6.8	0.7	7.5
1/5	726	726	-	-	-	1.7	0.8	-	2.5	12.3	7.9	0.8	8.6
2/1	546	546	-	-	-	0.2	0.0	-	0.2	1.1	1.5	0.0	1.5
3/1	342	342	-	-	-	2.1	2.5	-	4.6	48.4	5.4	2.5	7.9
3/2	266	266	-	-	-	1.6	0.7	-	2.3	31.1	4.0	0.7	4.7
6/1	449	449	-	-	-	1.7	0.0	-	1.7	13.5	7.3	0.0	7.3
7/1	1042	1042	-	-	-	0.5	0.0	-	0.5	1.7	2.0	0.0	2.0
7/2	1156	1156	-	-	-	0.4	0.0	-	0.4	1.2	1.7	0.0	1.7
7/3	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/4	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley	**-**	**-**	**636**	**0**	**0**	**9.6**	**3.9**	**0.0**	**13.5**	**-**	**-**	**-**	**-**
1/1	382	382	-	-	-	0.8	0.3	-	1.0	9.7	3.4	0.3	3.7
1/2+1/3	399	399	-	-	-	0.7	0.1	-	0.8	7.6	1.8	0.1	2.0
2/1+2/2	318	318	636	0	0	0.0	0.2	-	0.2	1.9	0.3	0.2	0.5
3/1	674	674	-	-	-	0.0	0.5	-	0.5	2.6	3.7	0.5	4.1
3/2+3/3	961	961	-	-	-	0.8	0.7	-	1.4	5.3	8.0	0.7	8.7
4/1	711	711	-	-	-	0.1	0.0	-	0.1	0.7	0.8	0.0	0.8
4/2	695	695	-	-	-	0.1	0.0	-	0.1	0.8	1.0	0.0	1.0
6/1	61	61	-	-	-	0.3	0.0	-	0.3	16.7	0.8	0.0	0.8
6/2	245	245	-	-	-	0.3	0.0	-	0.3	4.5	3.9	0.0	3.9
7/2+7/1	92	92	-	-	-	0.4	0.2	-	0.6	23.3	0.8	0.2	0.9
8/1	516	516	-	-	-	1.0	0.4	-	1.4	9.9	6.2	0.4	6.6
8/2	235	235	-	-	-	0.4	0.1	-	0.5	7.8	2.6	0.1	2.7

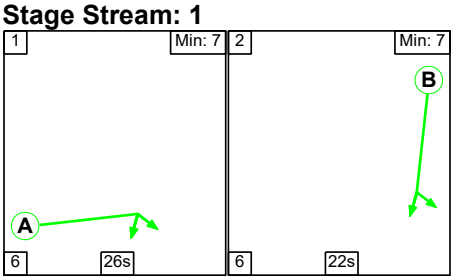
8/3	541	541	-	-	-	0.6	0.4	-	1.0	6.3	3.1	0.4	3.5
13/1	321	321	-	-	-	1.4	0.0	-	1.4	15.5	5.2	0.0	5.2
14/1	236	236	-	-	-	1.3	0.6	-	1.9	28.9	3.4	0.6	4.0
14/2	245	245	-	-	-	1.4	0.5	-	1.9	28.0	3.5	0.5	4.1
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.0**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	498	498	-	-	-	0.1	0.0	-	0.1	0.4	0.8	0.0	0.8
2/1	804	804	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2
2/2	981	981	-	-	-	0.1	0.0	-	0.1	0.5	0.6	0.0	0.6
2/3	1014	1014	-	-	-	0.4	0.0	-	0.4	1.6	2.2	0.0	2.2
3/1	717	717	-	-	-	0.2	0.0	-	0.2	0.9	1.1	0.0	1.1
3/2	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.5**	**1.3**	**0.0**	**4.8**	**-**	**-**	**-**	**-**
1/1+1/2	985	985	-	-	-	1.7	0.7	-	2.4	8.7	7.2	0.7	7.9
3/1	676	676	-	-	-	1.2	0.5	-	1.7	9.3	7.9	0.5	8.4
4/2+4/1	66	66	-	-	-	0.6	0.1	-	0.7	36.2	1.0	0.1	1.1

C1 - Baynards Green	Stream: 1 PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	17.59	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2 PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	7.33	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3 PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	14.29	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	7.45	Cycle Time (s): 60
C2 - Padbury	Stream: 1 PRC for Signalled Lanes (%):	12.6	Total Delay for Signalled Lanes (pcuHr):	38.52	Cycle Time (s): 90
C3 - Cherwell	Stream: 1 PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):	19.98	Cycle Time (s): 60
C3 - Cherwell	Stream: 2 PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	7.78	Cycle Time (s): 60
C3 - Cherwell	Stream: 3 PRC for Signalled Lanes (%):	143.6	Total Delay for Signalled Lanes (pcuHr):	0.17	Cycle Time (s): 60
C4 - Ardley	Stream: 1 PRC for Signalled Lanes (%):	141.6	Total Delay for Signalled Lanes (pcuHr):	2.46	Cycle Time (s): 60
C4 - Ardley	Stream: 2 PRC for Signalled Lanes (%):	57.1	Total Delay for Signalled Lanes (pcuHr):	2.50	Cycle Time (s): 60
C4 - Ardley	Stream: 3 PRC for Signalled Lanes (%):	57.9	Total Delay for Signalled Lanes (pcuHr):	4.08	Cycle Time (s): 60
C4 - Ardley	Stream: 4 PRC for Signalled Lanes (%):	63.3	Total Delay for Signalled Lanes (pcuHr):	4.26	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 1 PRC for Signalled Lanes (%):	85.9	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2 PRC for Signalled Lanes (%):	23.0	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3 PRC for Signalled Lanes (%):	174.3	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s): 60
C6 - AL site access	Stream: 1 PRC for Signalled Lanes (%):	51.4	Total Delay for Signalled Lanes (pcuHr):	4.80	Cycle Time (s): 90
	PRC Over All Lanes (%):	1.5	Total Delay Over All Lanes(pcuHr):	132.42	

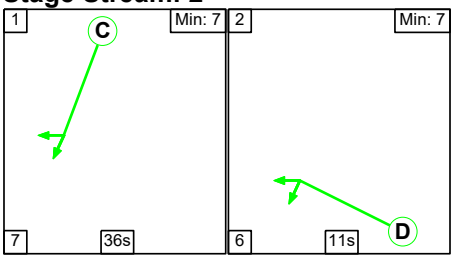
Scenario 4: '2034 DS3A - PM peak' (FG4: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

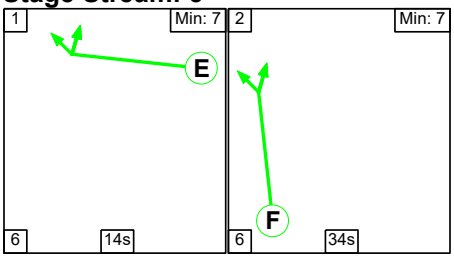
Stage Stream: 1



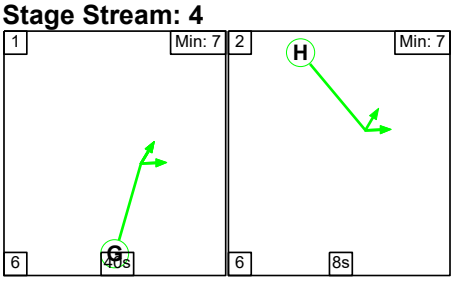
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	22
Change Point	0	32

Stage Stream: 2

Stage	1	2
Duration	36	11
Change Point	23	6

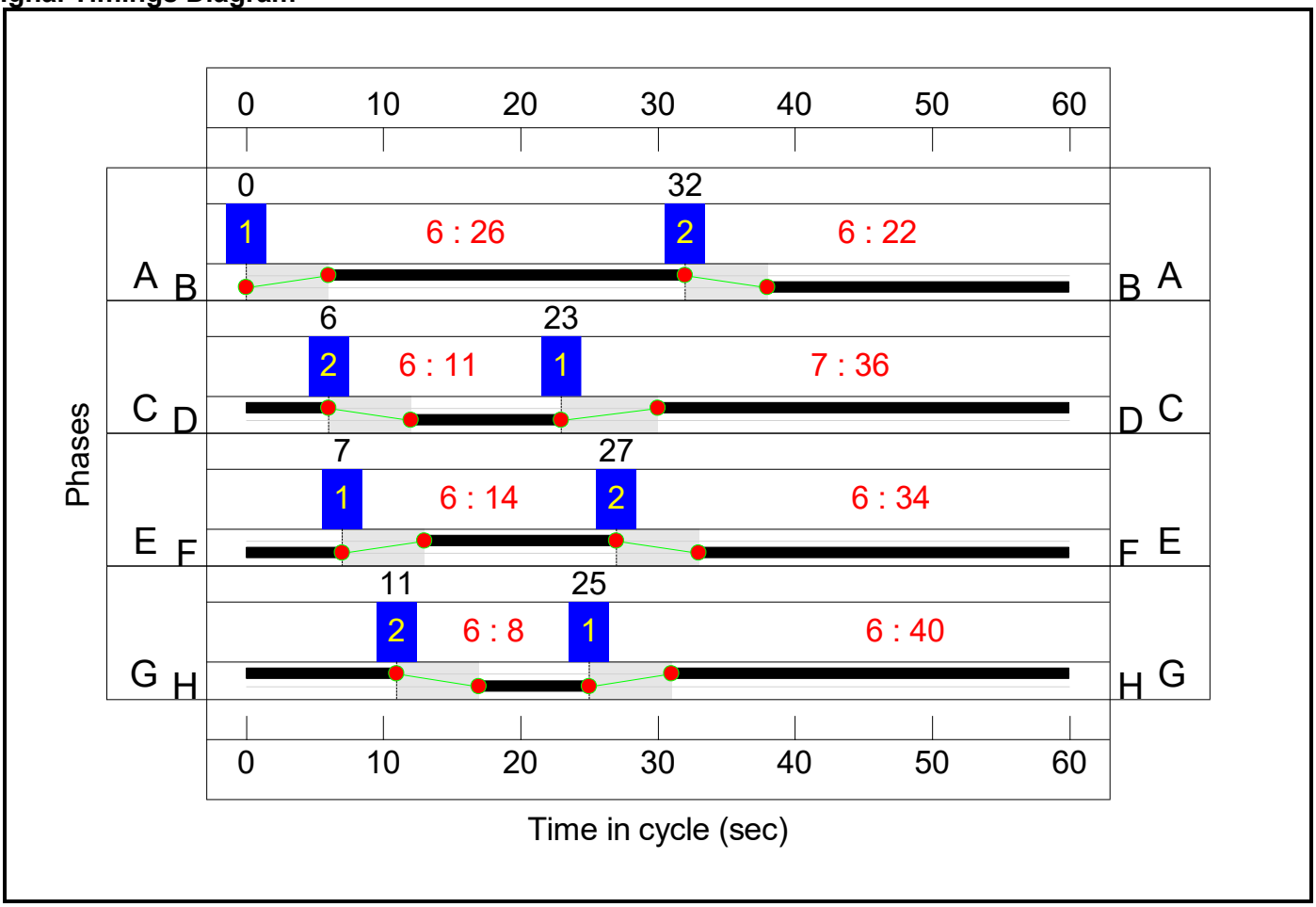
Stage Stream: 3

Stage	1	2
Duration	14	34
Change Point	7	27

Stage Stream: 4

Stage	1	2
Duration	40	8
Change Point	25	11

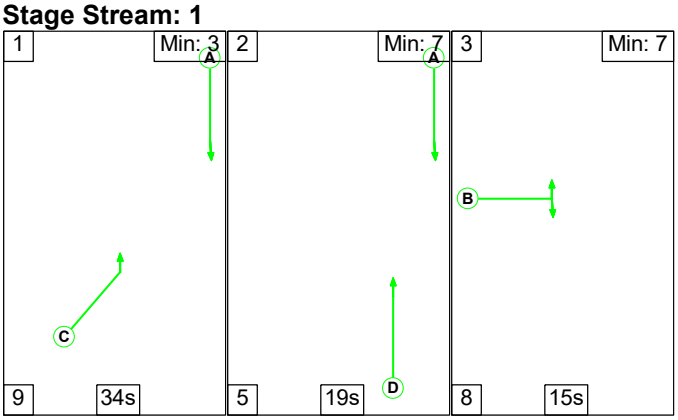
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

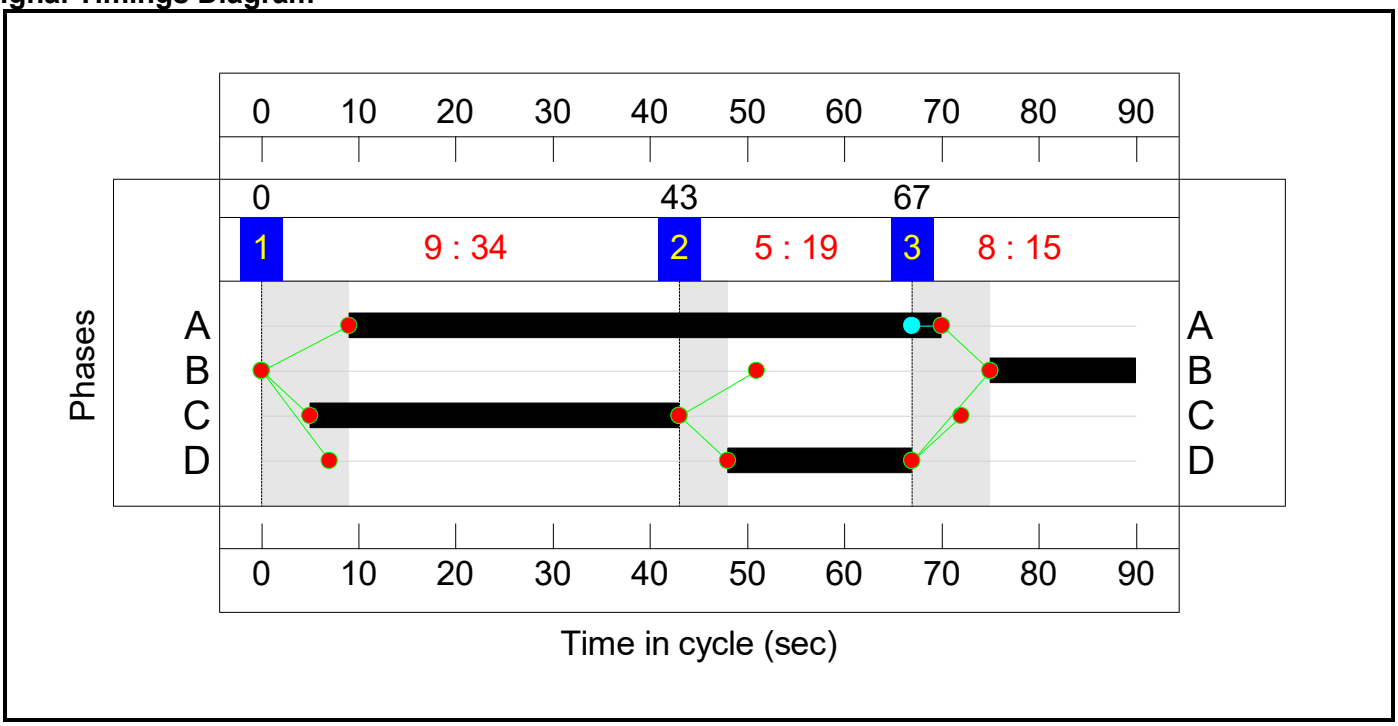


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	19	15
Change Point	0	43	67

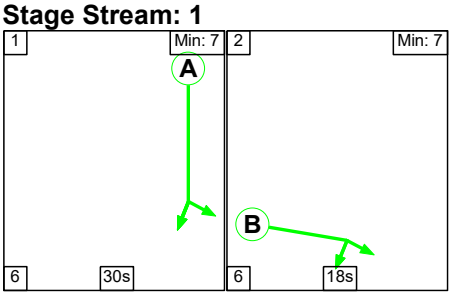
Signal Timings Diagram



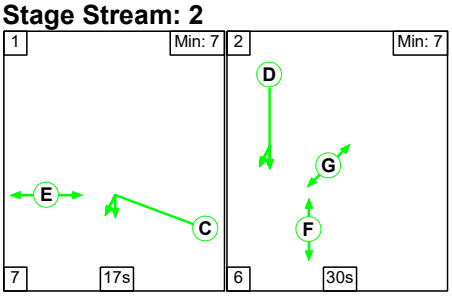
Controller :C3 - Cherwell

Stage Sequence Diagram

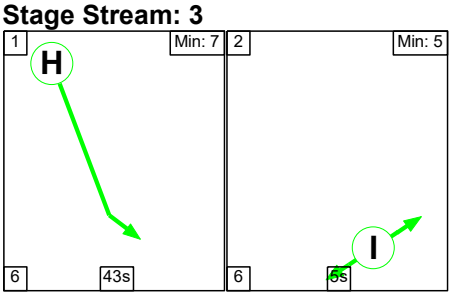
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	0	36

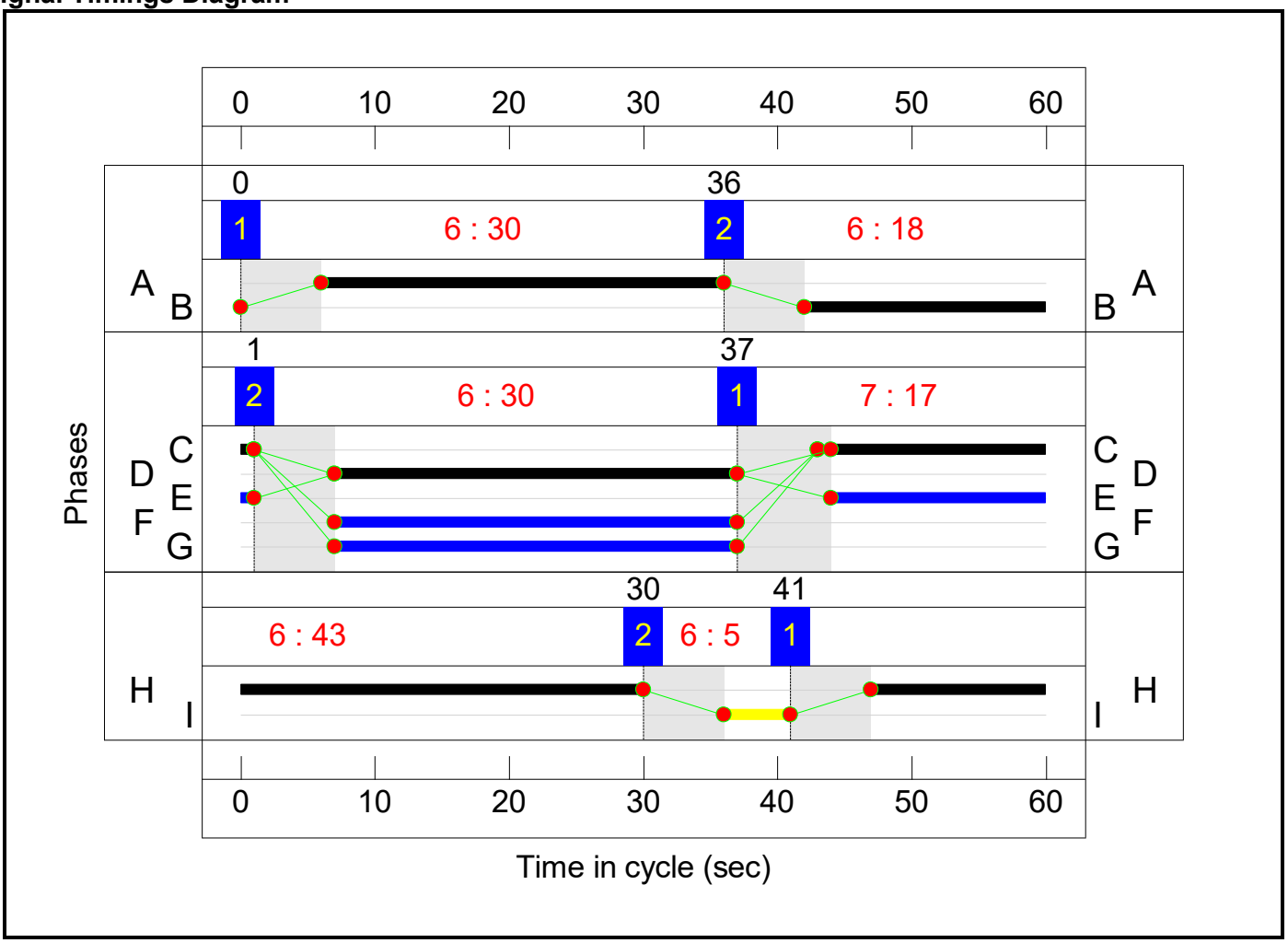
Stage Stream: 2

Stage	1	2
Duration	17	30
Change Point	37	1

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	41	30

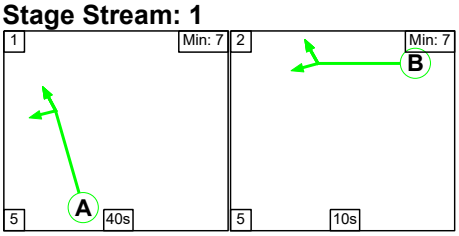
Signal Timings Diagram



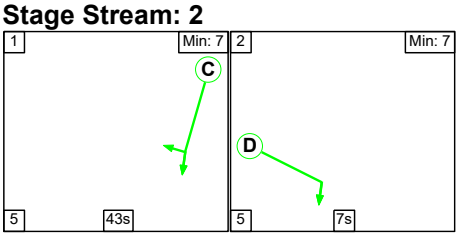
Controller :C4 - Ardley

Stage Sequence Diagram

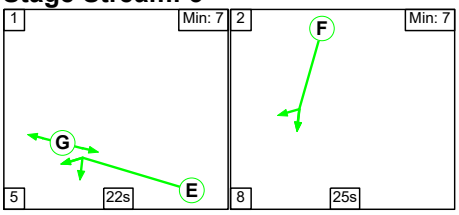
Stage Stream: 1



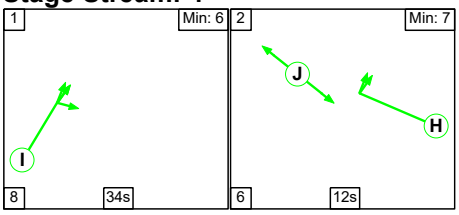
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	10
Change Point	14	59

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	26	14

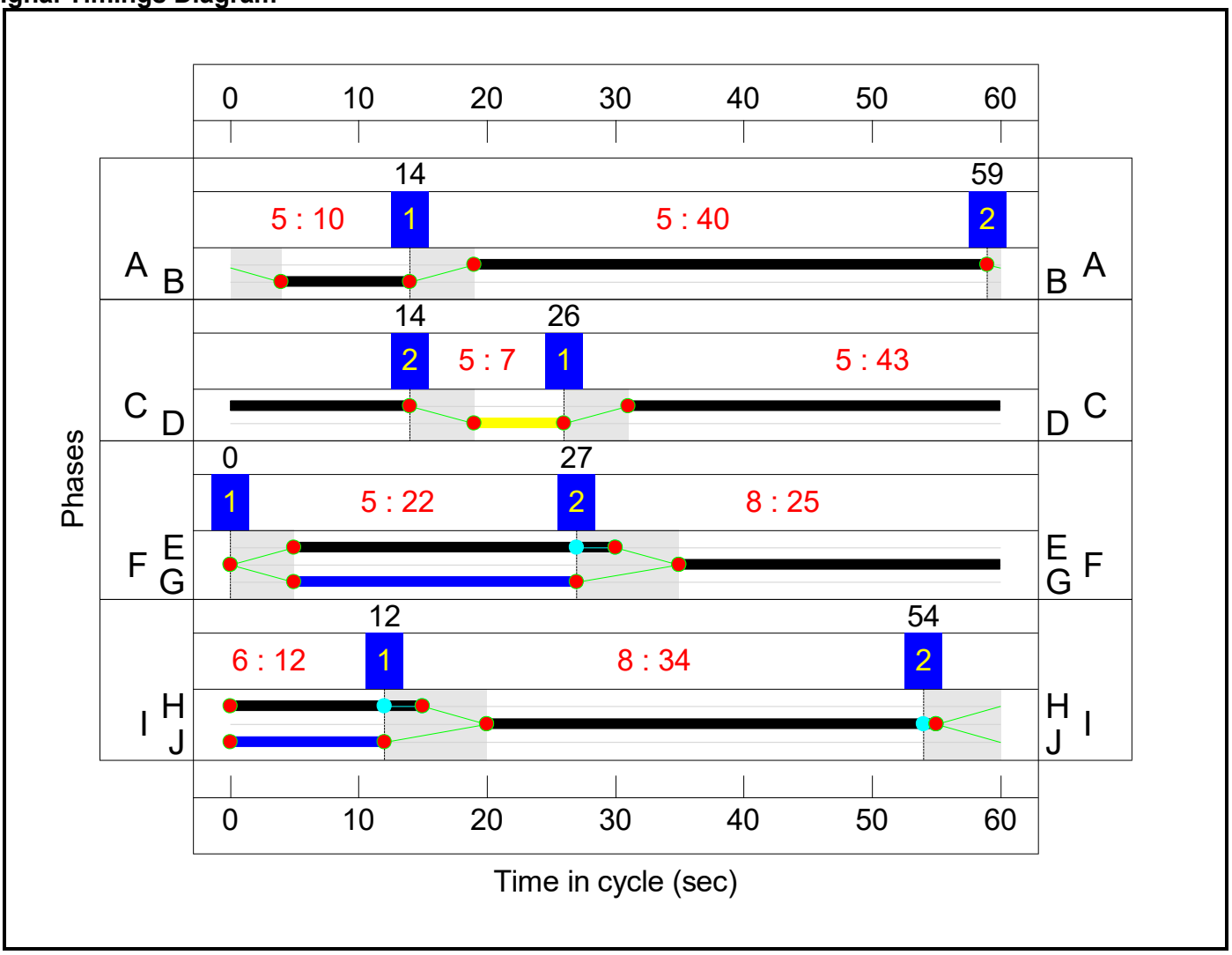
Stage Stream: 3

Stage	1	2
Duration	22	25
Change Point	0	27

Stage Stream: 4

Stage	1	2
Duration	34	12
Change Point	12	54

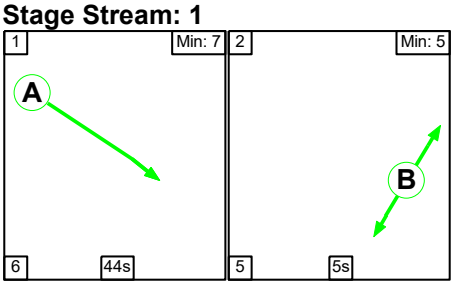
Signal Timings Diagram



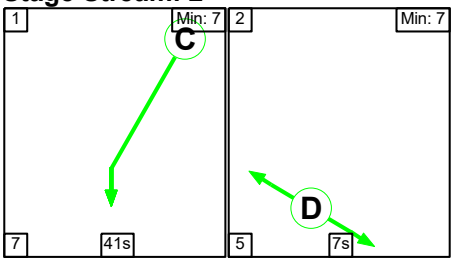
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

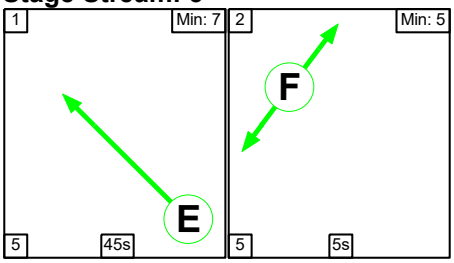
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	2	52

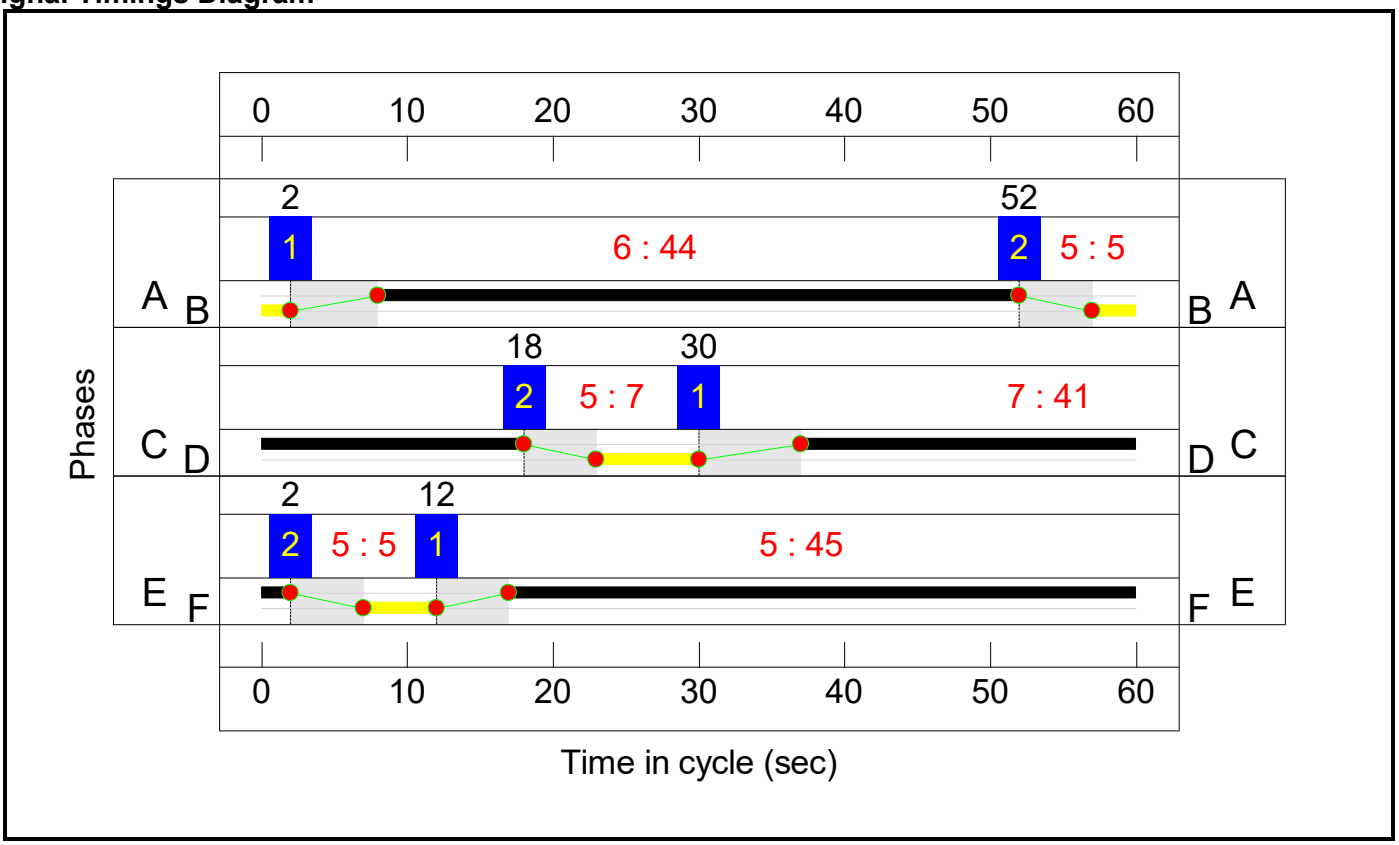
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	30	18

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	12	2

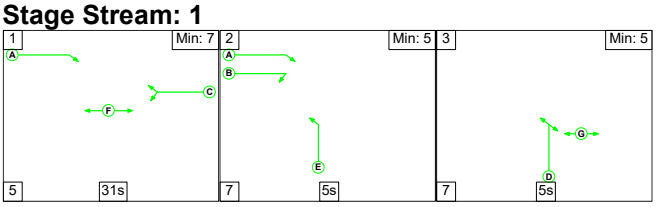
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

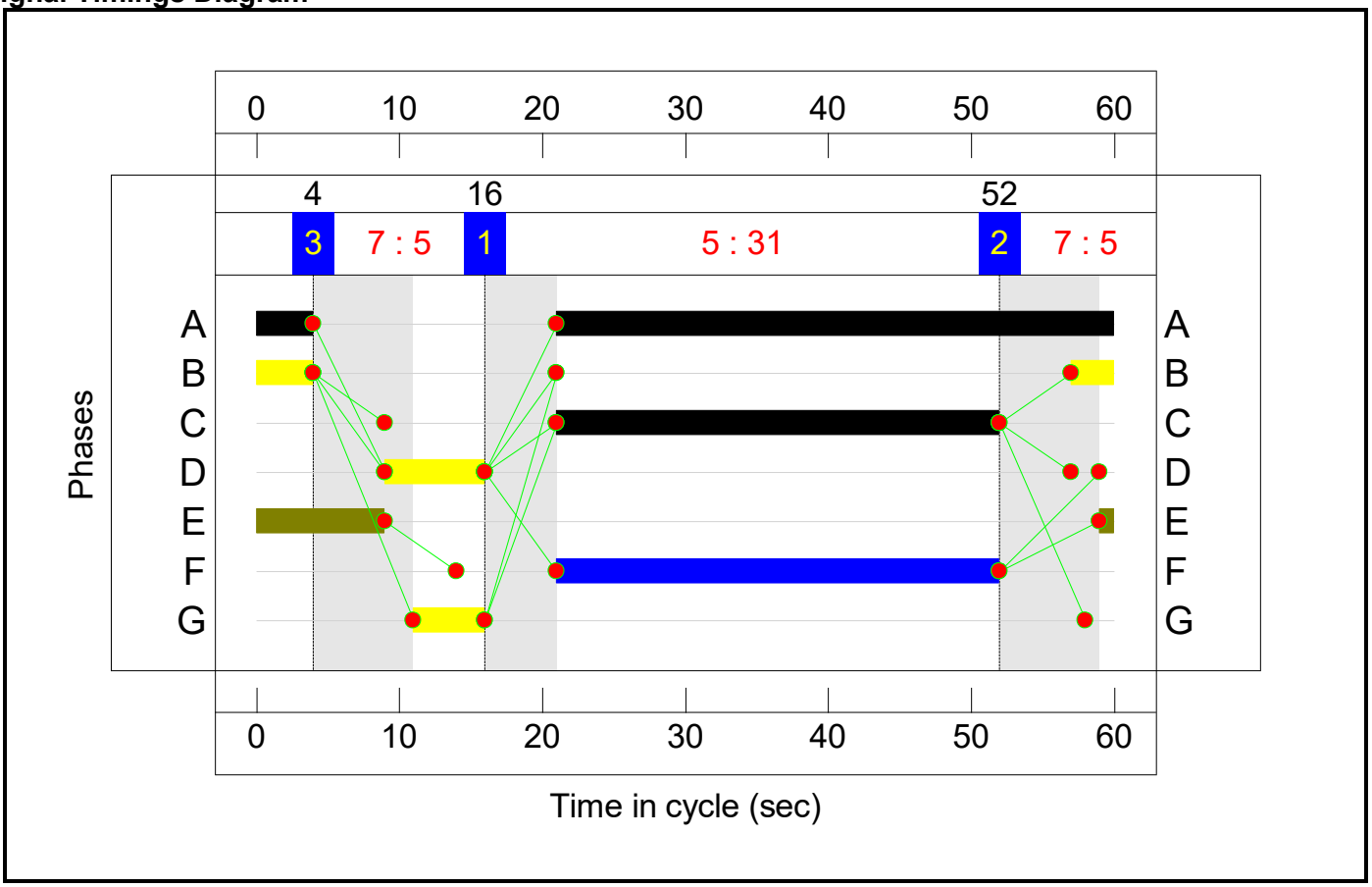


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	5	5
Change Point	16	52	4

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.0%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.0%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	22	-	872	1916:1938	734+395	77.2 : 77.2%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	22	-	1297	2052:2052	787+787	81.1 : 83.8%
2/1	Ahead	U	1:2	N/A	C1:C		1	36	-	568	1956	1239	45.9%
2/2	Ahead	U	1:2	N/A	C1:C		1	36	-	680	2092	1325	51.3%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	36	-	744	2092:1919	1200+147	55.2 : 55.2%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	11	-	475	2058:1886	412+150	84.5 : 84.5%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	11	-	307	2058	412	74.6%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	14	-	429	1949	520	82.5%
4/2	Right	U	1:3	N/A	C1:E		1	14	-	307	2066	551	55.7%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	34	-	910	1927	1124	81.0%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	1045	2058	1200	87.0%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	1036	2058	1200	86.3%
6/1	Ahead	U	1:4	N/A	C1:G		1	40	-	866	1932	1352	64.0%
6/2	Ahead	U	1:4	N/A	C1:G		1	40	-	1247	2066	1446	86.2%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	40	-	1141	2066:1919	1104+425	74.7 : 74.7%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	8	-	440	1896:2043	284+306	74.5 : 74.4%
8/3		U	N/A	N/A	-		-	-	-	824	2000	2000	41.2%
9/1	Ahead	U	1:1	N/A	C1:A		1	26	-	258	1932	902	28.6%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	26	-	388	2062	962	40.3%

J2: Padbury	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	15	-	269	1908	339	79.3%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	15	-	574	1922:3400	342+604	71.1 : 54.8%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	61	-	812	1980	1364	59.5%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	61	-	776	2120	1460	53.1%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	61	-	450	2120	1460	30.8%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	38	-	676	1980	858	78.8%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	38	-	1304	2120:2120	815+761	82.7 : 82.7%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	19	-	364	1980	440	82.7%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	19	-	378	2120	471	80.2%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.2%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	30	-	1055	2120:1978	931+472	75.2 : 75.2%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	30	-	776	2120	1095	70.8%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	30	-	349	1980	1023	34.1%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	30	-	432	2120	1095	39.4%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	612	2015	1478	41.4%
3/1	MSA Left	U	3:2	N/A	C3:C		1	17	-	308	1877	563	54.7%
3/2	MSA Left	U	3:2	N/A	C3:C		1	17	-	317	2052	616	51.5%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	18	-	468	1980	627	74.6%
7/1	Ahead	U	3:2	N/A	C3:D		1	30	-	806	2015	1108	72.7%
7/2	Ahead	U	3:2	N/A	C3:D		1	30	-	881	2155	1185	74.3%
7/3	Ahead	U	3:2	N/A	C3:D		1	30	-	349	2015	1108	31.5%

7/4	Ahead	U	3:2	N/A	C3:D		1	30	-	432	2155	1185	36.4%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	40	-	877	1886	1289	68.0%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	40	-	809	2019:2019	1244+377	49.9 : 49.9%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	227	1894:2105	598+124	31.4 : 31.4%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	349	1886	1383	25.2%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	749	2019:2058	929+952	39.8 : 39.8%
4/1	Ahead	U	4:3	N/A	C4:F		1	25	-	352	1919	864	40.8%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	25	-	383	2052	923	41.5%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	10	-	105	1942	388	27.0%
6/2	Right	U	4:1	N/A	C4:B		1	10	-	257	2077	415	61.9%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	16	2077:1942	263+61	5.0 : 5.0%
8/1	Ahead	U	4:4	N/A	C4:I		1	35	-	815	2015	1209	67.4%
8/2	Ahead	U	4:4	N/A	C4:I		1	35	-	641	2015	1209	53.0%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	35	-	484	2155	1293	37.4%
13/1	Right Right2	U	4:4	N/A	C4:H		1	15	-	379	1942	550	68.9%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	25	-	230	1908	827	27.8%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	25	-	257	2019	875	29.4%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.1%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	473	1980	1518	31.2%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	568	1980	1386	41.0%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	707	2120	1484	47.6%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	763	1980	1386	55.1%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	563	1975	1481	38.0%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	260	2115	1586	16.4%

J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.2%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	43:7	-	823	1980:1828	1402+79	55.5 : 55.5%
3/1	B4100 East Ahead Left	U	6:1	N/A	C6:C		1	31	-	698	1976	1054	66.2%
4/2+4/1	Albion Land access Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	129	1814:1747	180+524	18.3 : 18.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**454**	**0**	**0**	**84.9**	**41.4**	**0.0**	**126.3**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**27.8**	**18.1**	**0.0**	**45.9**	**-**	**-**	**-**	**-**
1/2+1/1	872	872	-	-	-	3.7	1.7	-	5.4	22.2	8.2	1.7	9.9
1/3+1/4	1297	1297	-	-	-	6.0	2.3	-	8.3	23.1	9.9	2.3	12.2
2/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	680	680	-	-	-	0.0	0.0	-	0.0	0.1	0.3	0.0	0.3
2/3+2/4	744	744	-	-	-	0.0	0.0	-	0.0	0.1	0.8	0.0	0.8
3/2+3/1	475	475	-	-	-	2.7	2.6	-	5.3	40.1	5.6	2.6	8.2
3/3	307	307	-	-	-	1.8	1.4	-	3.2	37.6	5.0	1.4	6.4
4/1	429	429	-	-	-	0.4	0.0	-	0.4	3.3	1.4	0.0	1.4
4/2	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	910	910	-	-	-	2.5	2.1	-	4.6	18.1	11.9	2.1	14.0
5/2	1045	1045	-	-	-	3.1	3.2	-	6.3	21.7	14.5	3.2	17.7
5/3	1036	1036	-	-	-	3.0	3.0	-	6.1	21.0	14.4	3.0	17.4
6/1	866	866	-	-	-	0.0	0.0	-	0.0	0.2	0.4	0.0	0.4
6/2	1247	1247	-	-	-	0.4	0.0	-	0.4	1.2	3.4	0.0	3.4
6/3+6/4	1141	1141	-	-	-	0.2	0.0	-	0.2	0.7	5.3	0.0	5.3
7/1+7/2	440	440	-	-	-	3.0	1.4	-	4.4	36.1	3.6	1.4	5.0
8/3	824	824	-	-	-	0.0	0.4	-	0.4	1.5	1.7	0.4	2.1
9/1	258	258	-	-	-	0.4	0.0	-	0.4	6.2	2.3	0.0	2.3
9/2	388	388	-	-	-	0.4	0.0	-	0.4	4.2	2.3	0.0	2.3
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**30.5**	**12.5**	**0.0**	**43.0**	**-**	**-**	**-**	**-**
1/1	269	269	-	-	-	2.6	1.8	-	4.5	59.8	6.4	1.8	8.2
1/2+1/3	574	574	-	-	-	5.5	0.8	-	6.2	39.0	5.7	0.8	6.4
2/1	812	812	-	-	-	1.7	0.7	-	2.4	10.6	10.6	0.7	11.3
2/2	776	776	-	-	-	1.5	0.6	-	2.0	9.5	9.5	0.6	10.1

2/3	450	450	-	-	-	0.7	0.2	-	0.9	7.3	4.4	0.2	4.6
5/1	676	676	-	-	-	4.1	1.8	-	5.9	31.6	14.5	1.8	16.3
5/2+5/3	1304	1304	-	-	-	7.6	2.4	-	9.9	27.4	13.9	2.4	16.2
6/1	364	364	-	-	-	3.4	2.3	-	5.6	55.7	8.6	2.3	10.9
6/2	378	378	-	-	-	3.5	1.9	-	5.4	51.7	8.9	1.9	10.9
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**12.8**	**4.4**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/2+1/1	1055	1055	-	-	-	2.9	1.5	-	4.4	14.9	8.4	1.5	9.9
1/3	776	776	-	-	-	2.4	1.2	-	3.6	16.7	9.7	1.2	10.9
1/4	349	349	-	-	-	0.8	0.3	-	1.1	11.2	3.4	0.3	3.7
1/5	432	432	-	-	-	1.1	0.3	-	1.4	11.5	4.3	0.3	4.6
2/1	612	612	-	-	-	0.2	0.0	-	0.2	1.2	1.2	0.0	1.2
3/1	308	308	-	-	-	1.5	0.6	-	2.1	24.6	4.3	0.6	4.9
3/2	317	317	-	-	-	1.5	0.5	-	2.1	23.4	4.3	0.5	4.8
6/1	468	468	-	-	-	0.9	0.0	-	0.9	7.2	6.9	0.0	6.9
7/1	806	806	-	-	-	0.6	0.0	-	0.6	2.9	2.2	0.0	2.2
7/2	881	881	-	-	-	0.6	0.0	-	0.6	2.5	2.2	0.0	2.2
7/3	349	349	-	-	-	0.1	0.0	-	0.1	0.9	0.2	0.0	0.2
7/4	432	432	-	-	-	0.1	0.0	-	0.1	0.9	0.2	0.0	0.2
J4: Ardley	**-**	**-**	**454**	**0**	**0**	**10.3**	**4.6**	**0.0**	**14.9**	**-**	**-**	**-**	**-**
1/1	877	877	-	-	-	1.4	1.1	-	2.4	10.0	8.5	1.1	9.6
1/2+1/3	809	809	-	-	-	0.9	0.5	-	1.4	6.3	4.7	0.5	5.2
2/1+2/2	227	227	454	0	0	0.1	0.2	-	0.3	4.9	0.9	0.2	1.1
3/1	349	349	-	-	-	0.7	0.2	-	0.9	9.0	4.8	0.2	4.9
3/2+3/3	749	749	-	-	-	0.8	0.3	-	1.2	5.6	6.3	0.3	6.6
4/1	352	352	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
4/2	383	383	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
6/1	105	105	-	-	-	0.5	0.0	-	0.5	15.7	1.1	0.0	1.1
6/2	257	257	-	-	-	1.0	0.0	-	1.0	13.6	1.5	0.0	1.5
7/2+7/1	16	16	-	-	-	0.1	0.0	-	0.2	38.4	0.2	0.0	0.2
8/1	815	815	-	-	-	1.2	1.0	-	2.2	9.6	4.0	1.0	5.0
8/2	641	641	-	-	-	0.8	0.6	-	1.4	7.7	2.6	0.6	3.1

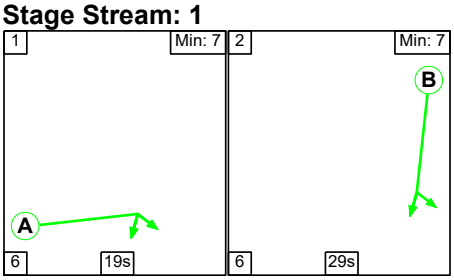
8/3	484	484	-	-	-	0.6	0.3	-	0.9	6.7	5.4	0.3	5.7
13/1	379	379	-	-	-	0.7	0.0	-	0.7	7.1	1.7	0.0	1.7
14/1	230	230	-	-	-	0.7	0.2	-	0.9	14.0	2.4	0.2	2.6
14/2	257	257	-	-	-	0.8	0.2	-	1.0	14.0	2.7	0.2	2.9
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.5**	**0.0**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
1/1	473	473	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
2/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	707	707	-	-	-	0.1	0.0	-	0.1	0.5	0.9	0.0	0.9
2/3	763	763	-	-	-	0.2	0.0	-	0.2	0.8	1.7	0.0	1.7
3/1	563	563	-	-	-	0.2	0.0	-	0.2	1.1	1.0	0.0	1.0
3/2	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.1**	**1.7**	**0.0**	**4.8**	**-**	**-**	**-**	**-**
1/1+1/2	823	823	-	-	-	0.5	0.6	-	1.1	5.0	11.6	0.6	12.2
3/1	698	698	-	-	-	2.0	1.0	-	2.9	15.1	8.3	1.0	9.3
4/2+4/1	129	129	-	-	-	0.6	0.1	-	0.7	20.6	1.2	0.1	1.3

C1 - Baynards Green	Stream: 1 PRC for Signalled Lanes (%):	7.4	Total Delay for Signalled Lanes (pcuHr):	14.59	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2 PRC for Signalled Lanes (%):	6.4	Total Delay for Signalled Lanes (pcuHr):	8.52	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3 PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	17.33	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4 PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	5.11	Cycle Time (s): 60
C2 - Padbury	Stream: 1 PRC for Signalled Lanes (%):	8.8	Total Delay for Signalled Lanes (pcuHr):	42.97	Cycle Time (s): 90
C3 - Cherwell	Stream: 1 PRC for Signalled Lanes (%):	19.7	Total Delay for Signalled Lanes (pcuHr):	11.37	Cycle Time (s): 60
C3 - Cherwell	Stream: 2 PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	5.61	Cycle Time (s): 60
C3 - Cherwell	Stream: 3 PRC for Signalled Lanes (%):	117.3	Total Delay for Signalled Lanes (pcuHr):	0.21	Cycle Time (s): 60
C4 - Ardley	Stream: 1 PRC for Signalled Lanes (%):	32.3	Total Delay for Signalled Lanes (pcuHr):	5.28	Cycle Time (s): 60
C4 - Ardley	Stream: 2 PRC for Signalled Lanes (%):	126.0	Total Delay for Signalled Lanes (pcuHr):	2.20	Cycle Time (s): 60
C4 - Ardley	Stream: 3 PRC for Signalled Lanes (%):	117.0	Total Delay for Signalled Lanes (pcuHr):	1.94	Cycle Time (s): 60
C4 - Ardley	Stream: 4 PRC for Signalled Lanes (%):	30.7	Total Delay for Signalled Lanes (pcuHr):	5.21	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 1 PRC for Signalled Lanes (%):	136.8	Total Delay for Signalled Lanes (pcuHr):	0.17	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2 PRC for Signalled Lanes (%):	63.5	Total Delay for Signalled Lanes (pcuHr):	0.27	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3 PRC for Signalled Lanes (%):	188.8	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s): 60
C6 - AL site access	Stream: 1 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	4.81	Cycle Time (s): 60
	PRC Over All Lanes (%):	3.4	Total Delay Over All Lanes(pcuHr):	126.28	

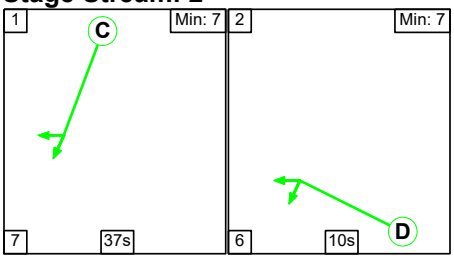
Scenario 5: '2042 DS4A - AM peak' (FG5: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

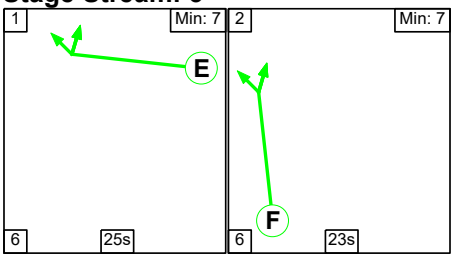
Stage Stream: 1



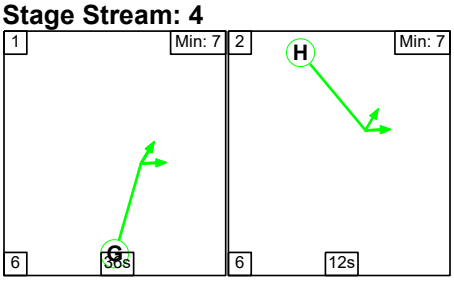
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	29
Change Point	58	23

Stage Stream: 2

Stage	1	2
Duration	37	10
Change Point	18	2

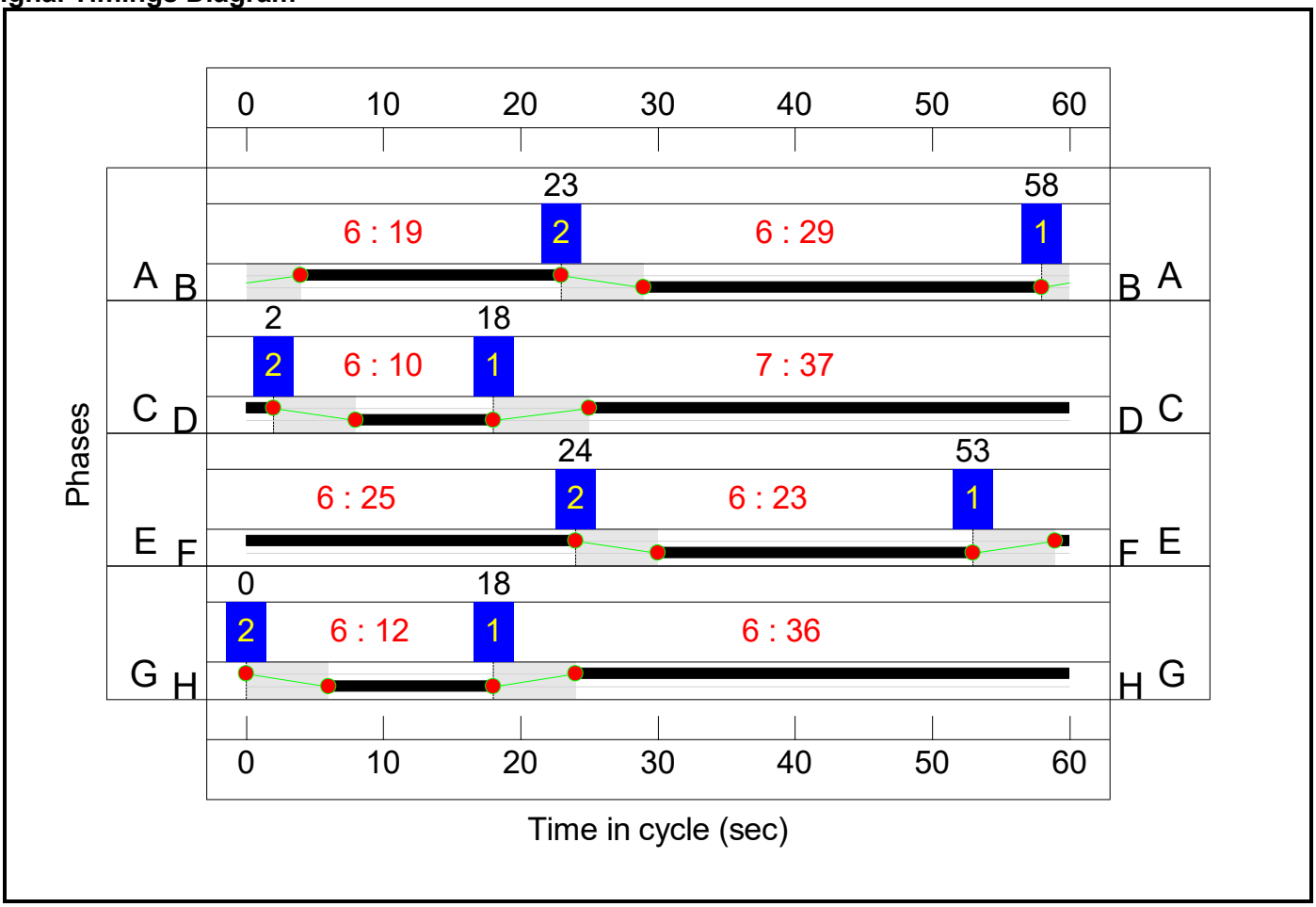
Stage Stream: 3

Stage	1	2
Duration	25	23
Change Point	53	24

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	18	0

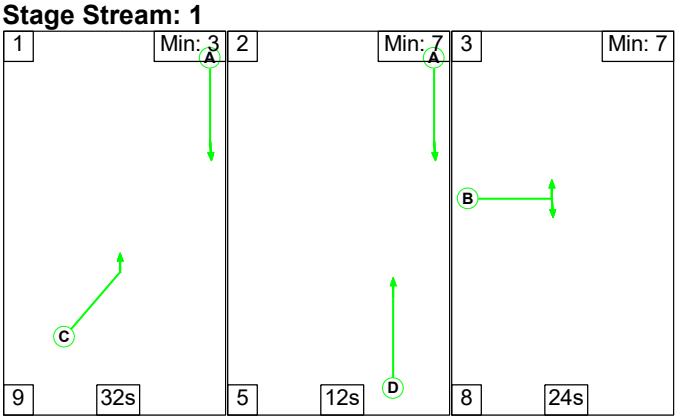
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

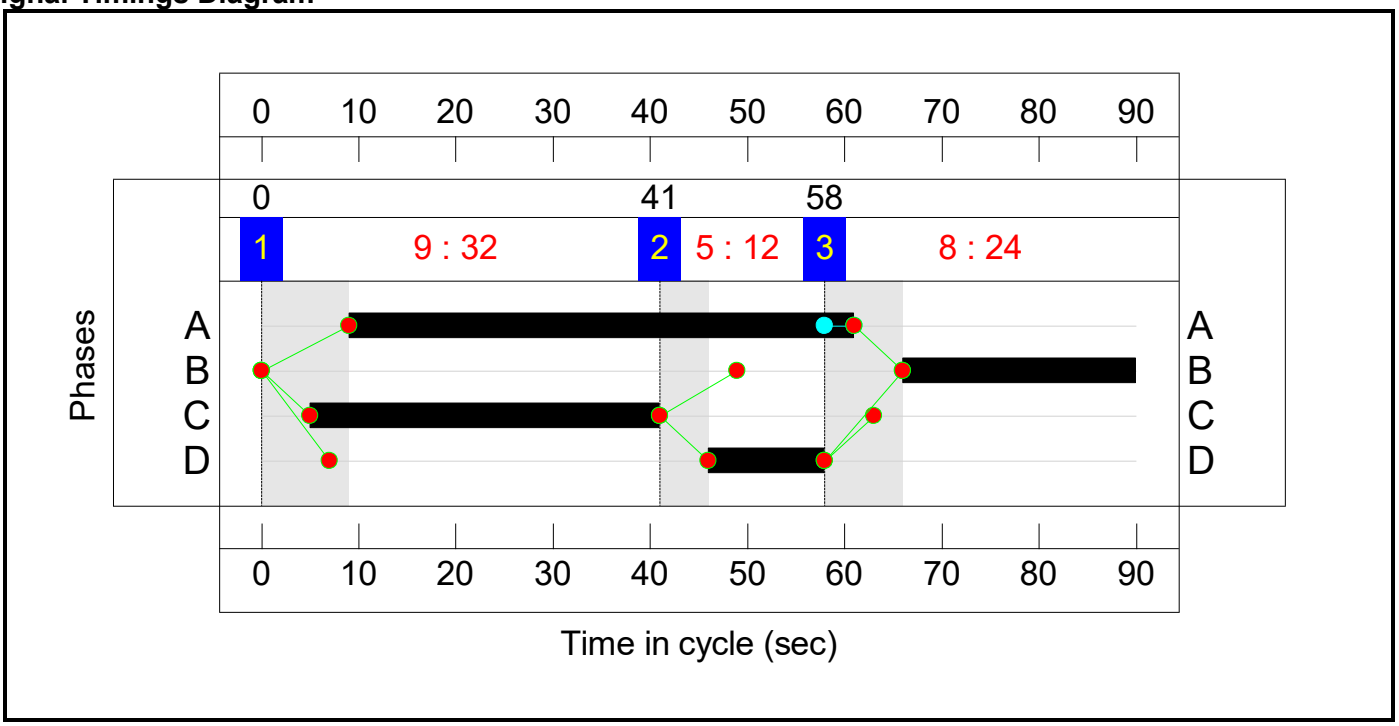


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	32	12	24
Change Point	0	41	58

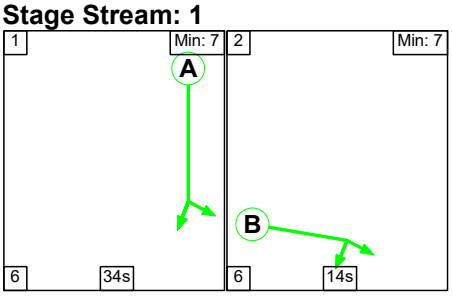
Signal Timings Diagram



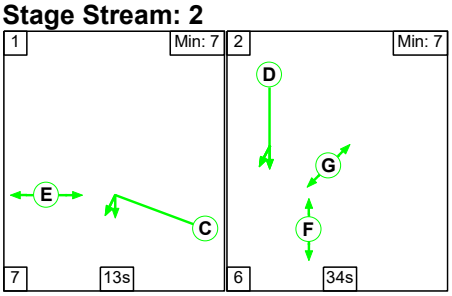
Controller :C3 - Cherwell

Stage Sequence Diagram

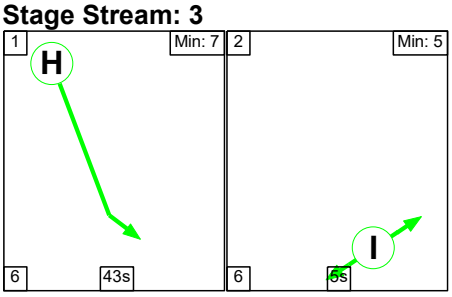
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	56	36

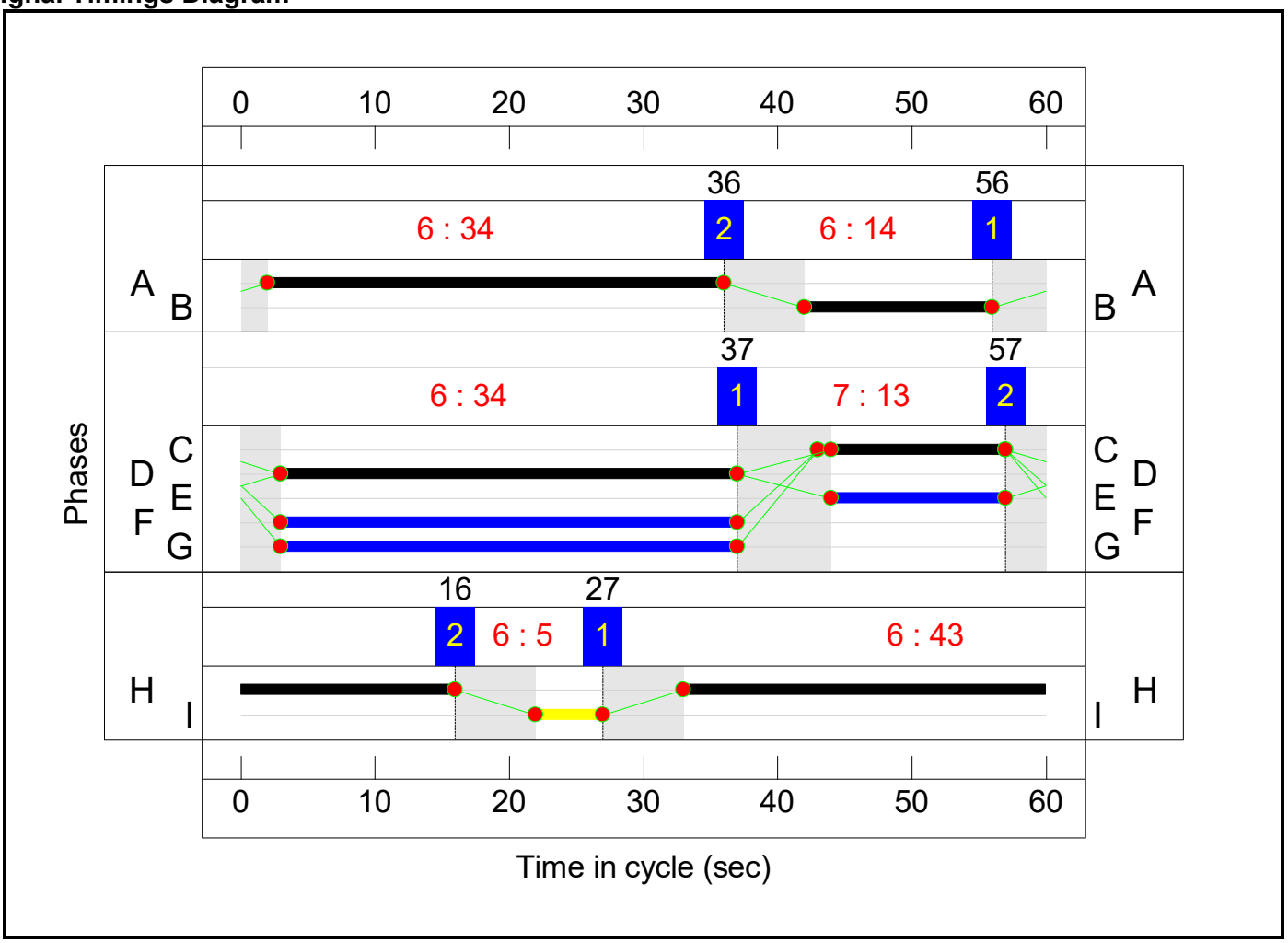
Stage Stream: 2

Stage	1	2
Duration	13	34
Change Point	37	57

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	27	16

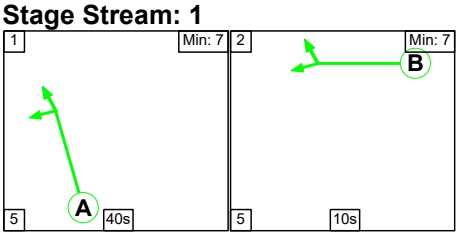
Signal Timings Diagram



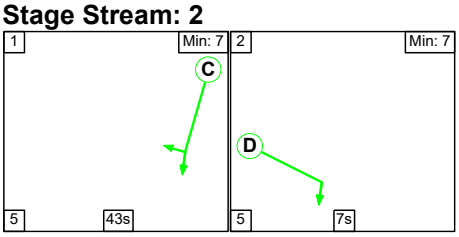
Controller :C4 - Ardley

Stage Sequence Diagram

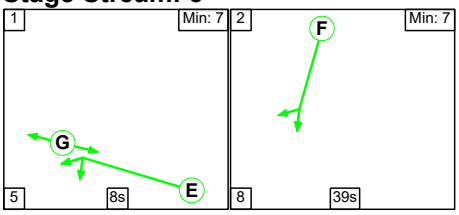
Stage Stream: 1



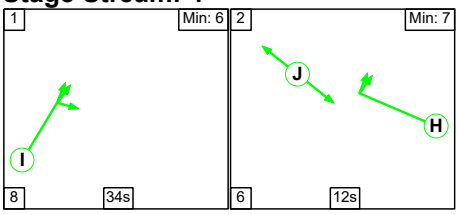
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	10
Change Point	9	54

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	9	57

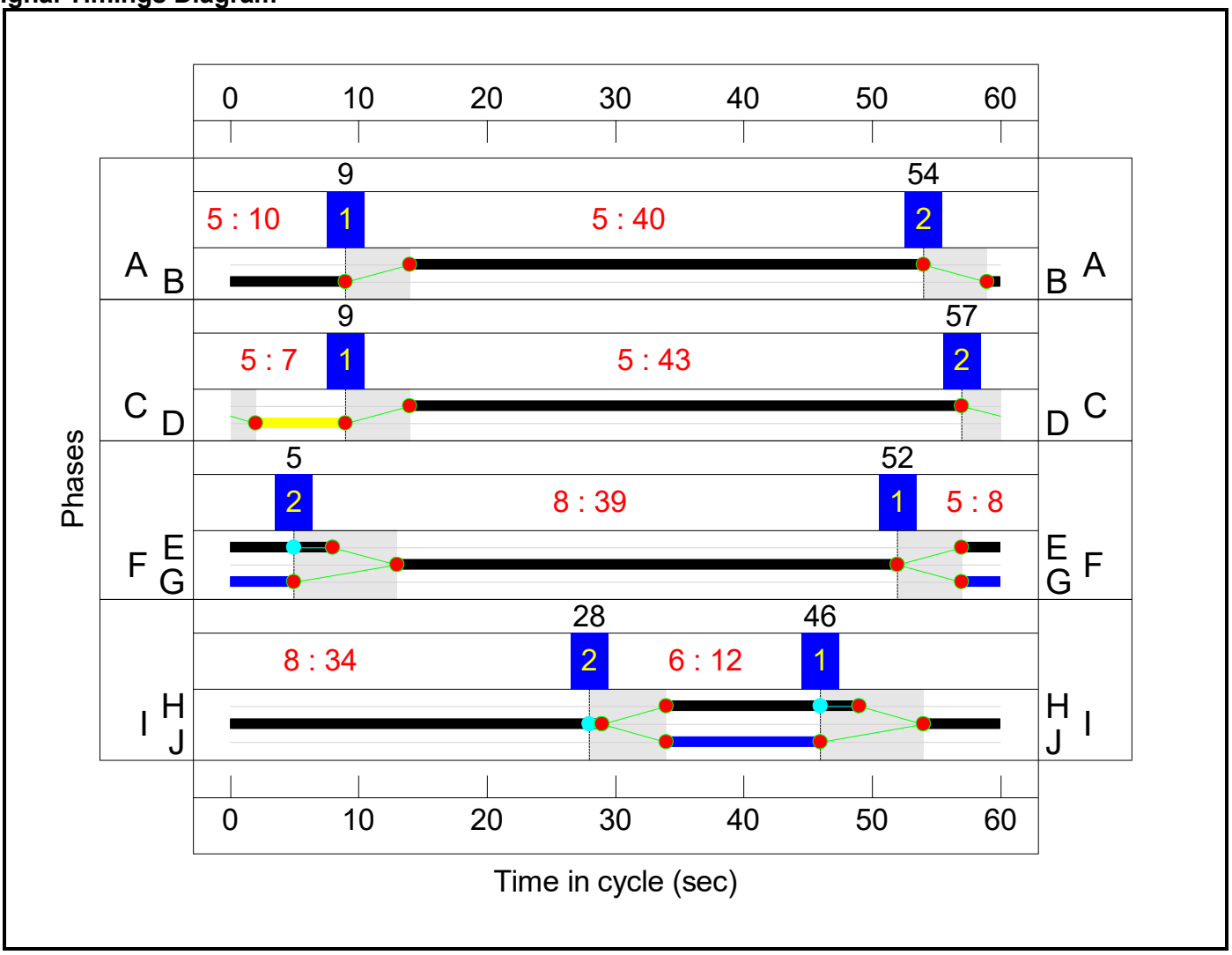
Stage Stream: 3

Stage	1	2
Duration	8	39
Change Point	52	5

Stage Stream: 4

Stage	1	2
Duration	34	12
Change Point	46	28

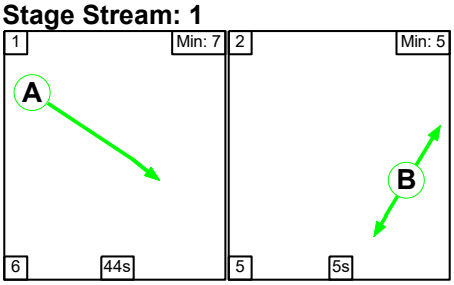
Signal Timings Diagram



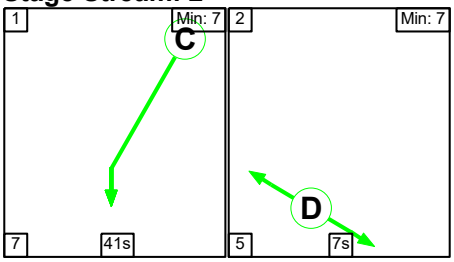
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

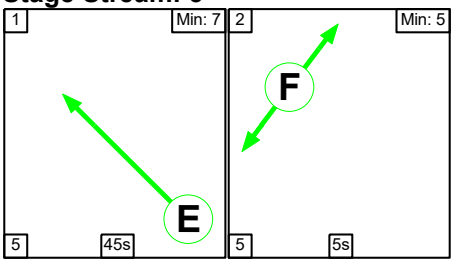
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	0	50

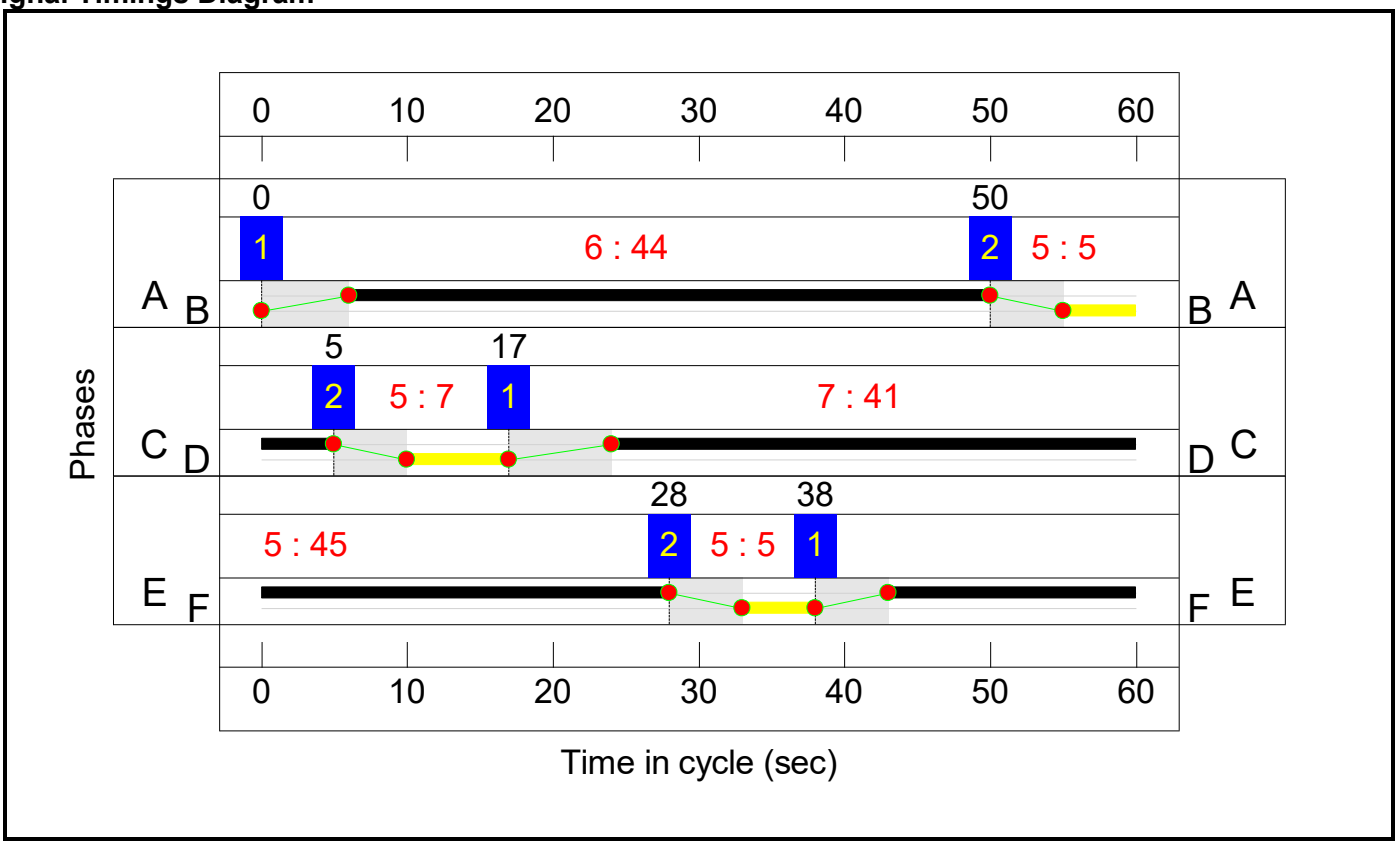
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	17	5

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	38	28

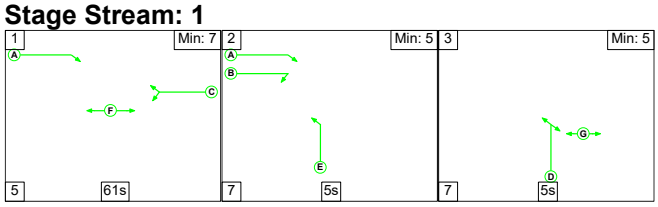
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

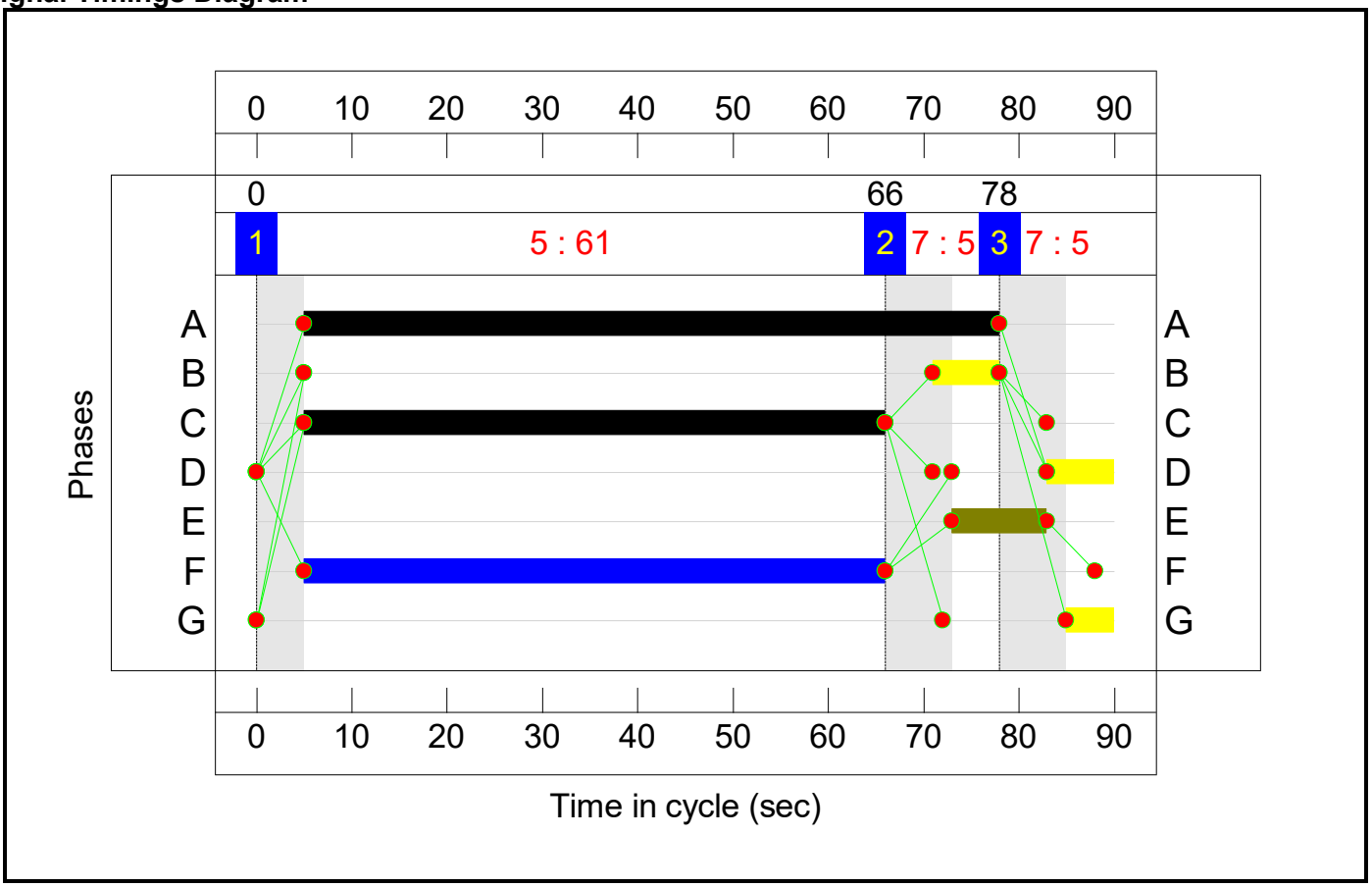


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	61	5	5
Change Point	0	66	78

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.5%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.1%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	29	-	1110	1916:1938	958+365	83.9 : 83.9%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	29	-	1790	2052:2052	1026+1004	89.1 : 87.2%
2/1	Ahead	U	1:2	N/A	C1:C		1	37	-	862	1956	1271	67.8%
2/2	Ahead	U	1:2	N/A	C1:C		1	37	-	1015	2092	1360	74.6%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	37	-	1003	2092:1919	1242+139	72.6 : 72.6%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	10	-	457	2058:1886	377+193	84.8 : 71.0%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	10	-	253	2058	377	67.1%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	25	-	421	1944	875	48.1%
4/2	Right	U	1:3	N/A	C1:E		1	25	-	253	2066	930	27.2%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	23	-	633	1927	771	82.1%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	715	2058	823	86.9%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	717	2058	823	87.1%
6/1	Ahead	U	1:4	N/A	C1:G		1	36	-	550	1932	1224	44.9%
6/2	Ahead	U	1:4	N/A	C1:G		1	36	-	884	2066	1308	67.6%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	36	-	801	2066:1919	769+763	52.3 : 52.3%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	12	-	741	1901:2043	412+443	86.7 : 86.8%
8/3		U	N/A	N/A	-		-	-	-	402	2000	2000	20.1%
9/1	Ahead	U	1:1	N/A	C1:A		1	19	-	438	1932	676	64.8%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	19	-	590	2060	721	81.8%

J2: Padbury	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	24	-	383	1908	530	72.3%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	24	-	1078	1922:3400	296+944	86.9 : 86.9%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	52	-	1025	1980	1166	87.9%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	52	-	1090	2120	1248	87.3%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	52	-	801	2120	1248	64.2%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	36	-	505	1980	814	62.0%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	36	-	798	2120:2120	809+492	61.3 : 61.3%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	12	-	188	1980	286	65.7%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	12	-	191	2120	306	62.4%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.5%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	34	-	1282	2120:1978	1083+360	88.8 : 88.8%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	34	-	1090	2120	1237	88.1%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	34	-	765	1980	1155	66.2%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	34	-	857	2120	1237	69.3%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	576	2015	1478	39.0%
3/1	MSA Left	U	3:2	N/A	C3:C		1	13	-	367	1877	438	83.8%
3/2	MSA Left	U	3:2	N/A	C3:C		1	13	-	284	2052	479	59.3%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	14	-	448	1980	495	90.5%
7/1	Ahead	U	3:2	N/A	C3:D		1	34	-	1058	2015	1243	85.1%
7/2	Ahead	U	3:2	N/A	C3:D		1	34	-	1186	2155	1329	89.2%
7/3	Ahead	U	3:2	N/A	C3:D		1	34	-	765	2015	1243	61.6%

7/4	Ahead	U	3:2	N/A	C3:D		1	34	-	857	2155	1329	64.5%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	40	-	428	1886	1289	33.2%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	40	-	434	2019:2019	1136+746	23.1 : 23.1%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	430	1894:2105	800+331	38.0 : 38.0%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	815	1886	1383	58.9%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	1091	2019:2058	1140+520	65.7 : 65.7%
4/1	Ahead	U	4:3	N/A	C4:F		1	39	-	855	1919	1311	65.2%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	39	-	815	2052	1402	58.1%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	10	-	92	1942	388	23.7%
6/2	Right	U	4:1	N/A	C4:B		1	10	-	256	2077	415	61.6%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	106	2077:1942	230+139	28.7 : 28.7%
8/1	Ahead	U	4:4	N/A	C4:I		1	35	-	639	2015	1209	52.9%
8/2	Ahead	U	4:4	N/A	C4:I		1	35	-	298	2015	1209	24.6%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	35	-	554	2155	1293	42.8%
13/1	Right Right2	U	4:4	N/A	C4:H		1	15	-	342	1942	550	62.2%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	11	-	240	1895	379	63.3%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	11	-	256	2019	404	63.4%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	504	1980	1518	33.2%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	870	1980	1386	62.8%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	1032	2120	1484	69.5%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	1014	1980	1386	73.2%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	744	1975	1481	50.2%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	304	2115	1586	19.2%

J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.3%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	73:7	-	1048	1980:1828	1510+145	63.3 : 63.3%
3/1	B4100 East Ahead Left	U	6:1	N/A	C6:C		1	61	-	691	1969	1356	50.9%
4/2+4/1	Albion Land access Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	64	1814:1747	98+349	14.3 : 14.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**860**	**0**	**0**	**99.2**	**55.8**	**0.0**	**155.0**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**31.7**	**20.9**	**0.0**	**52.6**	**-**	**-**	**-**	**-**
1/2+1/1	1110	1110	-	-	-	3.6	2.5	-	6.2	20.1	11.4	2.5	13.9
1/3+1/4	1790	1790	-	-	-	6.6	3.6	-	10.2	20.6	13.7	3.6	17.3
2/1	862	862	-	-	-	0.1	0.0	-	0.1	0.3	0.9	0.0	0.9
2/2	1015	1015	-	-	-	0.1	0.0	-	0.1	0.5	1.6	0.0	1.6
2/3+2/4	1003	1003	-	-	-	0.2	0.0	-	0.2	0.7	2.1	0.0	2.1
3/2+3/1	457	457	-	-	-	2.9	2.0	-	4.9	38.4	5.2	2.0	7.1
3/3	253	253	-	-	-	1.6	1.0	-	2.6	37.1	3.9	1.0	4.9
4/1	421	421	-	-	-	0.3	0.0	-	0.3	2.3	1.4	0.0	1.4
4/2	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	633	633	-	-	-	2.8	2.2	-	5.1	28.7	9.3	2.2	11.5
5/2	715	715	-	-	-	3.3	3.1	-	6.4	32.3	10.9	3.1	14.0
5/3	717	717	-	-	-	3.3	3.2	-	6.5	32.6	11.0	3.2	14.1
6/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
6/2	884	884	-	-	-	0.2	0.0	-	0.2	0.9	2.8	0.0	2.8
6/3+6/4	801	801	-	-	-	0.2	0.0	-	0.2	0.7	5.4	0.0	5.4
7/1+7/2	741	741	-	-	-	4.7	3.1	-	7.8	37.7	6.1	3.1	9.2
8/3	402	402	-	-	-	0.0	0.1	-	0.1	1.1	1.1	0.1	1.3
9/1	438	438	-	-	-	0.9	0.0	-	0.9	7.1	3.2	0.0	3.2
9/2	590	590	-	-	-	0.9	0.0	-	0.9	5.6	3.4	0.0	3.4
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**35.2**	**15.5**	**0.0**	**50.7**	**-**	**-**	**-**	**-**
1/1	383	383	-	-	-	3.1	1.3	-	4.4	41.4	8.6	1.3	9.9
1/2+1/3	1078	1078	-	-	-	9.0	3.2	-	12.2	40.7	9.7	3.2	12.9
2/1	1025	1025	-	-	-	4.5	3.5	-	8.0	27.9	21.6	3.5	25.1
2/2	1090	1090	-	-	-	4.7	3.3	-	8.0	26.6	23.0	3.3	26.3

2/3	801	801	-	-	-	2.7	0.9	-	3.6	16.2	13.1	0.9	14.0
5/1	505	505	-	-	-	2.9	0.8	-	3.8	26.7	10.0	0.8	10.8
5/2+5/3	798	798	-	-	-	4.3	0.8	-	5.1	23.1	9.5	0.8	10.3
6/1	188	188	-	-	-	1.9	0.9	-	2.8	54.4	4.4	0.9	5.4
6/2	191	191	-	-	-	1.9	0.8	-	2.7	51.6	4.5	0.8	5.3
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**17.6**	**12.6**	**0.0**	**30.2**	**-**	**-**	**-**	**-**
1/2+1/1	1282	1282	-	-	-	3.2	3.8	-	6.9	19.5	13.9	3.8	17.7
1/3	1090	1090	-	-	-	3.2	3.5	-	6.8	22.4	15.4	3.5	19.0
1/4	765	765	-	-	-	1.8	1.0	-	2.8	13.1	8.5	1.0	9.5
1/5	857	857	-	-	-	2.1	1.1	-	3.2	13.5	9.8	1.1	10.9
2/1	576	576	-	-	-	0.2	0.0	-	0.2	1.2	1.7	0.0	1.7
3/1	367	367	-	-	-	2.2	2.4	-	4.7	45.7	5.8	2.4	8.2
3/2	284	284	-	-	-	1.6	0.7	-	2.3	29.7	4.2	0.7	4.9
6/1	448	448	-	-	-	1.8	0.0	-	1.8	14.7	7.4	0.0	7.4
7/1	1058	1058	-	-	-	0.6	0.0	-	0.6	2.1	2.1	0.0	2.1
7/2	1186	1186	-	-	-	0.5	0.0	-	0.5	1.6	2.2	0.0	2.2
7/3	765	765	-	-	-	0.2	0.0	-	0.2	0.8	0.4	0.0	0.4
7/4	857	857	-	-	-	0.2	0.0	-	0.2	0.7	0.5	0.0	0.5
J4: Ardley	**-**	**-**	**860**	**0**	**0**	**10.3**	**5.4**	**0.0**	**15.7**	**-**	**-**	**-**	**-**
1/1	428	428	-	-	-	0.5	0.2	-	0.7	6.0	2.9	0.2	3.1
1/2+1/3	434	434	-	-	-	0.4	0.1	-	0.6	4.6	1.5	0.1	1.7
2/1+2/2	430	430	860	0	0	0.0	0.3	-	0.3	2.8	0.6	0.3	0.9
3/1	815	815	-	-	-	0.1	0.7	-	0.8	3.4	6.3	0.7	7.0
3/2+3/3	1091	1091	-	-	-	1.0	1.0	-	1.9	6.3	3.9	1.0	4.9
4/1	855	855	-	-	-	0.2	0.0	-	0.2	0.8	1.1	0.0	1.1
4/2	815	815	-	-	-	0.2	0.0	-	0.2	0.8	1.4	0.0	1.4
6/1	92	92	-	-	-	0.4	0.0	-	0.4	16.8	1.1	0.0	1.1
6/2	256	256	-	-	-	0.2	0.0	-	0.2	3.1	0.3	0.0	0.3
7/2+7/1	106	106	-	-	-	0.5	0.2	-	0.7	23.1	0.9	0.2	1.1
8/1	639	639	-	-	-	1.4	0.6	-	1.9	10.9	6.4	0.6	7.0
8/2	298	298	-	-	-	0.5	0.2	-	0.6	7.8	2.3	0.2	2.5

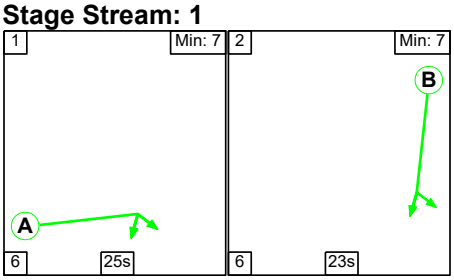
8/3	554	554	-	-	-	0.5	0.4	-	0.9	5.7	2.4	0.4	2.8
13/1	342	342	-	-	-	1.5	0.0	-	1.5	15.8	5.6	0.0	5.6
14/1	240	240	-	-	-	1.5	0.9	-	2.3	34.8	3.6	0.9	4.5
14/2	256	256	-	-	-	1.6	0.9	-	2.4	34.0	3.8	0.9	4.7
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.0**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	504	504	-	-	-	0.1	0.0	-	0.1	0.4	0.7	0.0	0.7
2/1	870	870	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
2/2	1032	1032	-	-	-	0.1	0.0	-	0.1	0.5	0.5	0.0	0.5
2/3	1014	1014	-	-	-	0.4	0.0	-	0.4	1.5	2.1	0.0	2.1
3/1	744	744	-	-	-	0.2	0.0	-	0.2	0.8	1.0	0.0	1.0
3/2	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.6**	**1.5**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
1/1+1/2	1048	1048	-	-	-	1.7	0.9	-	2.6	8.9	8.0	0.9	8.8
3/1	691	691	-	-	-	1.3	0.5	-	1.8	9.4	8.3	0.5	8.8
4/2+4/1	64	64	-	-	-	0.6	0.1	-	0.6	36.1	1.0	0.1	1.1

C1 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	18.21	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	7.87	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	3.3	Total Delay for Signalled Lanes (pcuHr):	18.22	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	3.7	Total Delay for Signalled Lanes (pcuHr):	8.14	Cycle Time (s): 60
C2 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	50.66	Cycle Time (s): 90
C3 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	-0.6	Total Delay for Signalled Lanes (pcuHr):	21.55	Cycle Time (s): 60
C3 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	8.48	Cycle Time (s): 60
C3 - Cherwell	Stream: 3	PRC for Signalled Lanes (%):	130.9	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s): 60
C4 - Ardley	Stream: 1	PRC for Signalled Lanes (%):	46.0	Total Delay for Signalled Lanes (pcuHr):	1.92	Cycle Time (s): 60
C4 - Ardley	Stream: 2	PRC for Signalled Lanes (%):	36.9	Total Delay for Signalled Lanes (pcuHr):	3.36	Cycle Time (s): 60
C4 - Ardley	Stream: 3	PRC for Signalled Lanes (%):	38.0	Total Delay for Signalled Lanes (pcuHr):	5.10	Cycle Time (s): 60
C4 - Ardley	Stream: 4	PRC for Signalled Lanes (%):	44.8	Total Delay for Signalled Lanes (pcuHr):	4.95	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 1	PRC for Signalled Lanes (%):	79.2	Total Delay for Signalled Lanes (pcuHr):	0.17	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2	PRC for Signalled Lanes (%):	23.0	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3	PRC for Signalled Lanes (%):	171.1	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 60
C6 - AL site access	Stream: 1	PRC for Signalled Lanes (%):	42.2	Total Delay for Signalled Lanes (pcuHr):	5.05	Cycle Time (s): 90
		PRC Over All Lanes (%):	-0.6	Total Delay Over All Lanes(pcuHr):	155.03	

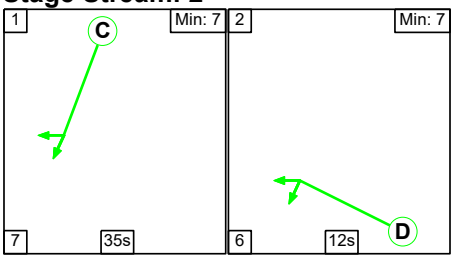
Scenario 6: '2042 DS4A - PM peak' (FG6: '2042 DS4A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

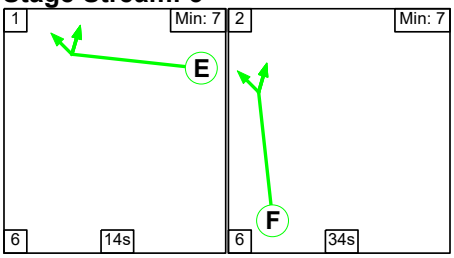
Stage Stream: 1



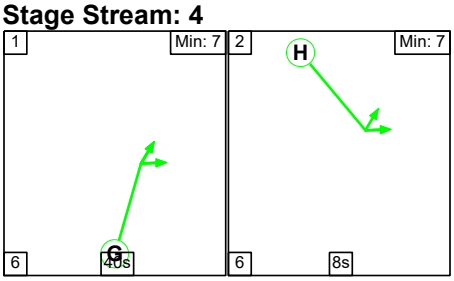
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	23
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	35	12
Change Point	24	6

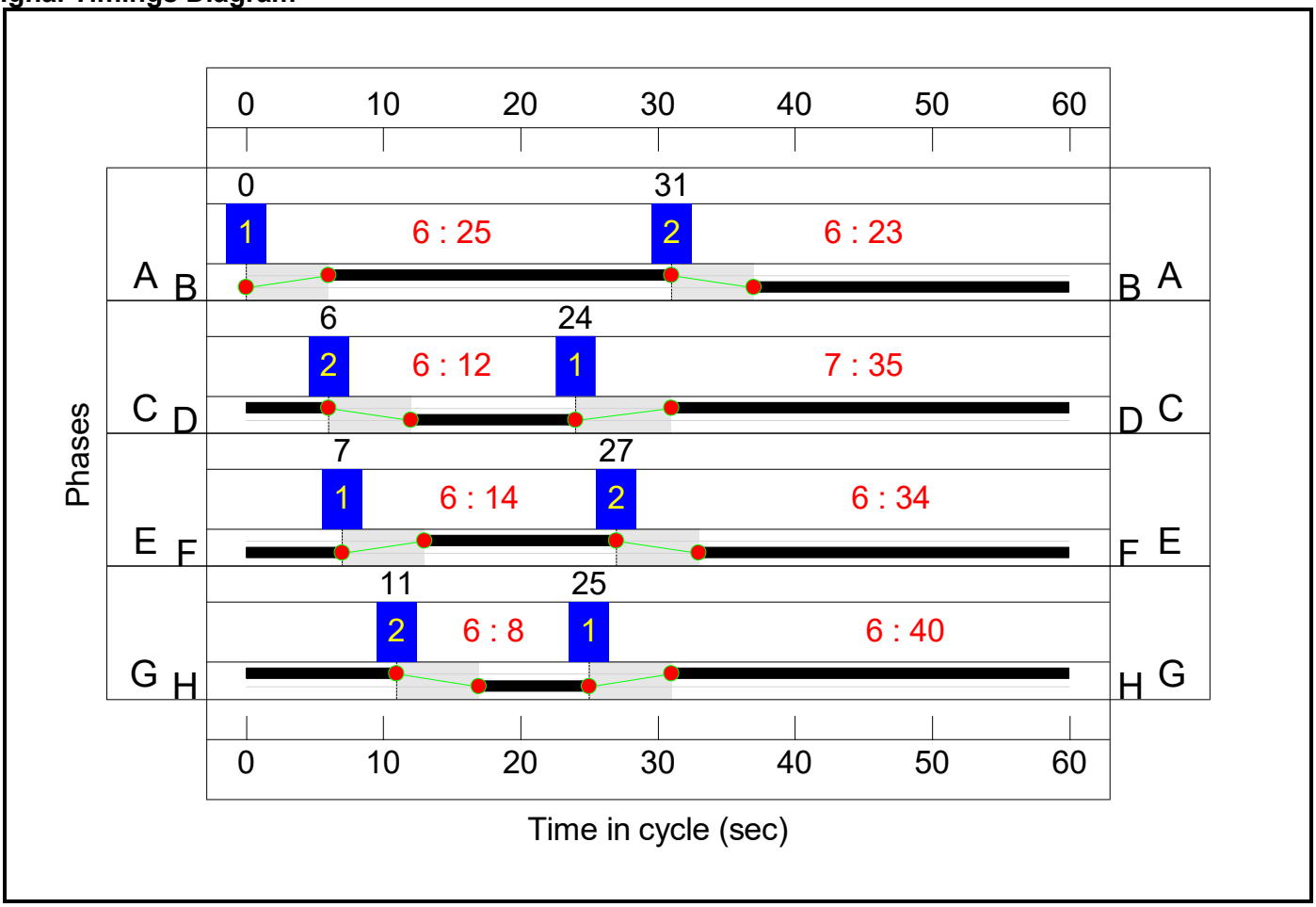
Stage Stream: 3

Stage	1	2
Duration	14	34
Change Point	7	27

Stage Stream: 4

Stage	1	2
Duration	40	8
Change Point	25	11

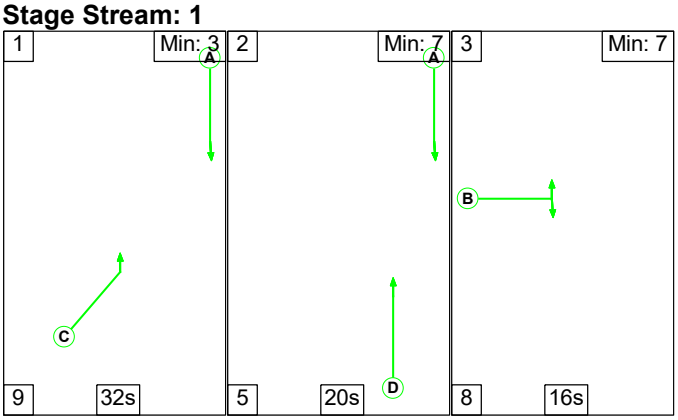
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

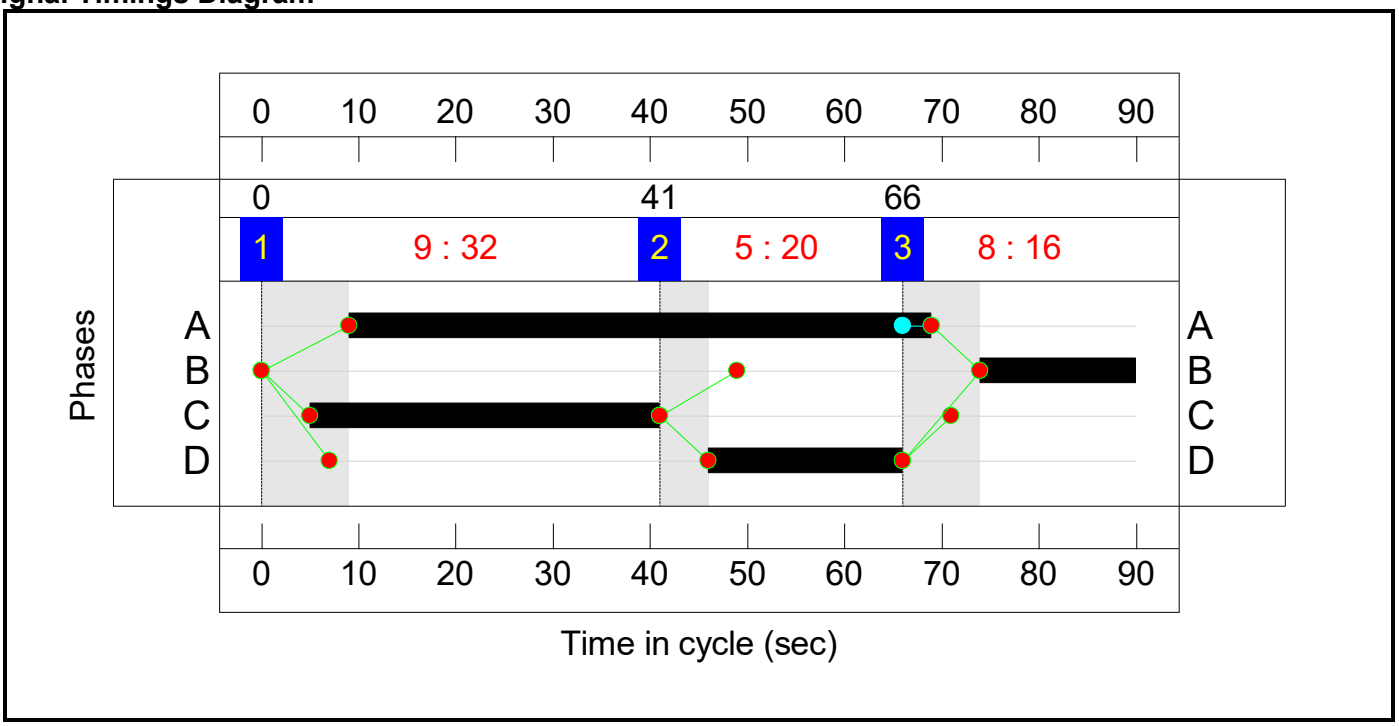


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	32	20	16
Change Point	0	41	66

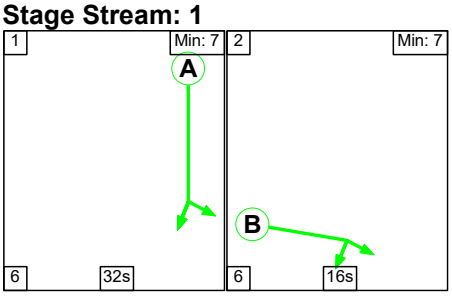
Signal Timings Diagram



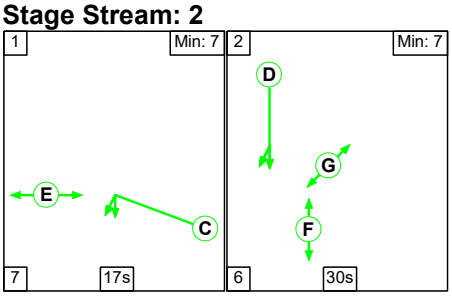
Controller :C3 - Cherwell

Stage Sequence Diagram

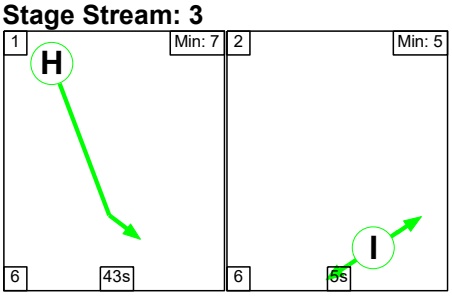
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	16
Change Point	59	37

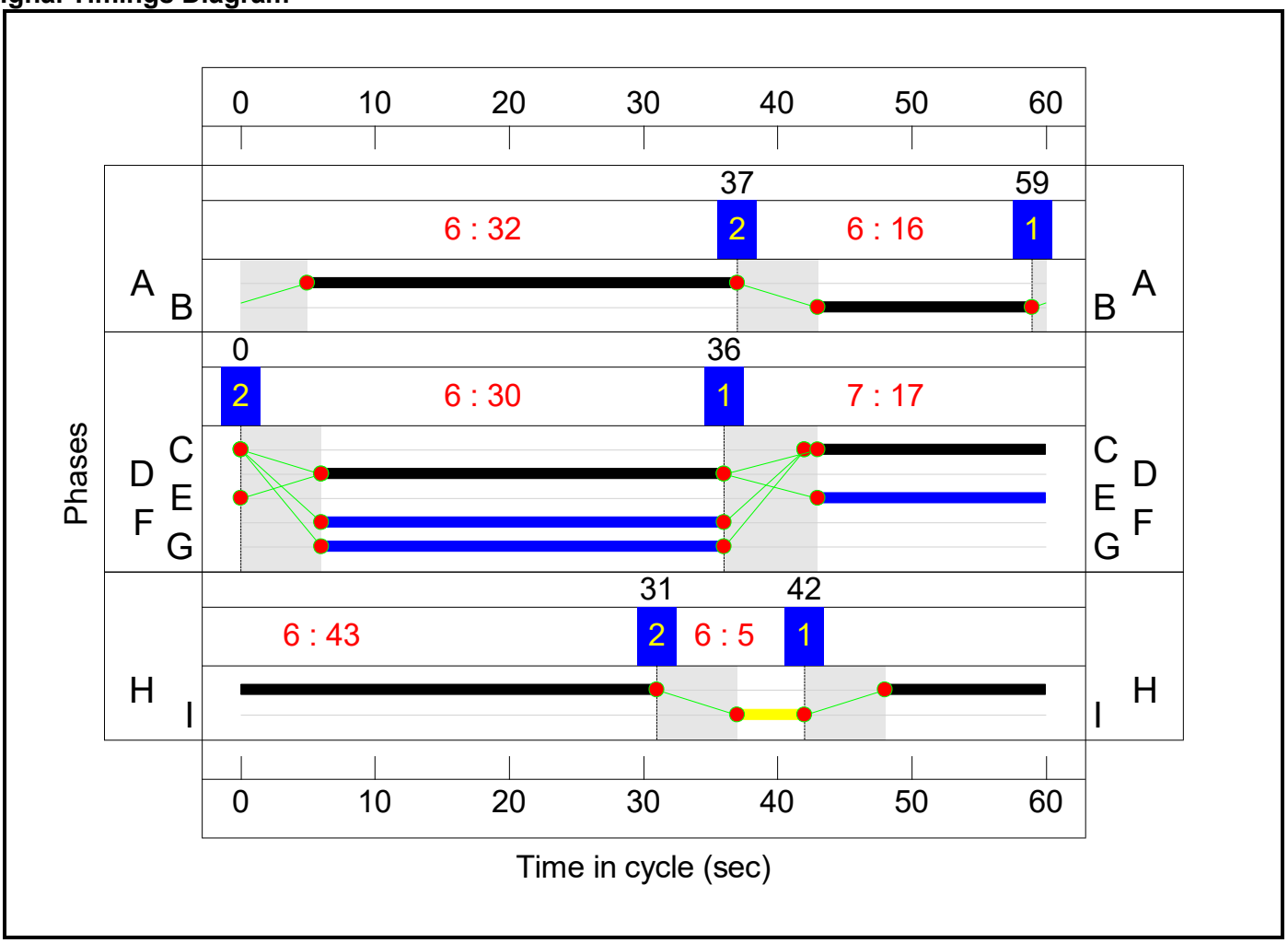
Stage Stream: 2

Stage	1	2
Duration	17	30
Change Point	36	0

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	42	31

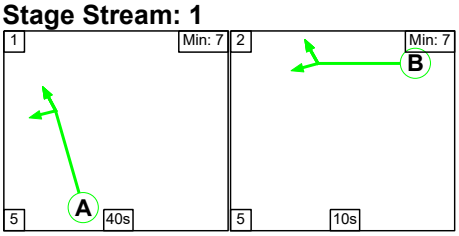
Signal Timings Diagram



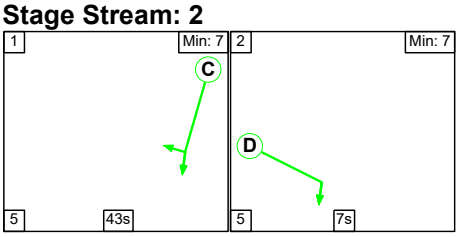
Controller :C4 - Ardley

Stage Sequence Diagram

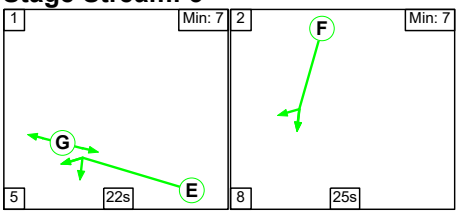
Stage Stream: 1



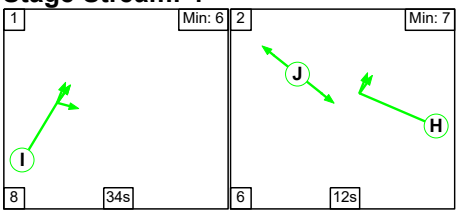
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	10
Change Point	14	59

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	26	14

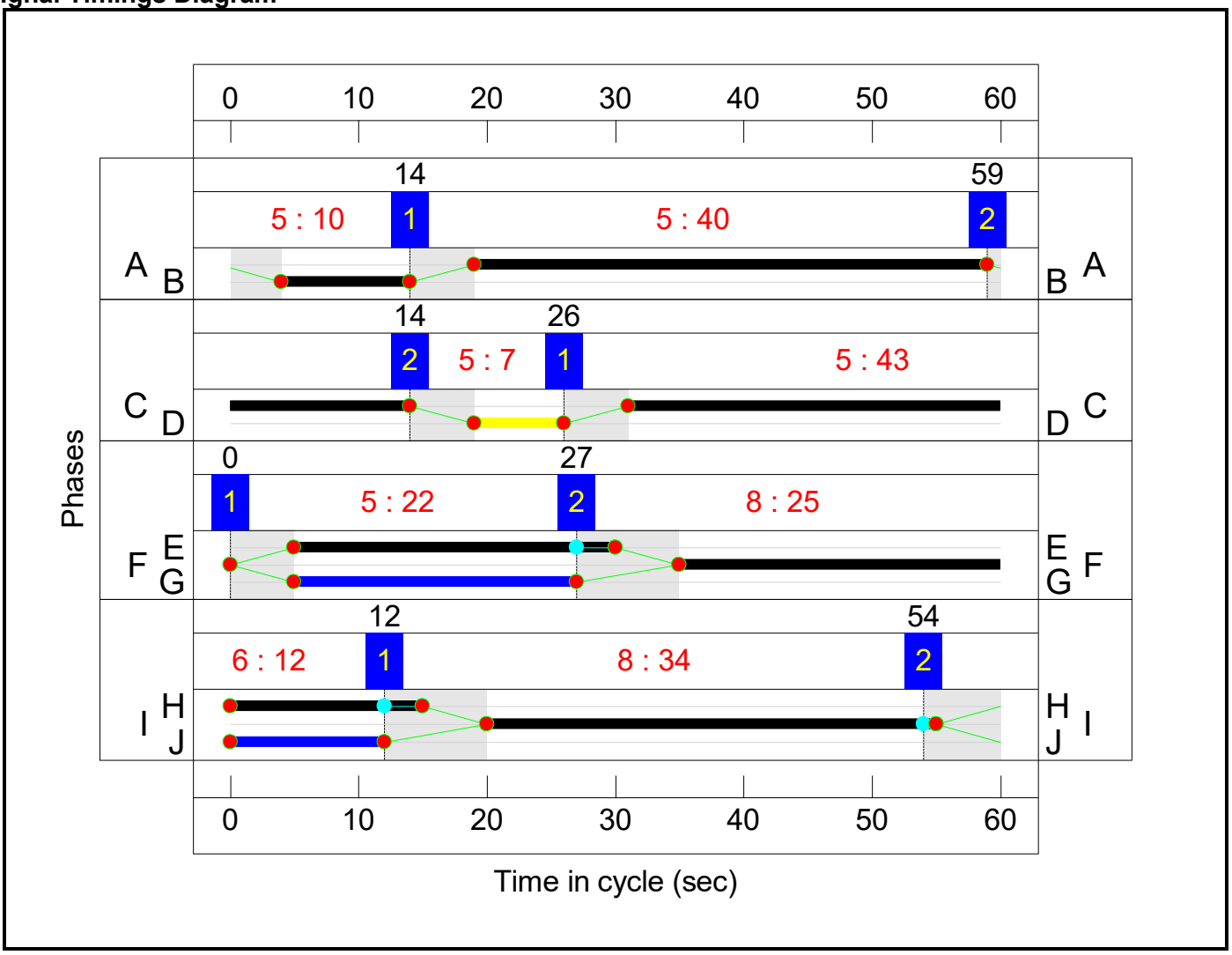
Stage Stream: 3

Stage	1	2
Duration	22	25
Change Point	0	27

Stage Stream: 4

Stage	1	2
Duration	34	12
Change Point	12	54

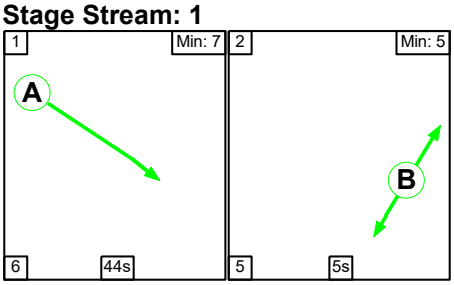
Signal Timings Diagram



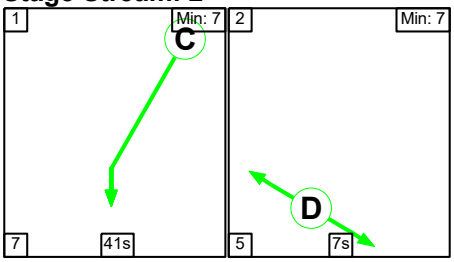
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

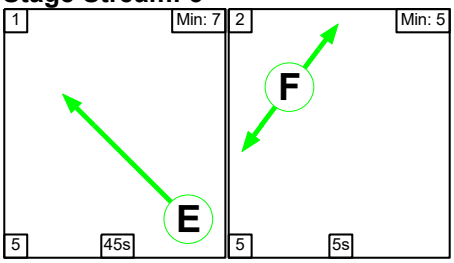
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	2	52

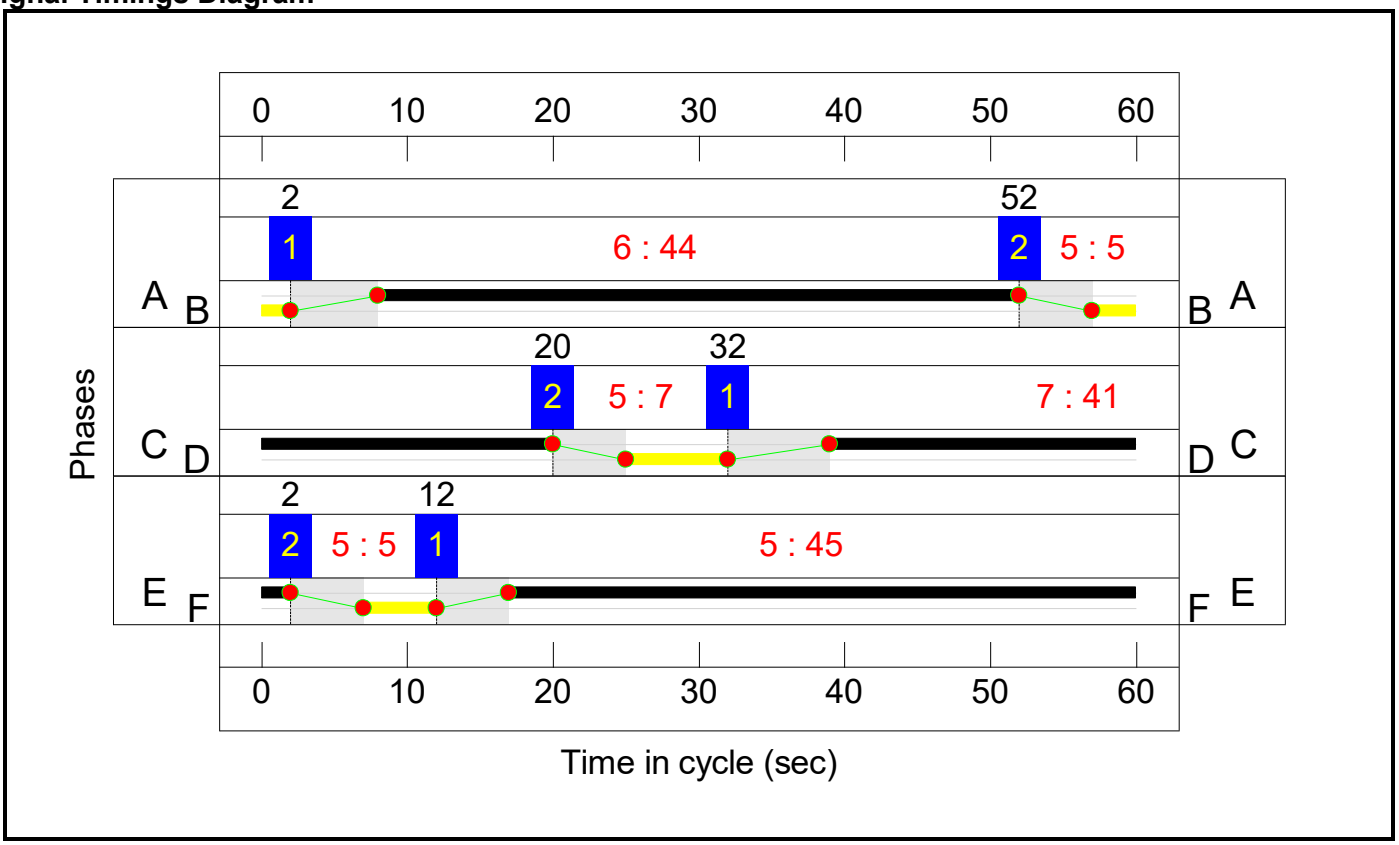
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	32	20

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	12	2

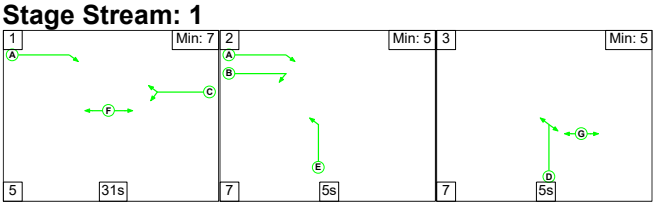
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

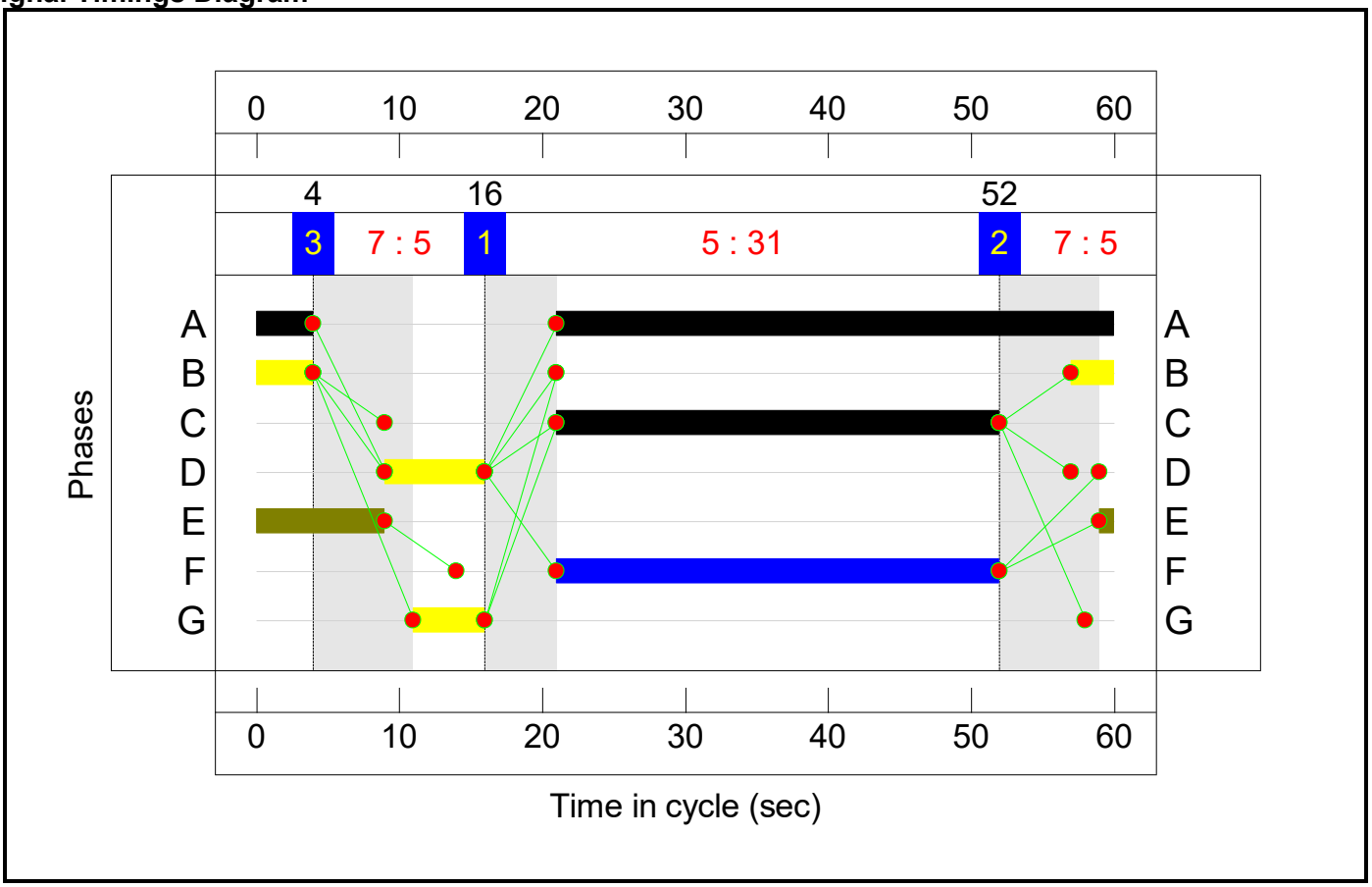


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	5	5
Change Point	16	52	4

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.7%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.7%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	23	-	948	1916:1938	766+392	81.8 : 81.8%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	23	-	1401	2052:2052	821+821	83.0 : 87.7%
2/1	Ahead	U	1:2	N/A	C1:C		1	35	-	631	1956	1206	52.3%
2/2	Ahead	U	1:2	N/A	C1:C		1	35	-	750	2092	1290	58.1%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	35	-	781	2092:1919	1169+143	59.5 : 59.5%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	12	-	556	2058:1886	446+207	85.2 : 85.2%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	12	-	315	2058	446	70.6%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	14	-	465	1950	520	89.4%
4/2	Right	U	1:3	N/A	C1:E		1	14	-	315	2066	551	57.2%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	34	-	940	1927	1124	83.6%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	1077	2058	1200	89.7%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	34	-	1071	2058	1200	89.2%
6/1	Ahead	U	1:4	N/A	C1:G		1	40	-	918	1932	1352	67.9%
6/2	Ahead	U	1:4	N/A	C1:G		1	40	-	1285	2066	1446	88.9%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	40	-	1178	2066:1919	1039+518	75.6 : 75.6%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	8	-	485	1897:2043	285+306	82.2 : 81.9%
8/3		U	N/A	N/A	-		-	-	-	786	2000	2000	39.3%
9/1	Ahead	U	1:1	N/A	C1:A		1	25	-	314	1932	869	36.1%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	25	-	451	2062	928	48.6%

J2: Padbury	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.2%**
1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	16	-	306	1908	360	84.9%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	16	-	752	1922:3400	363+642	71.6 : 76.6%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	60	-	859	1980	1342	64.0%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	60	-	816	2120	1437	56.8%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	60	-	578	2120	1437	40.2%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	36	-	695	1980	814	85.4%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	36	-	1291	2120:2120	792+705	86.2 : 86.2%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	20	-	387	1980	462	83.8%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	20	-	409	2120	495	82.7%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.7%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	32	-	1119	2120:1978	975+500	75.9 : 75.9%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	32	-	816	2120	1166	70.0%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	32	-	487	1980	1089	44.7%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	32	-	583	2120	1166	50.0%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	640	2015	1478	43.3%
3/1	MSA Left	U	3:2	N/A	C3:C		1	17	-	329	1877	563	58.4%
3/2	MSA Left	U	3:2	N/A	C3:C		1	17	-	338	2052	616	54.9%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	16	-	436	1981	561	77.7%
7/1	Ahead	U	3:2	N/A	C3:D		1	30	-	834	2015	1108	75.3%
7/2	Ahead	U	3:2	N/A	C3:D		1	30	-	897	2155	1185	75.7%
7/3	Ahead	U	3:2	N/A	C3:D		1	30	-	487	2015	1108	43.9%

7/4	Ahead	U	3:2	N/A	C3:D		1	30	-	583	2155	1185	49.2%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.6%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	40	-	994	1886	1289	77.1%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	40	-	795	2019:2019	1275+292	50.7 : 50.7%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	305	1894:2105	550+81	48.4 : 48.4%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	498	1886	1383	36.0%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	910	2019:2058	991+809	50.6 : 50.6%
4/1	Ahead	U	4:3	N/A	C4:F		1	25	-	503	1919	864	58.2%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	25	-	508	2052	923	55.0%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	10	-	185	1942	388	47.6%
6/2	Right	U	4:1	N/A	C4:B		1	10	-	261	2077	415	62.8%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	12	2077:1942	223+159	3.1 : 3.1%
8/1	Ahead	U	4:4	N/A	C4:I		1	35	-	1011	2015	1209	83.6%
8/2	Ahead	U	4:4	N/A	C4:I		1	35	-	688	2015	1209	56.9%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	35	-	448	2155	1293	34.6%
13/1	Right Right2	U	4:4	N/A	C4:H		1	15	-	409	1942	550	74.3%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	25	-	189	1915	830	22.8%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	25	-	261	2019	875	29.8%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	487	1980	1518	32.1%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	631	1980	1386	45.5%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	780	2120	1484	52.6%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	842	1980	1386	60.8%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	635	1975	1481	42.9%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	317	2115	1586	20.0%

J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.4%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	43:7	-	952	1980:1828	1412+65	64.5 : 64.5%
3/1	B4100 East Ahead Left	U	6:1	N/A	C6:C		1	31	-	784	1977	1054	74.4%
4/2+4/1	Albion Land access Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	129	1814:1747	166+524	18.7 : 18.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**610**	**0**	**0**	**95.7**	**53.0**	**0.0**	**148.7**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**30.0**	**22.0**	**0.0**	**52.0**	**-**	**-**	**-**	**-**
1/2+1/1	948	948	-	-	-	4.0	2.2	-	6.2	23.4	9.2	2.2	11.4
1/3+1/4	1401	1401	-	-	-	6.4	2.8	-	9.2	23.7	11.0	2.8	13.8
2/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	750	750	-	-	-	0.0	0.0	-	0.0	0.1	0.8	0.0	0.8
2/3+2/4	781	781	-	-	-	0.0	0.0	-	0.0	0.1	0.7	0.0	0.7
3/2+3/1	556	556	-	-	-	3.1	2.7	-	5.8	37.5	6.2	2.7	8.9
3/3	315	315	-	-	-	1.7	1.2	-	2.9	33.5	5.1	1.2	6.3
4/1	465	465	-	-	-	0.5	0.0	-	0.5	3.5	1.4	0.0	1.4
4/2	315	315	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
5/1	940	940	-	-	-	2.7	2.5	-	5.1	19.7	12.5	2.5	15.0
5/2	1077	1077	-	-	-	3.3	4.1	-	7.4	24.6	15.6	4.1	19.6
5/3	1071	1071	-	-	-	3.2	3.9	-	7.1	24.0	15.5	3.9	19.4
6/1	918	918	-	-	-	0.0	0.0	-	0.0	0.2	0.6	0.0	0.6
6/2	1285	1285	-	-	-	0.4	0.0	-	0.4	1.2	3.5	0.0	3.5
6/3+6/4	1178	1178	-	-	-	0.3	0.0	-	0.3	0.8	5.4	0.0	5.4
7/1+7/2	485	485	-	-	-	3.3	2.2	-	5.5	41.0	4.0	2.2	6.2
8/3	786	786	-	-	-	0.0	0.3	-	0.3	1.5	1.7	0.3	2.0
9/1	314	314	-	-	-	0.5	0.0	-	0.5	6.2	2.8	0.0	2.8
9/2	451	451	-	-	-	0.6	0.0	-	0.6	4.5	2.8	0.0	2.8
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**34.9**	**16.4**	**0.0**	**51.3**	**-**	**-**	**-**	**-**
1/1	306	306	-	-	-	3.0	2.6	-	5.6	65.5	7.3	2.6	9.9
1/2+1/3	752	752	-	-	-	7.2	1.5	-	8.7	41.5	6.1	1.5	7.5
2/1	859	859	-	-	-	2.0	0.9	-	2.9	12.0	12.2	0.9	13.1
2/2	816	816	-	-	-	1.7	0.7	-	2.4	10.5	10.7	0.7	11.3

2/3	578	578	-	-	-	1.0	0.3	-	1.4	8.5	6.3	0.3	6.6
5/1	695	695	-	-	-	4.6	2.8	-	7.4	38.5	15.6	2.8	18.4
5/2+5/3	1291	1291	-	-	-	8.1	3.0	-	11.1	30.9	14.8	3.0	17.8
6/1	387	387	-	-	-	3.5	2.4	-	6.0	55.4	9.1	2.4	11.6
6/2	409	409	-	-	-	3.7	2.3	-	6.0	52.7	9.7	2.3	11.9
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**13.9**	**4.9**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
1/2+1/1	1119	1119	-	-	-	2.7	1.6	-	4.3	13.7	8.4	1.6	10.0
1/3	816	816	-	-	-	2.2	1.2	-	3.4	15.0	9.7	1.2	10.9
1/4	487	487	-	-	-	1.1	0.4	-	1.5	11.0	4.7	0.4	5.1
1/5	583	583	-	-	-	1.4	0.5	-	1.9	11.5	6.0	0.5	6.5
2/1	640	640	-	-	-	0.2	0.0	-	0.2	1.3	1.2	0.0	1.2
3/1	329	329	-	-	-	1.6	0.7	-	2.3	25.5	4.6	0.7	5.3
3/2	338	338	-	-	-	1.7	0.6	-	2.3	24.1	4.7	0.6	5.3
6/1	436	436	-	-	-	1.0	0.0	-	1.0	8.1	6.8	0.0	6.8
7/1	834	834	-	-	-	0.8	0.0	-	0.8	3.5	3.0	0.0	3.0
7/2	897	897	-	-	-	0.7	0.0	-	0.7	2.8	2.3	0.0	2.3
7/3	487	487	-	-	-	0.2	0.0	-	0.2	1.7	0.5	0.0	0.5
7/4	583	583	-	-	-	0.3	0.0	-	0.3	1.7	0.6	0.0	0.6
J4: Ardley	**-**	**-**	**610**	**0**	**0**	**12.9**	**7.2**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
1/1	994	994	-	-	-	1.8	1.7	-	3.4	12.4	11.0	1.7	12.7
1/2+1/3	795	795	-	-	-	0.9	0.5	-	1.4	6.5	4.9	0.5	5.4
2/1+2/2	305	305	610	0	0	0.2	0.5	-	0.7	8.1	2.1	0.5	2.5
3/1	498	498	-	-	-	1.2	0.3	-	1.5	11.0	7.5	0.3	7.8
3/2+3/3	910	910	-	-	-	1.4	0.5	-	1.9	7.5	7.9	0.5	8.5
4/1	503	503	-	-	-	0.1	0.0	-	0.1	0.4	0.2	0.0	0.2
4/2	508	508	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
6/1	185	185	-	-	-	0.9	0.0	-	0.9	16.9	2.4	0.0	2.4
6/2	261	261	-	-	-	1.0	0.0	-	1.0	13.9	1.5	0.0	1.5
7/2+7/1	12	12	-	-	-	0.1	0.0	-	0.1	35.7	0.1	0.0	0.1
8/1	1011	1011	-	-	-	1.7	2.5	-	4.2	14.9	7.3	2.5	9.8
8/2	688	688	-	-	-	0.9	0.7	-	1.6	8.2	3.0	0.7	3.6

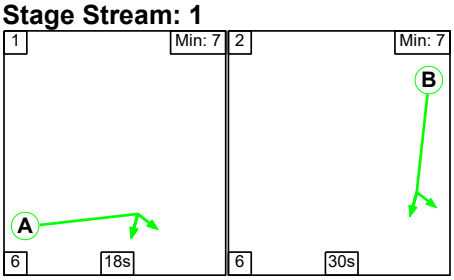
8/3	448	448	-	-	-	0.6	0.3	-	0.8	6.6	5.3	0.3	5.5
13/1	409	409	-	-	-	0.7	0.0	-	0.7	6.6	1.8	0.0	1.8
14/1	189	189	-	-	-	0.6	0.1	-	0.7	13.5	1.9	0.1	2.1
14/2	261	261	-	-	-	0.8	0.2	-	1.0	14.0	2.8	0.2	3.0
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.5**	**0.0**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
1/1	487	487	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
2/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
2/2	780	780	-	-	-	0.2	0.0	-	0.2	0.8	1.4	0.0	1.4
2/3	842	842	-	-	-	0.2	0.0	-	0.2	0.7	1.3	0.0	1.3
3/1	635	635	-	-	-	0.2	0.0	-	0.2	1.0	1.1	0.0	1.1
3/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.5**	**2.5**	**0.0**	**6.0**	**-**	**-**	**-**	**-**
1/1+1/2	952	952	-	-	-	0.5	0.9	-	1.5	5.5	13.2	0.9	14.1
3/1	784	784	-	-	-	2.4	1.4	-	3.8	17.4	10.0	1.4	11.5
4/2+4/1	129	129	-	-	-	0.6	0.1	-	0.7	20.6	1.2	0.1	1.3

C1 - Baynards Green	Stream: 1 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	16.49	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2 PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	8.78	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	20.10	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4 PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	6.27	Cycle Time (s): 60
C2 - Padbury	Stream: 1 PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	51.32	Cycle Time (s): 90
C3 - Cherwell	Stream: 1 PRC for Signalled Lanes (%):	15.9	Total Delay for Signalled Lanes (pcuHr):	11.99	Cycle Time (s): 60
C3 - Cherwell	Stream: 2 PRC for Signalled Lanes (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	6.59	Cycle Time (s): 60
C3 - Cherwell	Stream: 3 PRC for Signalled Lanes (%):	107.8	Total Delay for Signalled Lanes (pcuHr):	0.23	Cycle Time (s): 60
C4 - Ardley	Stream: 1 PRC for Signalled Lanes (%):	16.7	Total Delay for Signalled Lanes (pcuHr):	6.74	Cycle Time (s): 60
C4 - Ardley	Stream: 2 PRC for Signalled Lanes (%):	78.0	Total Delay for Signalled Lanes (pcuHr):	3.55	Cycle Time (s): 60
C4 - Ardley	Stream: 3 PRC for Signalled Lanes (%):	54.5	Total Delay for Signalled Lanes (pcuHr):	1.80	Cycle Time (s): 60
C4 - Ardley	Stream: 4 PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	7.31	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 1 PRC for Signalled Lanes (%):	109.9	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2 PRC for Signalled Lanes (%):	48.1	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3 PRC for Signalled Lanes (%):	180.5	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s): 60
C6 - AL site access	Stream: 1 PRC for Signalled Lanes (%):	21.0	Total Delay for Signalled Lanes (pcuHr):	5.98	Cycle Time (s): 60
	PRC Over All Lanes (%):	0.3	Total Delay Over All Lanes(pcuHr):	148.72	

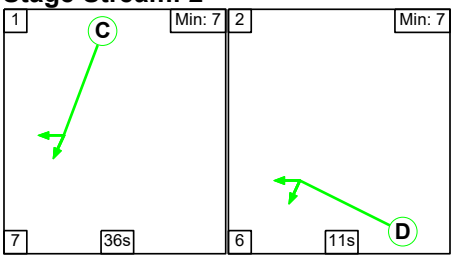
Scenario 7: '2034 DS5A - AM peak' (FG7: '2034 DS5A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

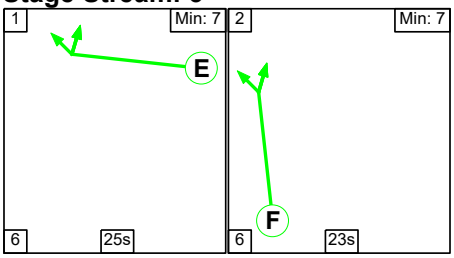
Stage Stream: 1



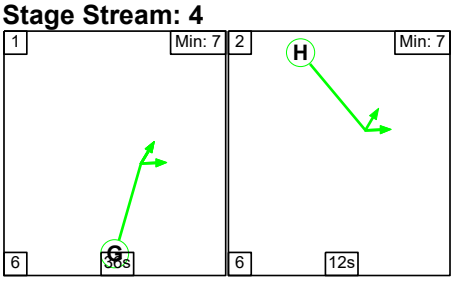
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	58	22

Stage Stream: 2

Stage	1	2
Duration	36	11
Change Point	19	2

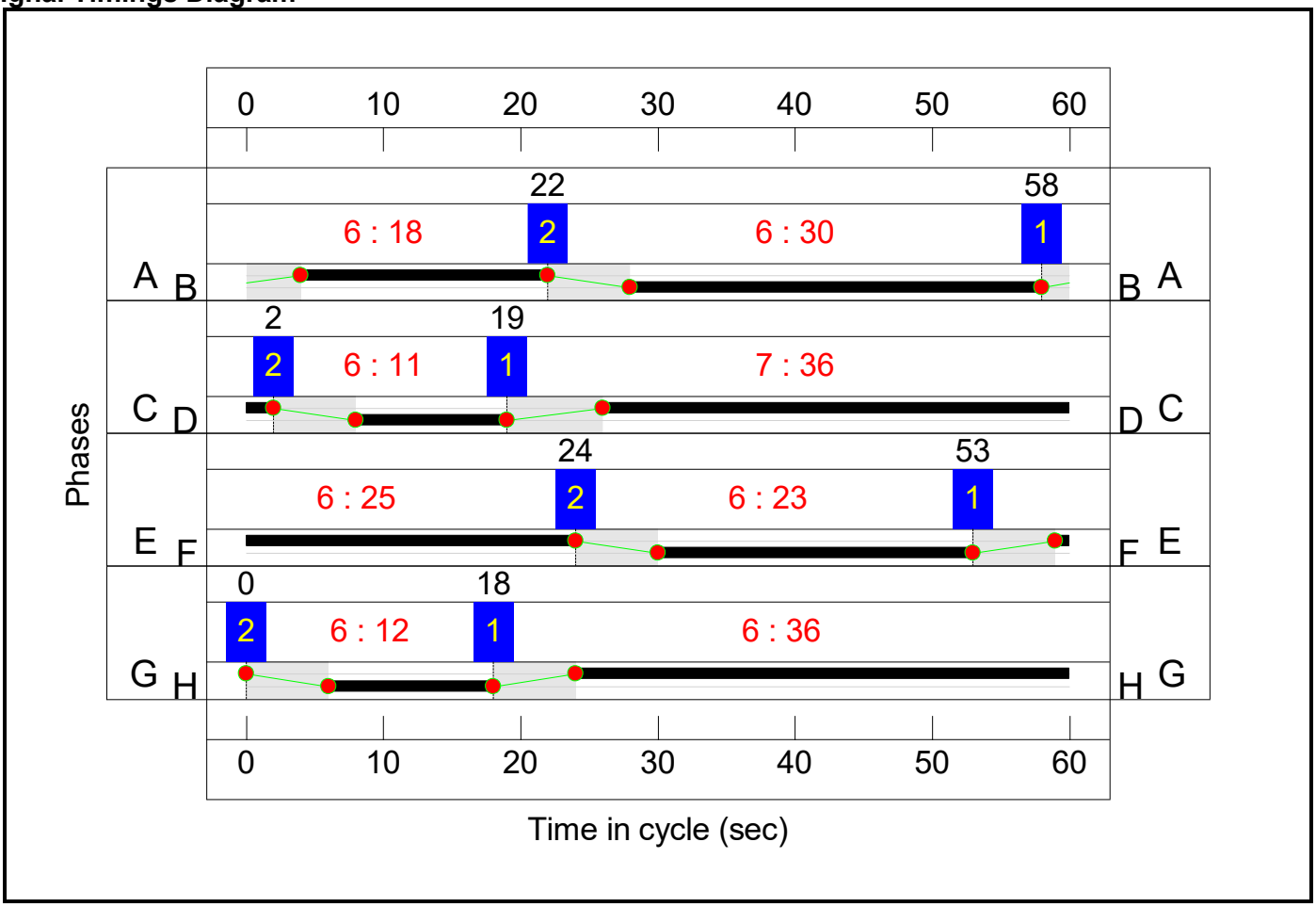
Stage Stream: 3

Stage	1	2
Duration	25	23
Change Point	53	24

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	18	0

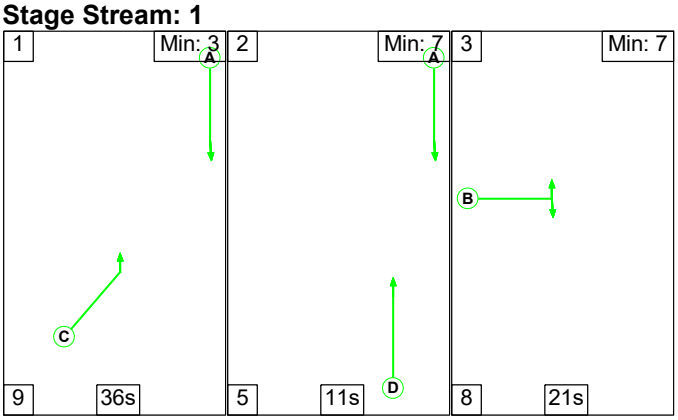
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

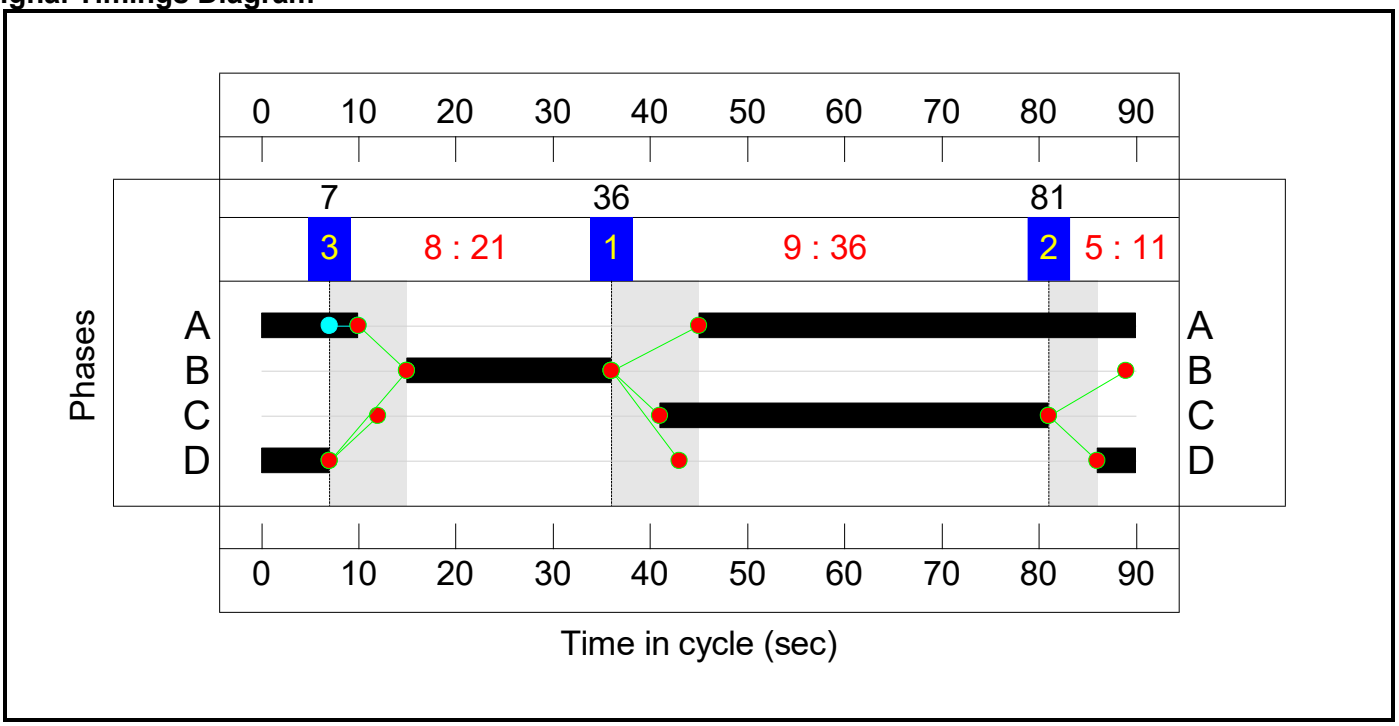


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	36	11	21
Change Point	36	81	7

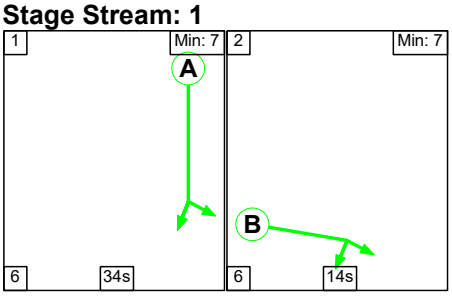
Signal Timings Diagram



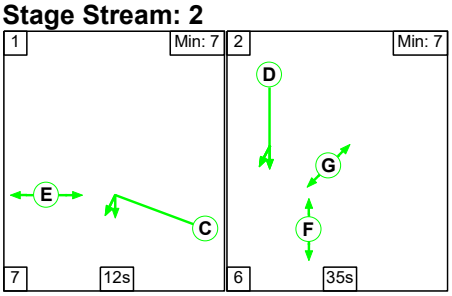
Controller :C3 - Cherwell

Stage Sequence Diagram

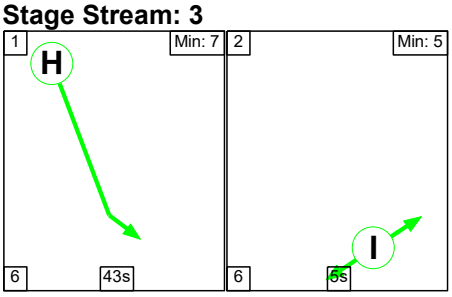
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	51	31

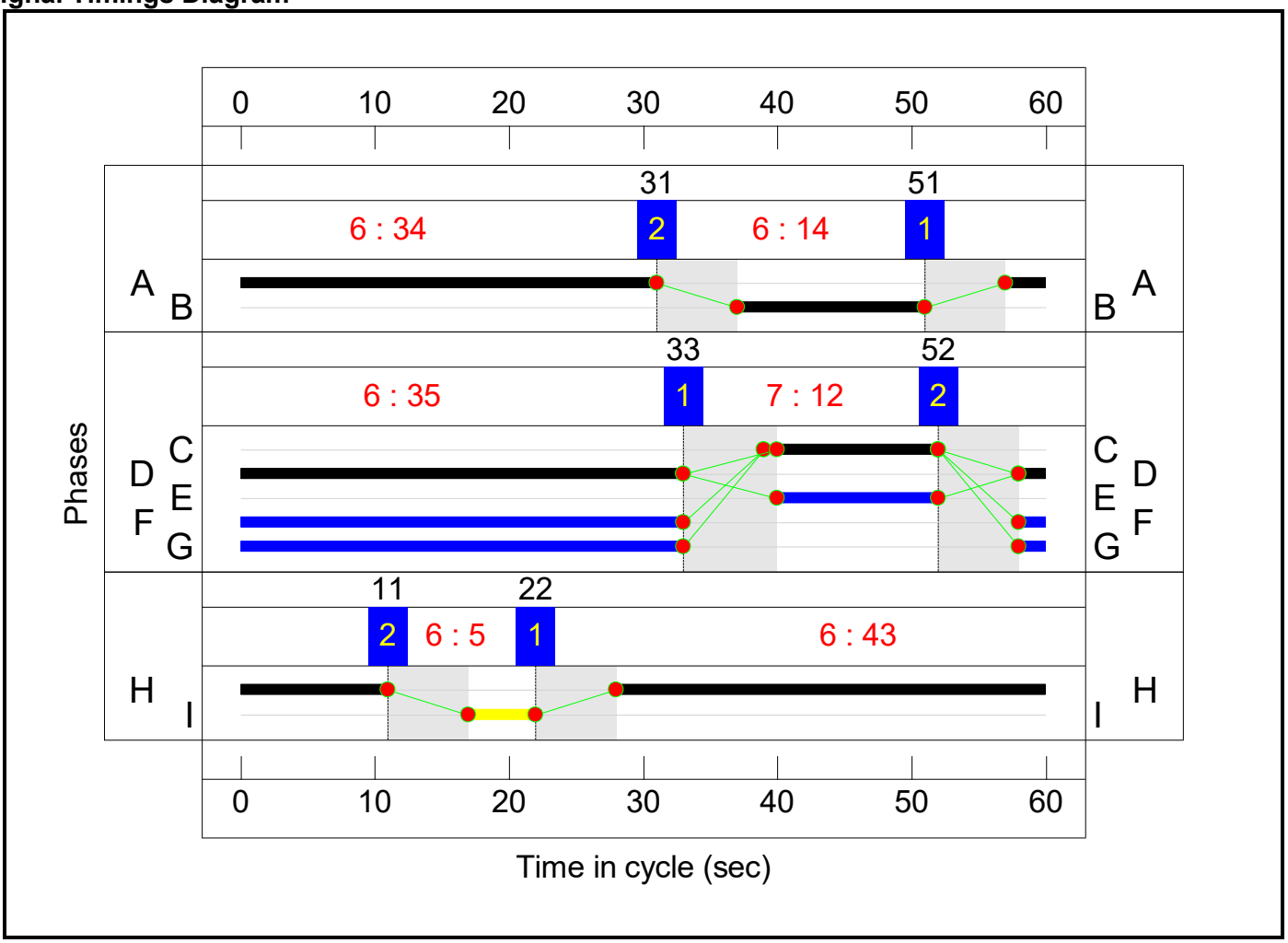
Stage Stream: 2

Stage	1	2
Duration	12	35
Change Point	33	52

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	22	11

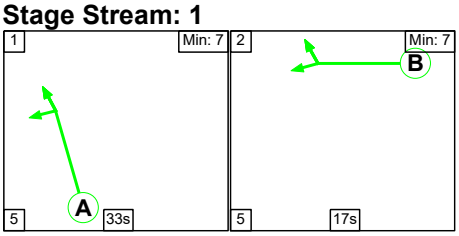
Signal Timings Diagram



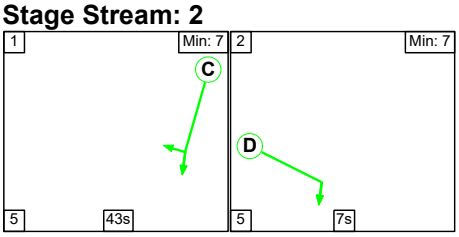
Controller :C4 - Ardley

Stage Sequence Diagram

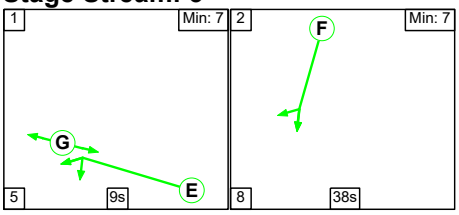
Stage Stream: 1



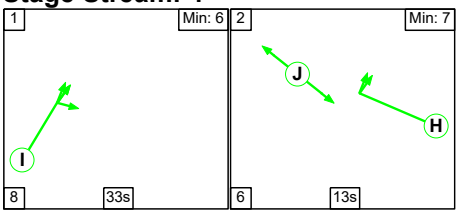
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	17
Change Point	23	1

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	6	54

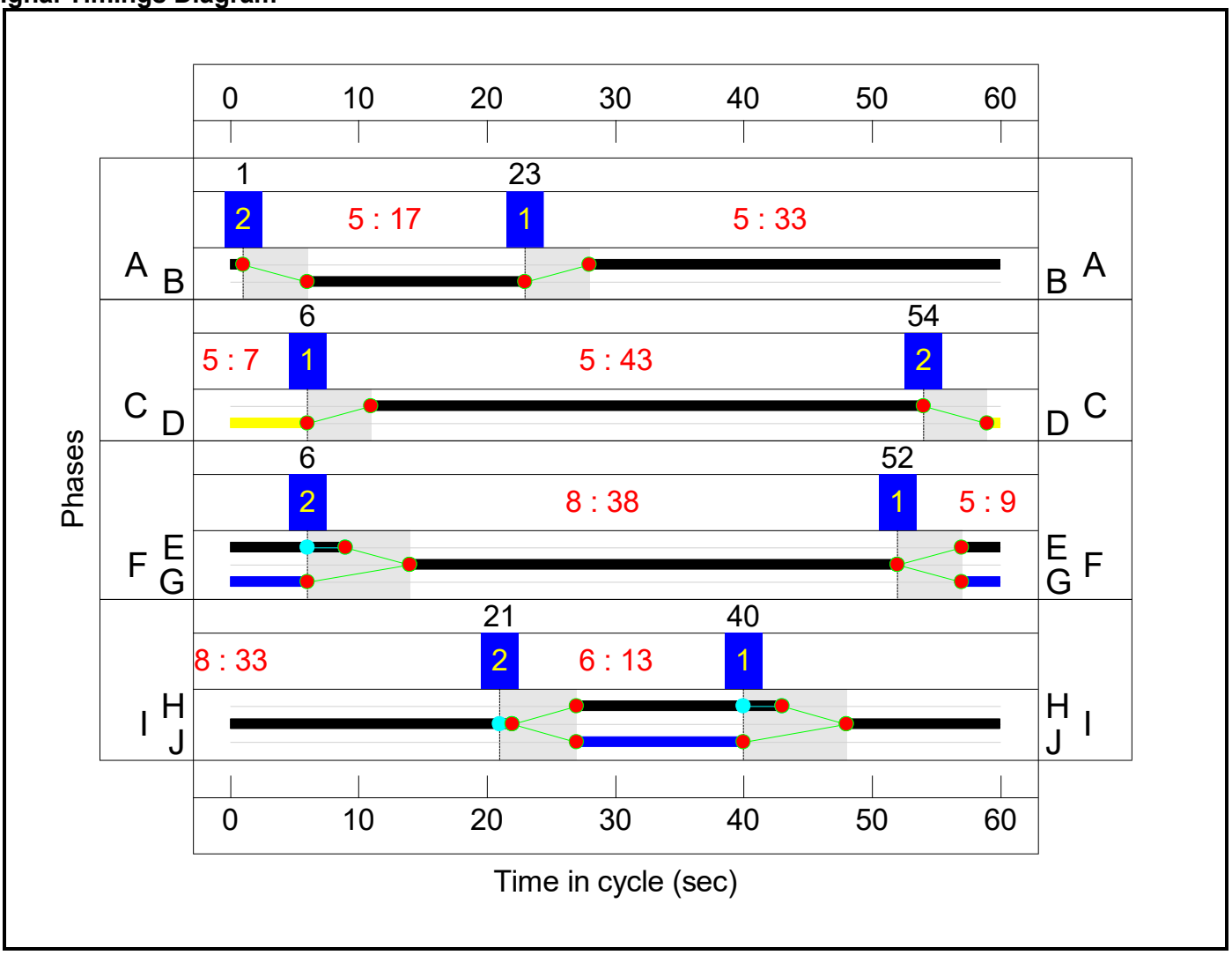
Stage Stream: 3

Stage	1	2
Duration	9	38
Change Point	52	6

Stage Stream: 4

Stage	1	2
Duration	33	13
Change Point	40	21

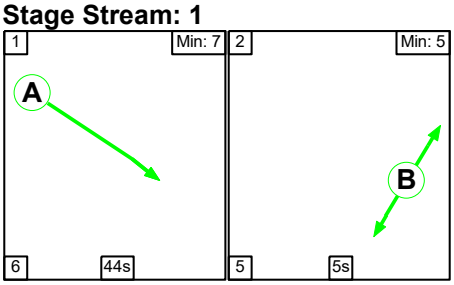
Signal Timings Diagram



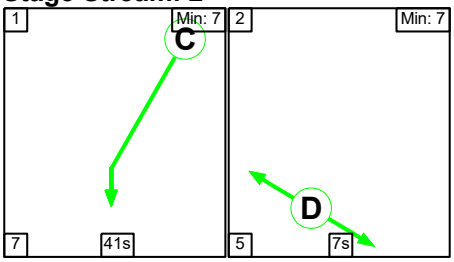
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

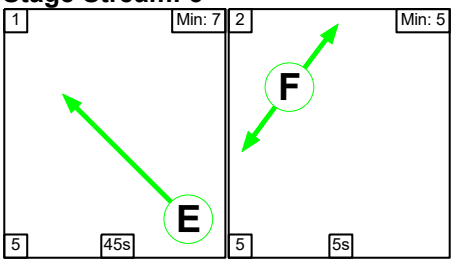
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	59	49

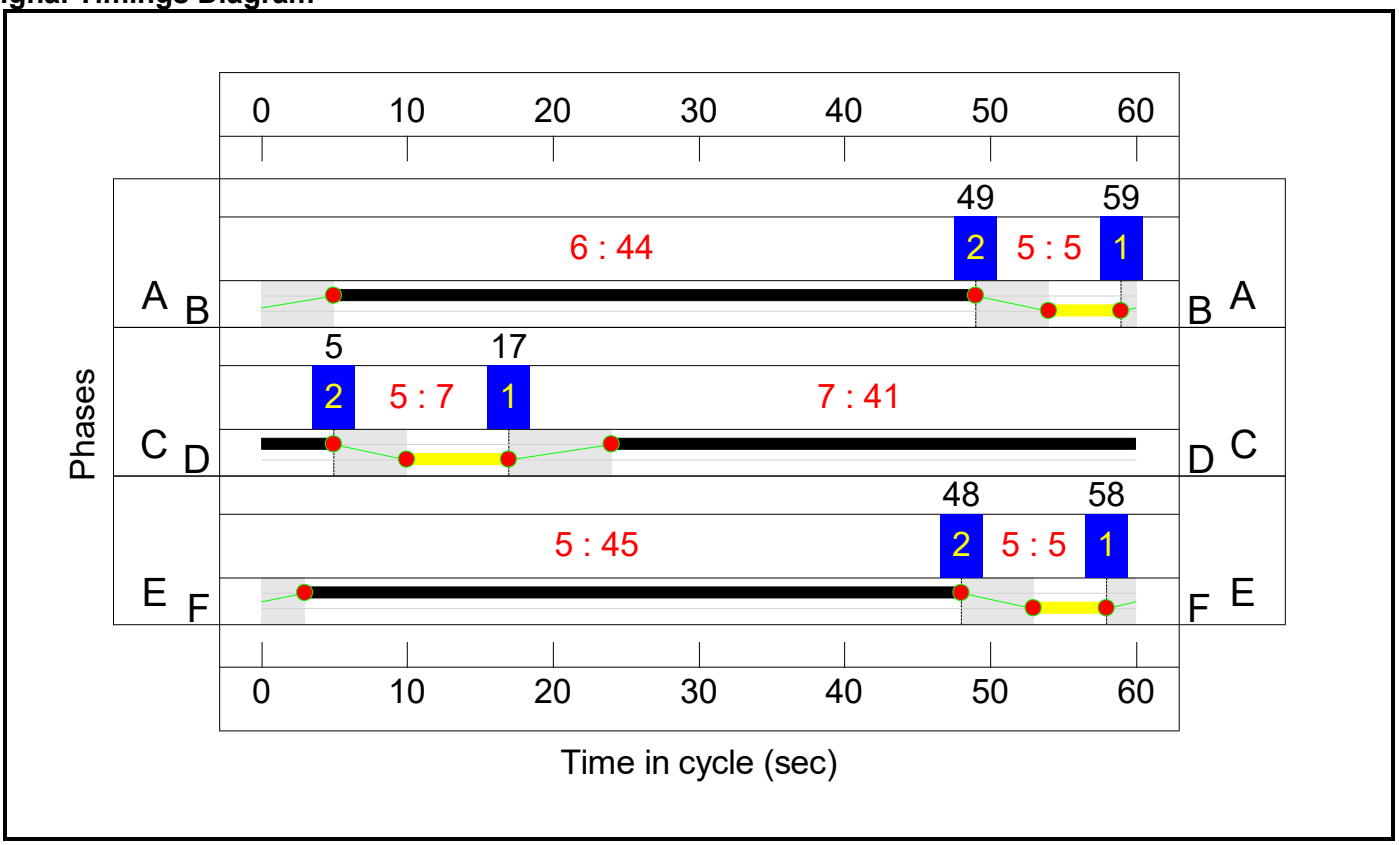
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	17	5

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	58	48

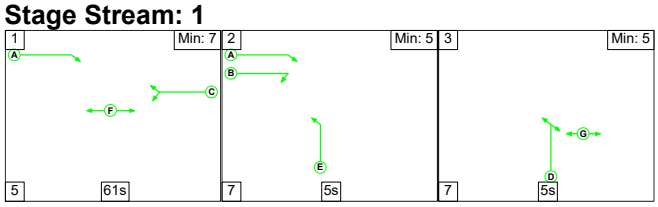
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

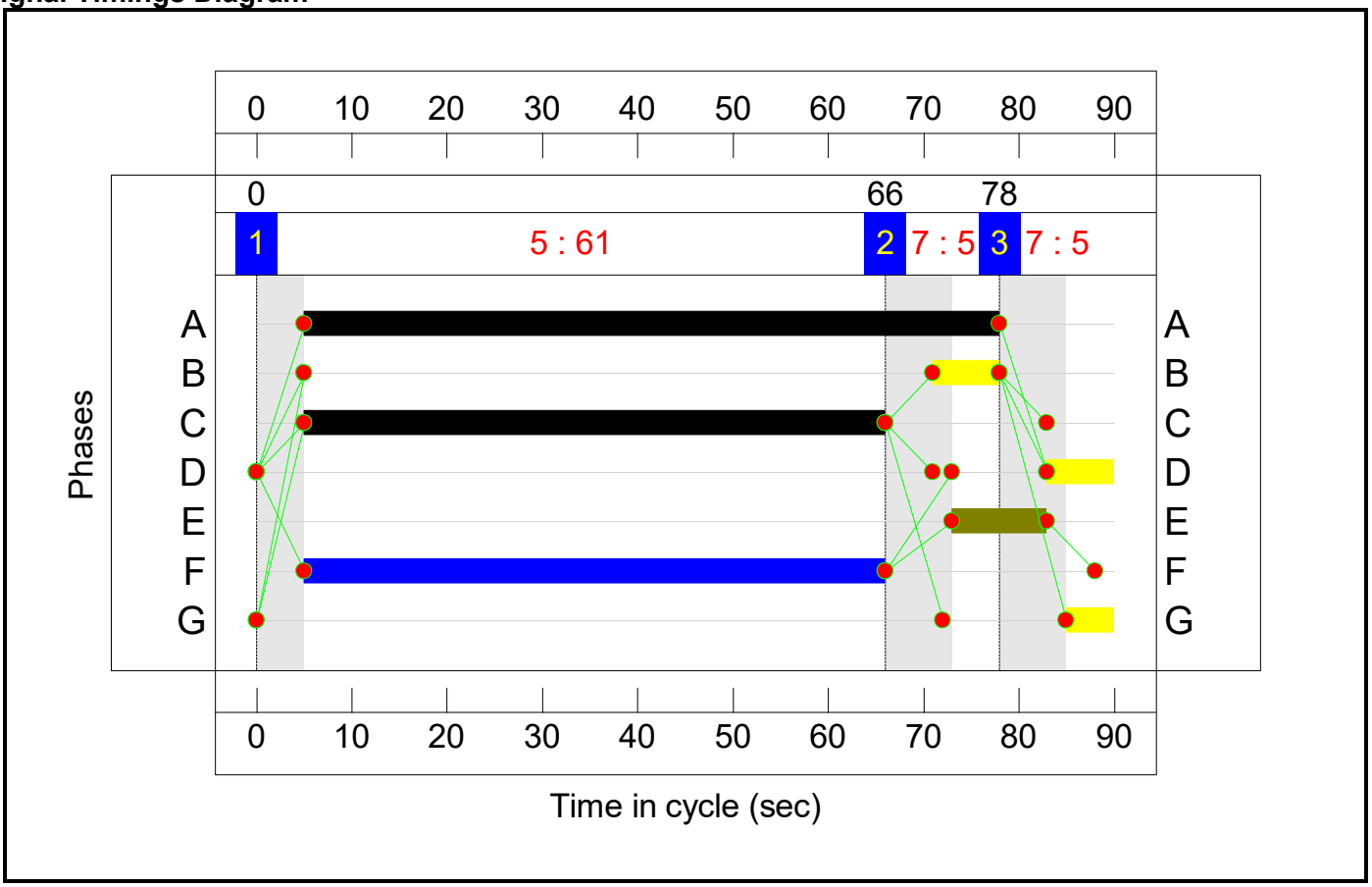


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	61	5	5
Change Point	0	66	78

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.0%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.6%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	30	-	1175	1916:1938	990+511	78.3 : 78.3%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	30	-	1681	2052:2052	906+1060	81.9 : 88.6%
2/1	Ahead	U	1:2	N/A	C1:C		1	36	-	823	1956	1239	66.4%
2/2	Ahead	U	1:2	N/A	C1:C		1	36	-	827	2092	1325	62.4%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	36	-	1067	2092:1919	1220+126	79.3 : 79.3%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	11	-	570	2058:1886	412+363	87.9 : 57.3%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	11	-	221	2058	412	53.7%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	25	-	462	1955	880	52.5%
4/2	Right	U	1:3	N/A	C1:E		1	25	-	221	2066	930	23.8%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	23	-	623	1927	771	80.8%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	689	2058	823	83.7%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	23	-	691	2058	823	83.9%
6/1	Ahead	U	1:4	N/A	C1:G		1	36	-	612	1932	1224	50.0%
6/2	Ahead	U	1:4	N/A	C1:G		1	36	-	832	2066	1308	63.6%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	36	-	769	2066:1919	741+774	50.8 : 50.8%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	12	-	725	1902:2043	412+443	84.7 : 84.9%
8/3		U	N/A	N/A	-		-	-	-	376	2000	2000	18.8%
9/1	Ahead	U	1:1	N/A	C1:A		1	18	-	425	1932	644	66.0%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	18	-	588	2060	687	85.6%

J2: Padbury	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.3%**
1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	21	-	358	1908	466	76.8%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	21	-	894	1922:3400	307+831	78.6 : 78.6%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	55	-	1014	1980	1232	82.3%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	55	-	1062	2120	1319	80.5%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	55	-	749	2120	1319	56.8%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	40	-	500	1980	902	55.4%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	40	-	824	2120:2120	856+620	55.8 : 55.8%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	11	-	160	1980	264	60.6%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	11	-	161	2120	283	57.0%
J3: Cherwell	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.0%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	34	-	1255	2120:1978	1091+343	87.6 : 87.6%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	34	-	1062	2120	1237	85.9%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	34	-	657	1980	1155	56.9%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	34	-	745	2120	1237	60.2%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	545	2015	1478	36.9%
3/1	MSA Left	U	3:2	N/A	C3:C		1	12	-	342	1877	407	84.1%
3/2	MSA Left	U	3:2	N/A	C3:C		1	12	-	266	2052	445	59.8%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	14	-	450	1979	495	91.0%
7/1	Ahead	U	3:2	N/A	C3:D		1	35	-	1057	2015	1276	82.8%
7/2	Ahead	U	3:2	N/A	C3:D		1	35	-	1165	2155	1365	85.4%
7/3	Ahead	U	3:2	N/A	C3:D		1	35	-	657	2015	1276	51.5%

7/4	Ahead	U	3:2	N/A	C3:D		1	35	-	745	2155	1365	54.6%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.8%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	33	-	386	1886	1069	36.1%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	33	-	410	2019:2019	979+737	23.9 : 23.9%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	342	1894:2105	824+550	24.9 : 24.9%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	695	1886	1383	50.3%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	973	2019:2058	1106+581	57.7 : 57.7%
4/1	Ahead	U	4:3	N/A	C4:F		1	38	-	738	1919	1279	57.7%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	38	-	703	2052	1368	51.4%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	17	-	67	1942	615	10.9%
6/2	Right	U	4:1	N/A	C4:B		1	17	-	245	2077	658	37.3%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	108	2077:1942	226+150	28.7 : 28.7%
8/1	Ahead	U	4:4	N/A	C4:I		1	34	-	524	2015	1175	44.6%
8/2	Ahead	U	4:4	N/A	C4:I		1	34	-	245	2015	1175	20.8%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	34	-	558	2155	1257	44.4%
13/1	Right Right2	U	4:4	N/A	C4:H		1	16	-	335	1942	583	57.5%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	12	-	237	1894	410	57.8%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	12	-	245	2019	437	56.0%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	473	1980	1518	31.2%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	845	1980	1386	61.0%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	874	2120	1484	58.9%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	1106	1980	1386	79.8%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	825	1975	1481	55.7%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	327	2115	1586	20.6%

J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.7%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	73:7	-	1152	1980:1828	1517+136	69.7 : 69.7%
3/1	B4100 East Ahead Left	U	6:1	N/A	C6:C		1	61	-	771	1970	1357	56.8%
4/2+4/1	Albion Land access Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	51	1965:1747	0+349	0.0 : 14.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**684**	**0**	**0**	**91.6**	**44.6**	**0.0**	**136.2**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**30.5**	**16.5**	**0.0**	**46.9**	**-**	**-**	**-**	**-**
1/2+1/1	1175	1175	-	-	-	3.5	1.8	-	5.3	16.2	10.3	1.8	12.1
1/3+1/4	1681	1681	-	-	-	5.6	2.9	-	8.5	18.3	13.8	2.9	16.7
2/1	823	823	-	-	-	0.1	0.0	-	0.1	0.3	0.8	0.0	0.8
2/2	827	827	-	-	-	0.1	0.0	-	0.1	0.6	1.4	0.0	1.4
2/3+2/4	1067	1067	-	-	-	0.2	0.0	-	0.2	0.8	2.1	0.0	2.1
3/2+3/1	570	570	-	-	-	3.6	1.4	-	5.0	31.4	5.8	1.4	7.2
3/3	221	221	-	-	-	1.3	0.6	-	1.9	30.9	3.3	0.6	3.8
4/1	462	462	-	-	-	0.3	0.0	-	0.3	2.2	1.4	0.0	1.4
4/2	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	623	623	-	-	-	2.8	2.1	-	4.8	27.8	9.2	2.1	11.2
5/2	689	689	-	-	-	3.1	2.5	-	5.6	29.2	10.3	2.5	12.8
5/3	691	691	-	-	-	3.1	2.5	-	5.6	29.4	10.4	2.5	12.9
6/1	612	612	-	-	-	0.0	0.0	-	0.0	0.2	0.7	0.0	0.7
6/2	832	832	-	-	-	0.2	0.0	-	0.2	0.8	2.3	0.0	2.3
6/3+6/4	769	769	-	-	-	0.1	0.0	-	0.1	0.7	5.4	0.0	5.4
7/1+7/2	725	725	-	-	-	4.5	2.7	-	7.2	35.9	6.0	2.7	8.6
8/3	376	376	-	-	-	0.0	0.1	-	0.1	1.1	1.1	0.1	1.3
9/1	425	425	-	-	-	0.8	0.0	-	0.8	6.9	3.0	0.0	3.0
9/2	588	588	-	-	-	1.0	0.0	-	1.0	6.0	3.5	0.0	3.5
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**30.0**	**11.0**	**0.0**	**41.1**	**-**	**-**	**-**	**-**
1/1	358	358	-	-	-	3.1	1.6	-	4.7	47.8	8.3	1.6	9.9
1/2+1/3	894	894	-	-	-	7.7	1.8	-	9.5	38.4	7.6	1.8	9.4
2/1	1014	1014	-	-	-	3.7	2.3	-	6.0	21.3	19.4	2.3	21.7
2/2	1062	1062	-	-	-	3.8	2.0	-	5.8	19.8	20.1	2.0	22.1

2/3	749	749	-	-	-	2.1	0.7	-	2.7	13.1	10.8	0.7	11.5
5/1	500	500	-	-	-	2.5	0.6	-	3.1	22.3	9.0	0.6	9.6
5/2+5/3	824	824	-	-	-	3.8	0.6	-	4.5	19.4	8.4	0.6	9.0
6/1	160	160	-	-	-	1.6	0.8	-	2.4	53.8	3.7	0.8	4.5
6/2	161	161	-	-	-	1.6	0.7	-	2.3	51.2	3.8	0.7	4.4
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**16.2**	**10.9**	**0.0**	**27.2**	**-**	**-**	**-**	**-**
1/2+1/1	1255	1255	-	-	-	3.1	3.4	-	6.5	18.5	13.4	3.4	16.8
1/3	1062	1062	-	-	-	3.1	2.9	-	6.0	20.4	14.8	2.9	17.7
1/4	657	657	-	-	-	1.4	0.7	-	2.1	11.4	6.8	0.7	7.4
1/5	745	745	-	-	-	1.7	0.8	-	2.4	11.7	7.9	0.8	8.6
2/1	545	545	-	-	-	0.2	0.0	-	0.2	1.2	1.5	0.0	1.5
3/1	342	342	-	-	-	2.1	2.5	-	4.6	48.4	5.4	2.5	7.9
3/2	266	266	-	-	-	1.6	0.7	-	2.3	31.1	4.0	0.7	4.7
6/1	450	450	-	-	-	1.9	0.0	-	1.9	15.4	7.4	0.0	7.4
7/1	1057	1057	-	-	-	0.6	0.0	-	0.6	2.0	2.1	0.0	2.1
7/2	1165	1165	-	-	-	0.5	0.0	-	0.5	1.5	2.0	0.0	2.0
7/3	657	657	-	-	-	0.1	0.0	-	0.1	0.4	0.2	0.0	0.2
7/4	745	745	-	-	-	0.1	0.0	-	0.1	0.4	0.2	0.0	0.2
J4: Ardley	**-**	**-**	**684**	**0**	**0**	**9.9**	**4.2**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
1/1	386	386	-	-	-	0.8	0.3	-	1.0	9.7	3.4	0.3	3.7
1/2+1/3	410	410	-	-	-	0.7	0.2	-	0.9	7.7	1.9	0.2	2.0
2/1+2/2	342	342	684	0	0	0.0	0.2	-	0.2	2.0	0.3	0.2	0.5
3/1	695	695	-	-	-	0.0	0.5	-	0.5	2.7	3.7	0.5	4.2
3/2+3/3	973	973	-	-	-	0.8	0.7	-	1.4	5.3	3.2	0.7	3.9
4/1	738	738	-	-	-	0.1	0.0	-	0.1	0.7	0.8	0.0	0.8
4/2	703	703	-	-	-	0.2	0.0	-	0.2	0.8	1.1	0.0	1.1
6/1	67	67	-	-	-	0.3	0.0	-	0.3	17.3	0.9	0.0	0.9
6/2	245	245	-	-	-	0.2	0.0	-	0.2	2.7	3.8	0.0	3.8
7/2+7/1	108	108	-	-	-	0.5	0.2	-	0.7	23.6	1.0	0.2	1.2
8/1	524	524	-	-	-	1.0	0.4	-	1.4	9.9	6.2	0.4	6.7
8/2	245	245	-	-	-	0.4	0.1	-	0.5	7.8	2.7	0.1	2.8

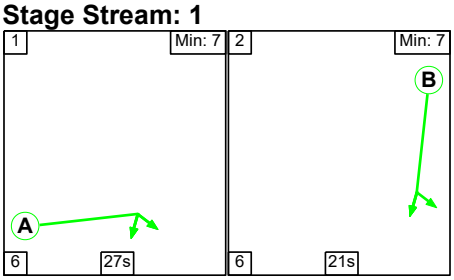
8/3	558	558	-	-	-	0.6	0.4	-	1.0	6.7	3.4	0.4	3.7
13/1	335	335	-	-	-	1.4	0.0	-	1.4	14.6	5.4	0.0	5.4
14/1	237	237	-	-	-	1.4	0.7	-	2.1	31.4	3.5	0.7	4.2
14/2	245	245	-	-	-	1.4	0.6	-	2.1	30.3	3.6	0.6	4.2
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**1.1**	**0.0**	**0.0**	**1.1**	**-**	**-**	**-**	**-**
1/1	473	473	-	-	-	0.1	0.0	-	0.1	0.6	0.4	0.0	0.4
2/1	845	845	-	-	-	0.1	0.0	-	0.1	0.5	0.6	0.0	0.6
2/2	874	874	-	-	-	0.2	0.0	-	0.2	0.9	1.0	0.0	1.0
2/3	1106	1106	-	-	-	0.5	0.0	-	0.5	1.6	2.5	0.0	2.5
3/1	825	825	-	-	-	0.2	0.0	-	0.2	1.0	1.4	0.0	1.4
3/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.9**	**1.9**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
1/1+1/2	1152	1152	-	-	-	1.9	1.1	-	3.1	9.6	10.3	1.1	11.4
3/1	771	771	-	-	-	1.5	0.7	-	2.2	10.2	9.9	0.7	10.5
4/2+4/1	51	51	-	-	-	0.4	0.1	-	0.5	35.7	1.0	0.1	1.1

C1 - Baynards Green	Stream: 1 PRC for Signalled Lanes (%):	1.6	Total Delay for Signalled Lanes (pcuHr):	15.61	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2 PRC for Signalled Lanes (%):	2.3	Total Delay for Signalled Lanes (pcuHr):	7.29	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3 PRC for Signalled Lanes (%):	7.2	Total Delay for Signalled Lanes (pcuHr):	16.31	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4 PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	7.59	Cycle Time (s): 60
C2 - Padbury	Stream: 1 PRC for Signalled Lanes (%):	9.3	Total Delay for Signalled Lanes (pcuHr):	41.06	Cycle Time (s): 90
C3 - Cherwell	Stream: 1 PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	18.91	Cycle Time (s): 60
C3 - Cherwell	Stream: 2 PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	8.10	Cycle Time (s): 60
C3 - Cherwell	Stream: 3 PRC for Signalled Lanes (%):	144.0	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s): 60
C4 - Ardley	Stream: 1 PRC for Signalled Lanes (%):	141.6	Total Delay for Signalled Lanes (pcuHr):	2.42	Cycle Time (s): 60
C4 - Ardley	Stream: 2 PRC for Signalled Lanes (%):	56.0	Total Delay for Signalled Lanes (pcuHr):	2.68	Cycle Time (s): 60
C4 - Ardley	Stream: 3 PRC for Signalled Lanes (%):	55.8	Total Delay for Signalled Lanes (pcuHr):	4.42	Cycle Time (s): 60
C4 - Ardley	Stream: 4 PRC for Signalled Lanes (%):	56.5	Total Delay for Signalled Lanes (pcuHr):	4.38	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 1 PRC for Signalled Lanes (%):	61.6	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2 PRC for Signalled Lanes (%):	12.8	Total Delay for Signalled Lanes (pcuHr):	0.83	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3 PRC for Signalled Lanes (%):	188.8	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s): 60
C6 - AL site access	Stream: 1 PRC for Signalled Lanes (%):	29.2	Total Delay for Signalled Lanes (pcuHr):	5.78	Cycle Time (s): 90
	PRC Over All Lanes (%):	-1.1	Total Delay Over All Lanes(pcuHr):	136.18	

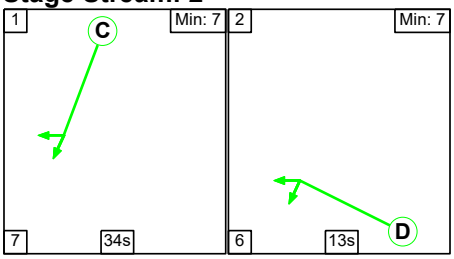
Scenario 8: '2034 DS5A - PM peak' (FG8: '2034 DS5A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

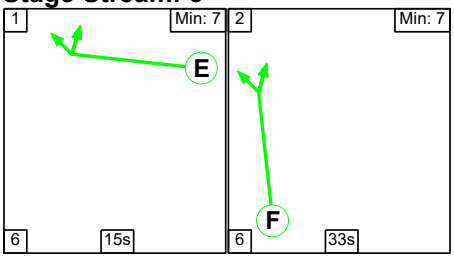
Stage Stream: 1



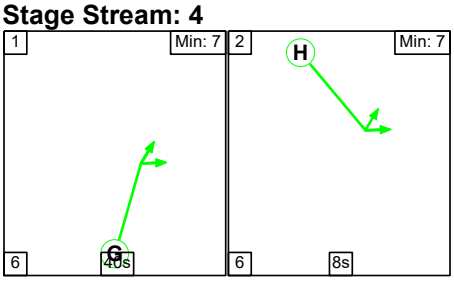
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	0	33

Stage Stream: 2

Stage	1	2
Duration	34	13
Change Point	25	6

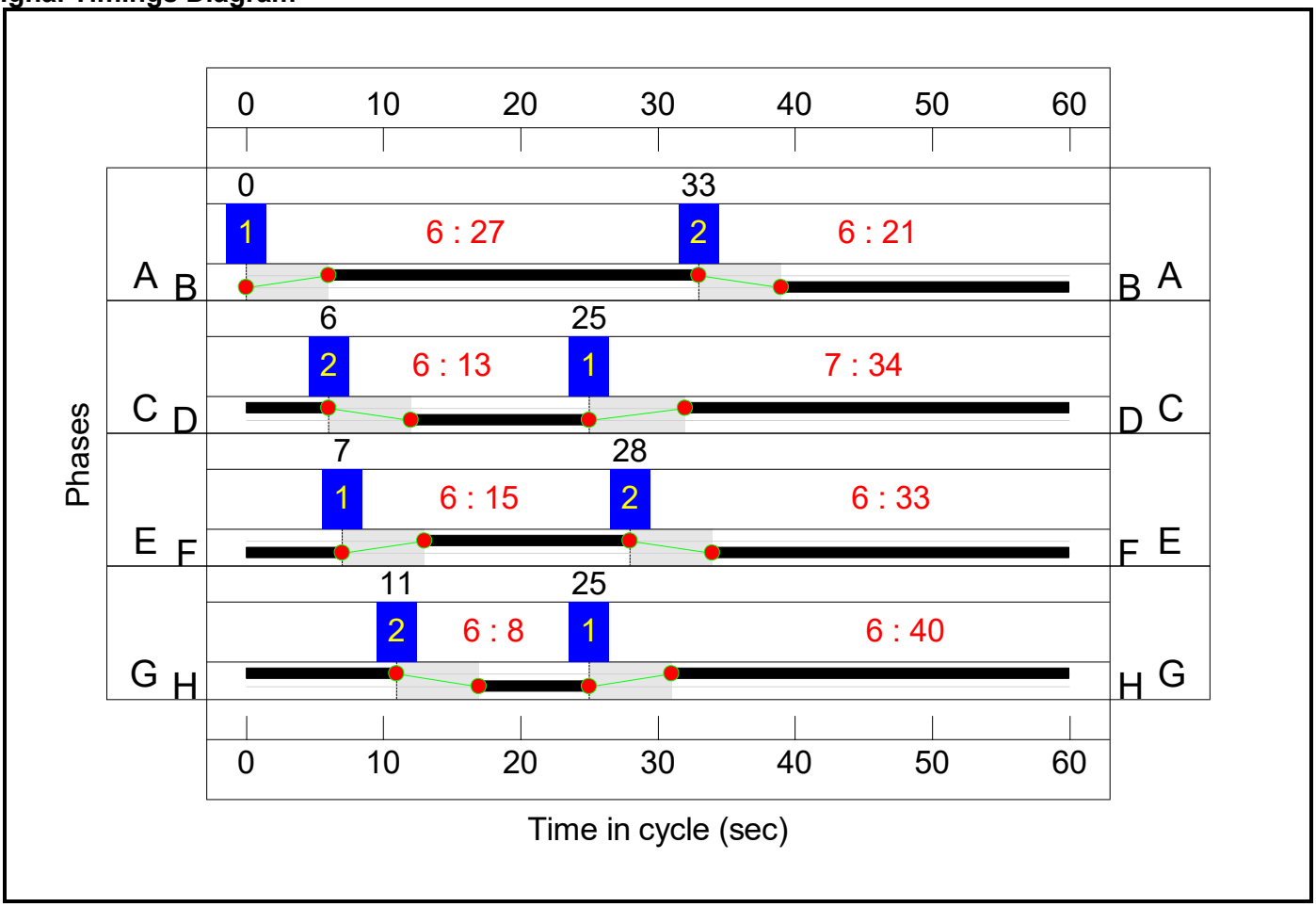
Stage Stream: 3

Stage	1	2
Duration	15	33
Change Point	7	28

Stage Stream: 4

Stage	1	2
Duration	40	8
Change Point	25	11

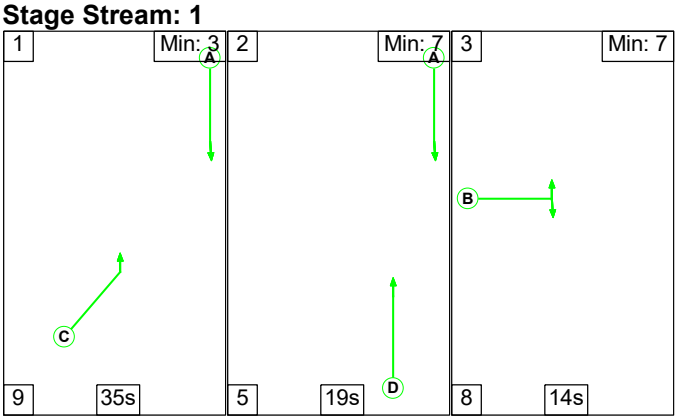
Signal Timings Diagram



Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1

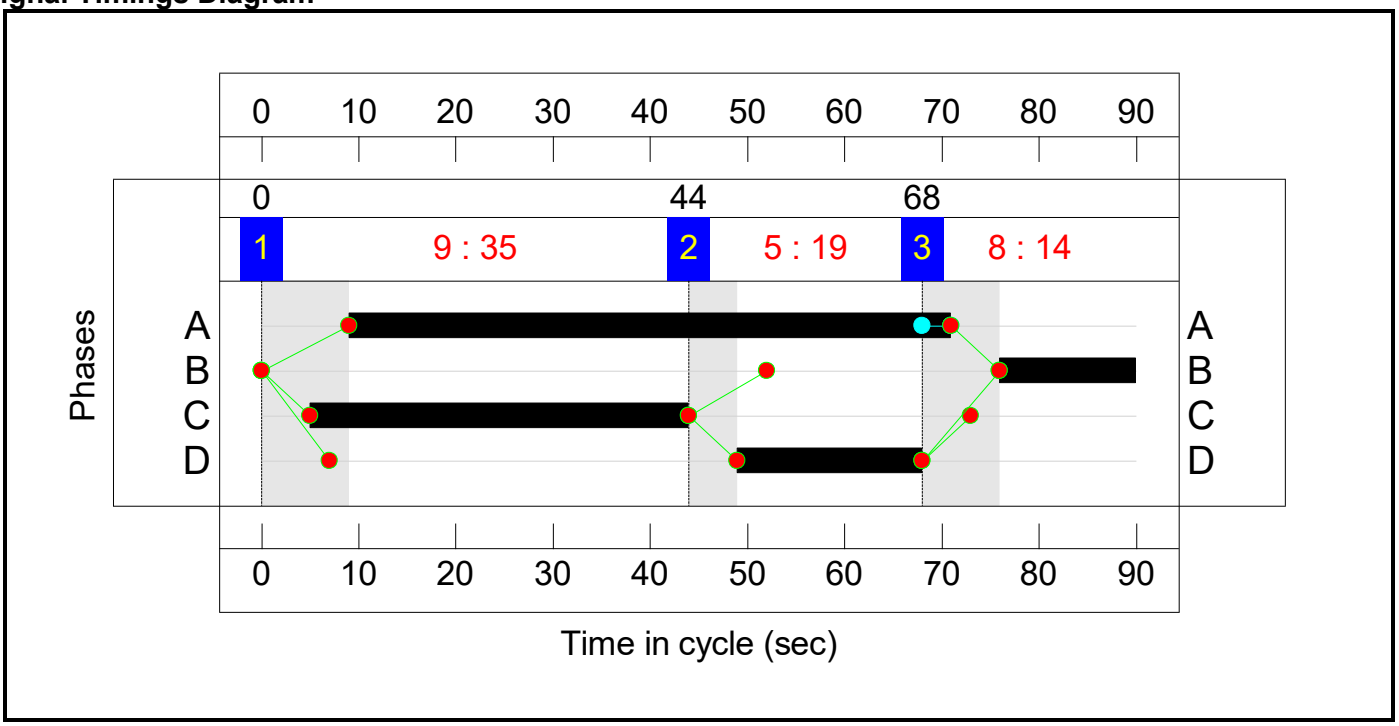


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	35	19	14
Change Point	0	44	68

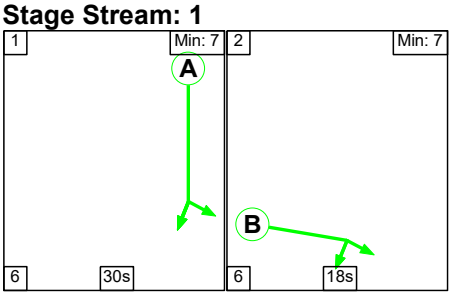
Signal Timings Diagram



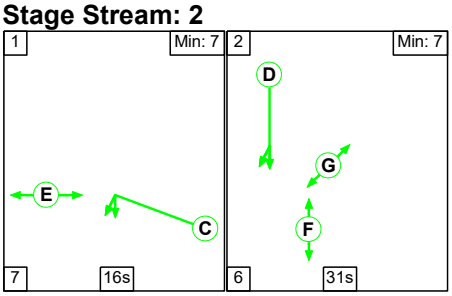
Controller :C3 - Cherwell

Stage Sequence Diagram

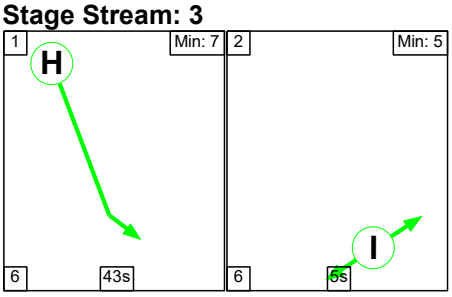
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	57	33

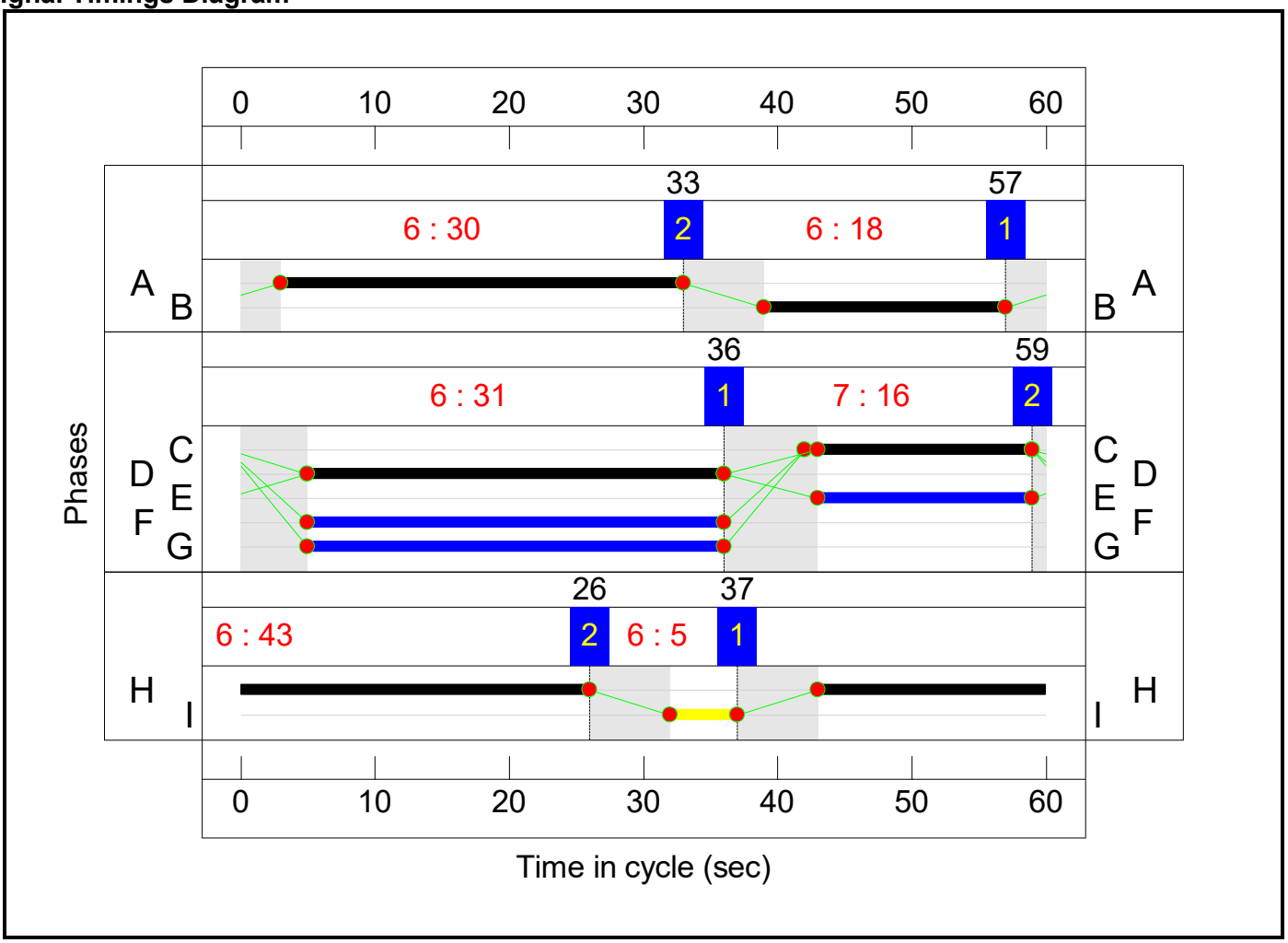
Stage Stream: 2

Stage	1	2
Duration	16	31
Change Point	36	59

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	37	26

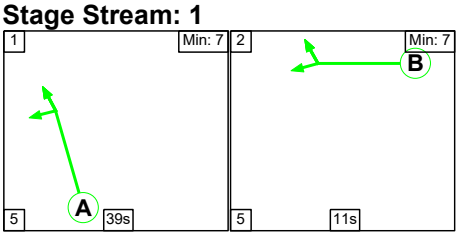
Signal Timings Diagram



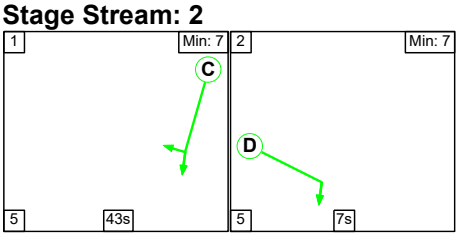
Controller :C4 - Ardley

Stage Sequence Diagram

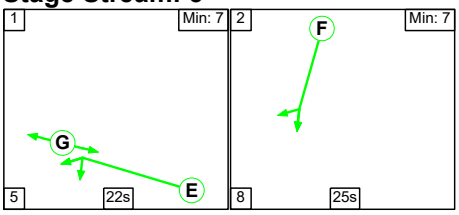
Stage Stream: 1



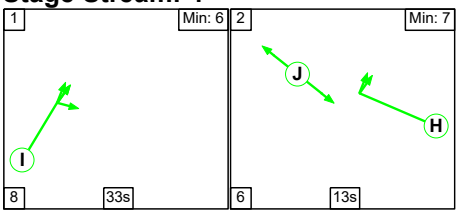
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	11
Change Point	0	44

Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	48	36

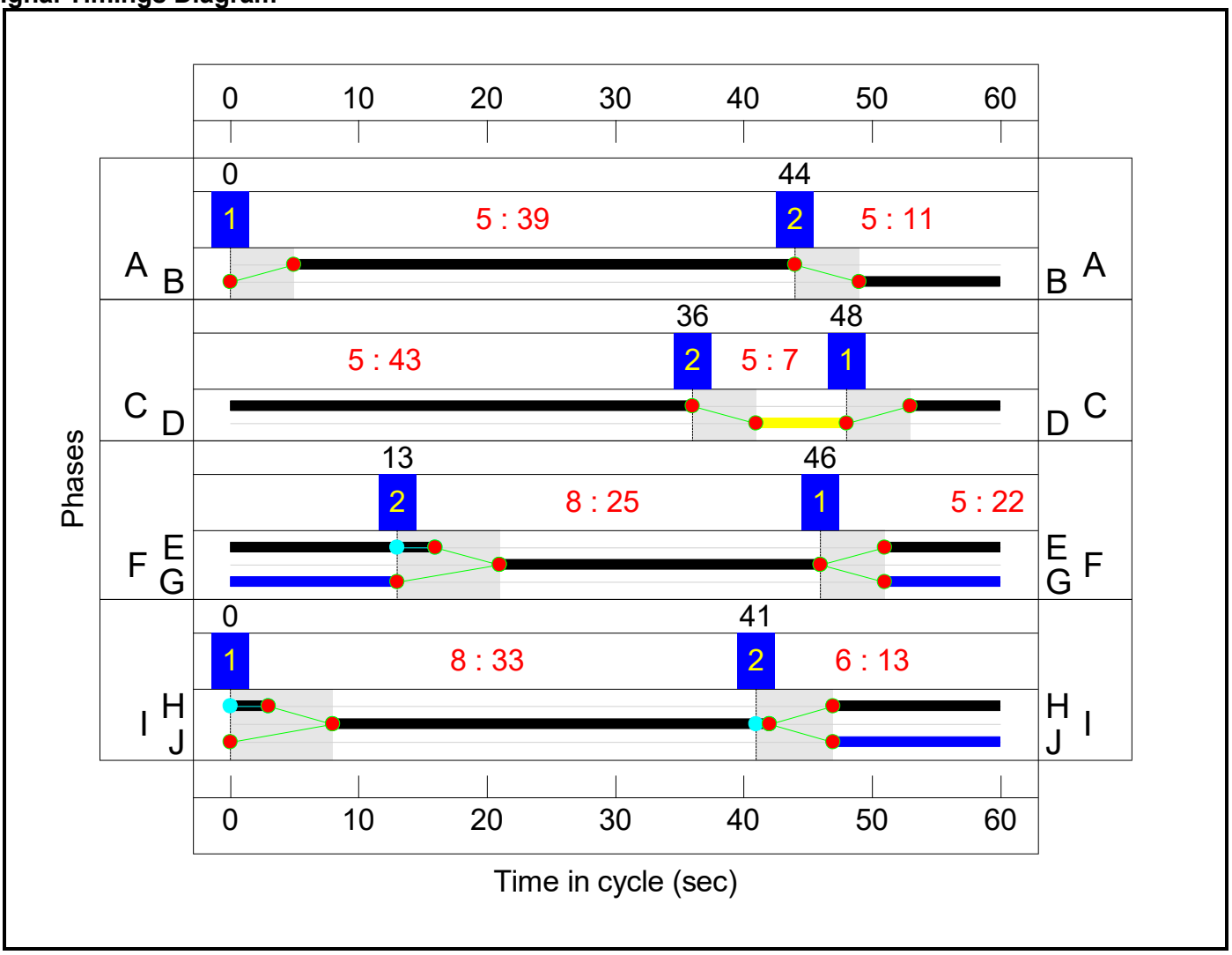
Stage Stream: 3

Stage	1	2
Duration	22	25
Change Point	46	13

Stage Stream: 4

Stage	1	2
Duration	33	13
Change Point	0	41

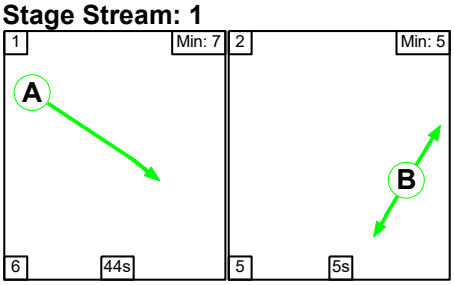
Signal Timings Diagram



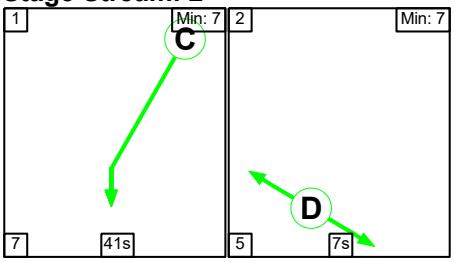
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

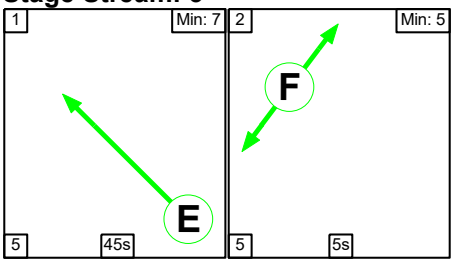
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	1	51

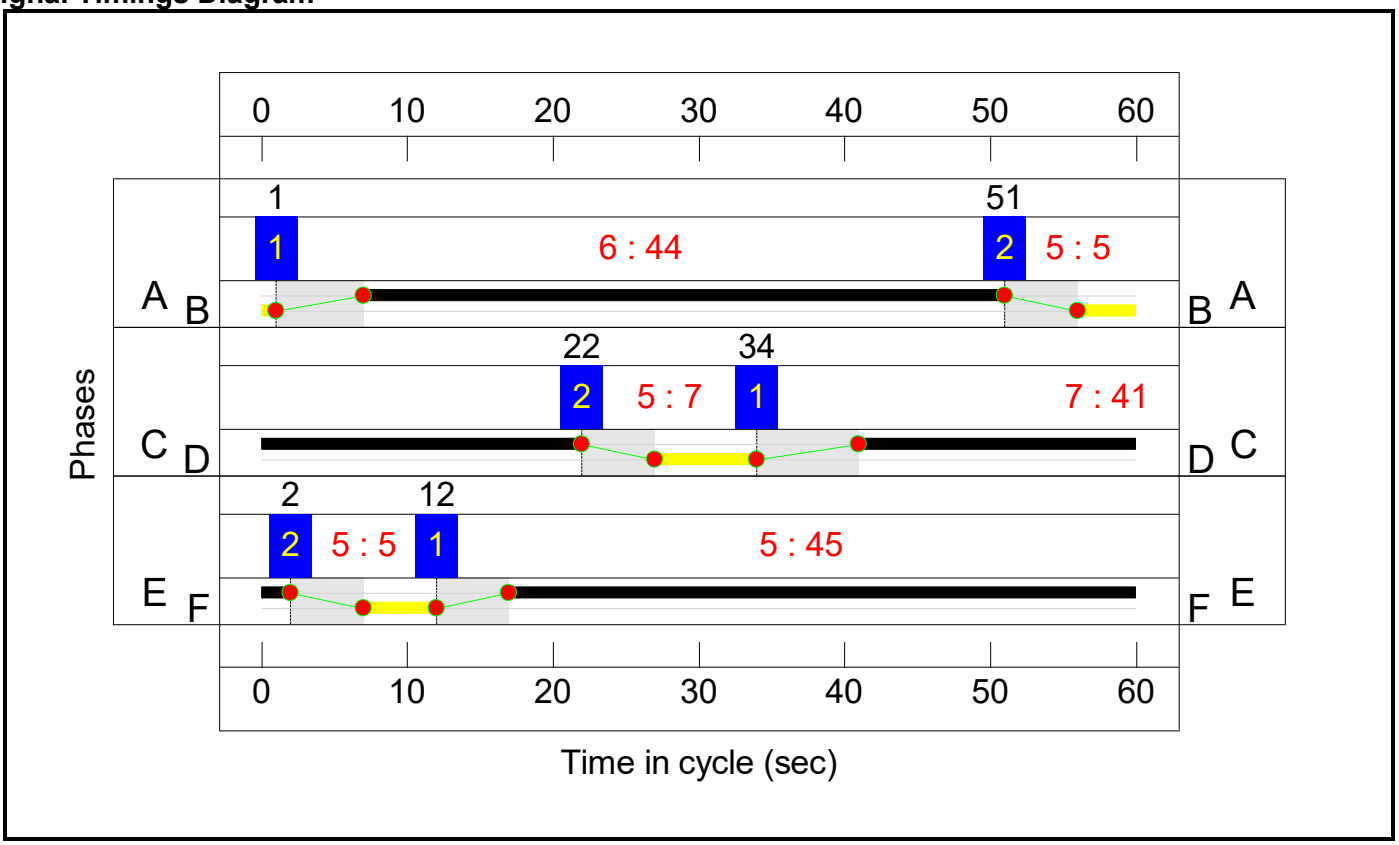
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	34	22

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	12	2

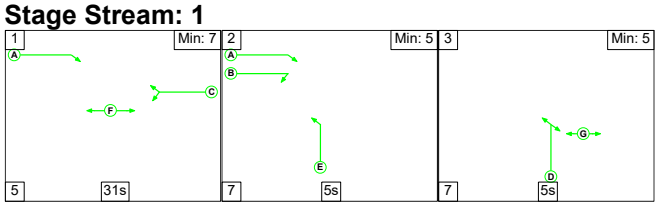
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

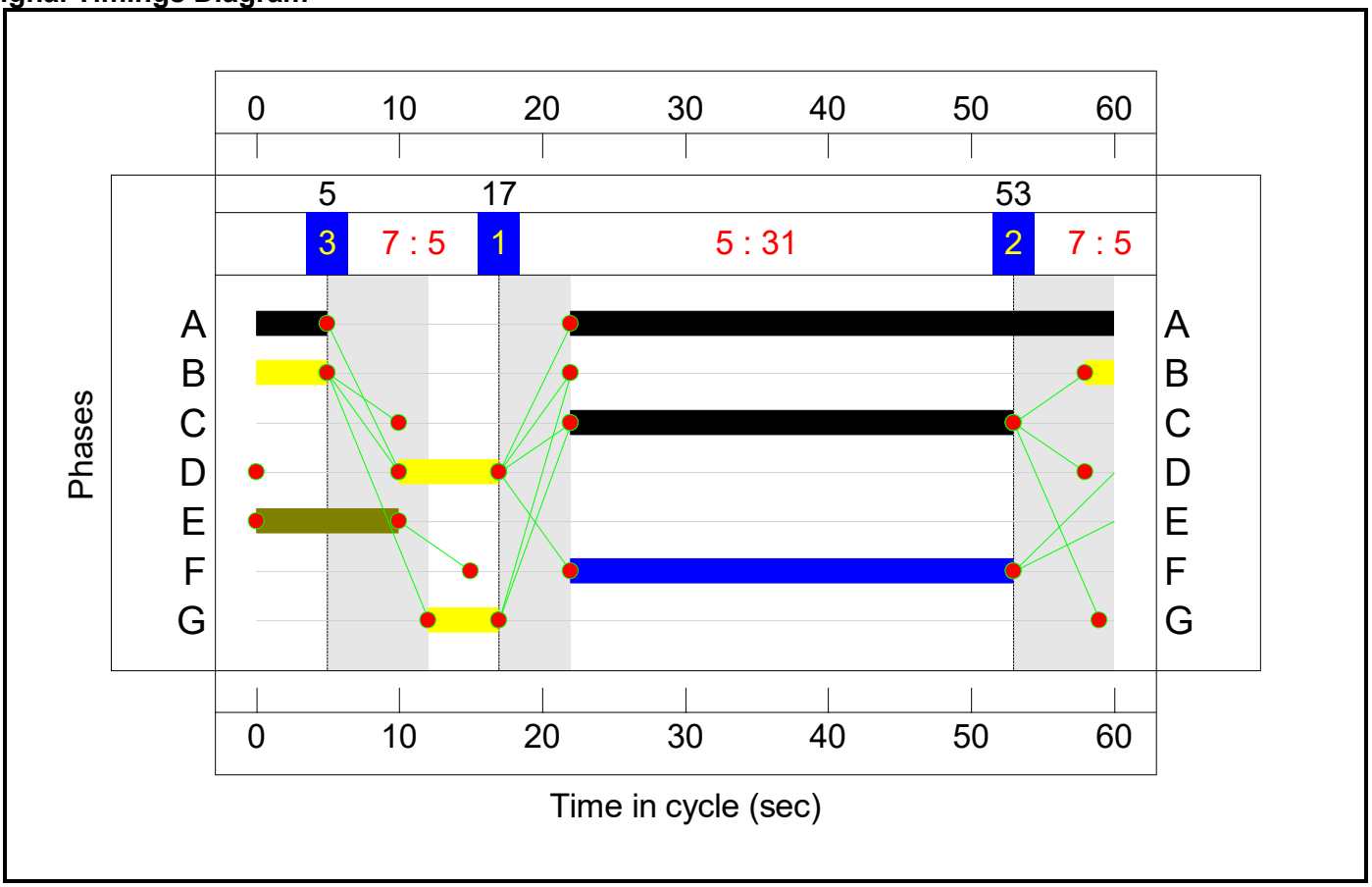


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	5	5
Change Point	17	53	5

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Embedded highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	21	-	913	1916:1938	703+413	81.8 : 81.8%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	21	-	1302	2052:2052	752+752	85.5 : 87.6%
2/1	Ahead	U	1:2	N/A	C1:C		1	34	-	588	1956	1174	50.1%
2/2	Ahead	U	1:2	N/A	C1:C		1	34	-	695	2092	1255	55.4%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	34	-	722	2092:1919	1140+138	56.5 : 56.5%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	13	-	645	2058:1886	480+297	87.0 : 76.4%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	13	-	317	2058	480	66.0%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	15	-	496	1957	554	89.5%
4/2	Right	U	1:3	N/A	C1:E		1	15	-	317	2066	585	54.2%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	33	-	936	1927	1092	85.7%
5/2	A43 South Ahead	U	1:3	N/A	C1:F		1	33	-	1044	2058	1166	89.5%
5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	33	-	1039	2058	1166	89.1%
6/1	Ahead	U	1:4	N/A	C1:G		1	40	-	957	1932	1352	70.8%
6/2	Ahead	U	1:4	N/A	C1:G		1	40	-	1246	2066	1446	86.2%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	40	-	1154	2066:1919	1074+467	74.9 : 74.9%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	8	-	436	1896:2043	284+306	73.8 : 73.7%
8/3		U	N/A	N/A	-		-	-	-	804	2000	2000	40.2%
9/1	Ahead	U	1:1	N/A	C1:A		1	27	-	270	1932	934	28.9%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	27	-	406	2062	997	40.7%

J2: Padbury	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**
1/1	M40 SB offslip Left	U	2:1	N/A	C2:B		1	14	-	257	1908	318	80.8%
1/2+1/3	M40 SB offslip Right	U	2:1	N/A	C2:B		1	14	-	596	1922:3400	320+567	75.9 : 62.3%
2/1	A43 north Ahead	U	2:1	N/A	C2:A		1	62	-	837	1980	1386	60.4%
2/2	A43 north Ahead	U	2:1	N/A	C2:A		1	62	-	808	2120	1484	54.4%
2/3	A43 north Ahead	U	2:1	N/A	C2:A		1	62	-	509	2120	1484	34.3%
5/1	M40 NB offslip Left	U	2:1	N/A	C2:C		1	39	-	683	1980	880	77.6%
5/2+5/3	M40 NB offslip Left	U	2:1	N/A	C2:C		1	39	-	1321	2120:2120	829+745	83.9 : 83.9%
6/1	A43 south Ahead	U	2:1	N/A	C2:D		1	19	-	372	1980	440	84.5%
6/2	A43 south Ahead	U	2:1	N/A	C2:D		1	19	-	386	2120	471	81.9%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.5%**
1/2+1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	30	-	1080	2120:1978	935+458	77.5 : 77.5%
1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	30	-	808	2120	1095	73.8%
1/4	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	30	-	378	1980	1023	37.0%
1/5	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	30	-	484	2120	1095	44.2%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	612	2015	1478	41.4%
3/1	MSA Left	U	3:2	N/A	C3:C		1	16	-	308	1877	532	57.9%
3/2	MSA Left	U	3:2	N/A	C3:C		1	16	-	317	2052	581	54.5%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	18	-	468	1980	627	74.6%
7/1	Ahead	U	3:2	N/A	C3:D		1	31	-	830	2015	1142	72.7%
7/2	Ahead	U	3:2	N/A	C3:D		1	31	-	914	2155	1221	74.8%
7/3	Ahead	U	3:2	N/A	C3:D		1	31	-	378	2015	1142	33.1%

7/4	Ahead	U	3:2	N/A	C3:D		1	31	-	484	2155	1221	39.6%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.0%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	39	-	886	1886	1257	70.5%
1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	39	-	827	2019:2019	1221+362	52.3 : 52.3%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	246	1894:2105	592+105	35.3 : 35.3%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	43	-	380	1886	1383	27.5%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	43	-	799	2019:2058	931+947	42.5 : 42.5%
4/1	Ahead	U	4:3	N/A	C4:F		1	25	-	383	1919	864	44.4%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	25	-	408	2052	923	44.2%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	11	-	105	1942	421	25.0%
6/2	Right	U	4:1	N/A	C4:B		1	11	-	257	2077	450	57.1%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	15	2077:1942	260+65	4.6 : 4.6%
8/1	Ahead	U	4:4	N/A	C4:I		1	34	-	846	2015	1175	72.0%
8/2	Ahead	U	4:4	N/A	C4:I		1	34	-	657	2015	1175	55.9%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	34	-	483	2155	1257	38.4%
13/1	Right Right2	U	4:4	N/A	C4:H		1	16	-	403	1942	583	69.2%
14/1	M40 NB diverge Left Ahead	U	4:3	N/A	C4:E		1	25	-	228	1907	826	27.6%
14/2	M40 NB diverge Ahead	U	4:3	N/A	C4:E		1	25	-	257	2019	875	29.4%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.6%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	475	1980	1518	31.3%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	588	1980	1386	42.4%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	782	2120	1484	52.7%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	784	1980	1386	56.6%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	608	1975	1481	41.0%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	278	2115	1586	17.5%

J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	43:7	-	886	1980:1828	1406+73	59.9 : 59.9%
3/1	B4100 East Ahead Left	U	6:1	N/A	C6:C		1	31	-	877	1977	1054	83.2%
4/2+4/1	Albion Land access Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	97	1965:1747	0+524	0.0 : 18.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Embedded highway works	**-**	**-**	**492**	**0**	**0**	**92.3**	**48.2**	**0.0**	**140.5**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**30.1**	**21.1**	**0.0**	**51.2**	**-**	**-**	**-**	**-**
1/2+1/1	913	913	-	-	-	4.1	2.2	-	6.3	24.9	8.6	2.2	10.8
1/3+1/4	1302	1302	-	-	-	6.4	3.1	-	9.5	26.2	10.1	3.1	13.2
2/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2
2/2	695	695	-	-	-	0.0	0.0	-	0.0	0.2	0.8	0.0	0.8
2/3+2/4	722	722	-	-	-	0.0	0.0	-	0.0	0.2	0.9	0.0	0.9
3/2+3/1	645	645	-	-	-	3.3	2.4	-	5.7	31.8	6.8	2.4	9.1
3/3	317	317	-	-	-	1.6	1.0	-	2.6	29.2	5.2	1.0	6.1
4/1	496	496	-	-	-	0.4	0.0	-	0.4	3.0	1.3	0.0	1.3
4/2	317	317	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
5/1	936	936	-	-	-	2.8	2.9	-	5.7	22.1	13.0	2.9	15.9
5/2	1044	1044	-	-	-	3.3	4.0	-	7.3	25.3	15.1	4.0	19.1
5/3	1039	1039	-	-	-	3.3	3.9	-	7.1	24.7	15.0	3.9	18.9
6/1	957	957	-	-	-	0.1	0.0	-	0.1	0.4	1.3	0.0	1.3
6/2	1246	1246	-	-	-	0.4	0.0	-	0.4	1.2	3.4	0.0	3.4
6/3+6/4	1154	1154	-	-	-	0.3	0.0	-	0.3	0.8	5.3	0.0	5.3
7/1+7/2	436	436	-	-	-	3.0	1.4	-	4.3	35.8	3.6	1.4	5.0
8/3	804	804	-	-	-	0.0	0.3	-	0.3	1.5	1.7	0.3	2.1
9/1	270	270	-	-	-	0.4	0.0	-	0.4	5.9	2.4	0.0	2.4
9/2	406	406	-	-	-	0.5	0.0	-	0.5	4.2	2.5	0.0	2.5
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**30.7**	**13.6**	**0.0**	**44.3**	**-**	**-**	**-**	**-**
1/1	257	257	-	-	-	2.6	2.0	-	4.6	63.8	6.1	2.0	8.1
1/2+1/3	596	596	-	-	-	5.8	1.0	-	6.9	41.4	5.7	1.0	6.8
2/1	837	837	-	-	-	1.6	0.8	-	2.4	10.3	10.7	0.8	11.5
2/2	808	808	-	-	-	1.5	0.6	-	2.1	9.2	9.7	0.6	10.2

2/3	509	509	-	-	-	0.8	0.3	-	1.0	7.2	4.9	0.3	5.2
5/1	683	683	-	-	-	4.0	1.7	-	5.7	30.2	14.4	1.7	16.1
5/2+5/3	1321	1321	-	-	-	7.4	2.6	-	10.0	27.2	14.3	2.6	16.9
6/1	372	372	-	-	-	3.5	2.5	-	6.0	58.2	8.9	2.5	11.4
6/2	386	386	-	-	-	3.6	2.2	-	5.7	53.4	9.1	2.2	11.3
J3: Cherwell	**-**	**-**	**0**	**0**	**0**	**13.3**	**5.1**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
1/2+1/1	1080	1080	-	-	-	3.0	1.7	-	4.7	15.6	8.9	1.7	10.6
1/3	808	808	-	-	-	2.5	1.4	-	3.9	17.5	10.3	1.4	11.7
1/4	378	378	-	-	-	0.9	0.3	-	1.2	11.5	3.7	0.3	4.0
1/5	484	484	-	-	-	1.2	0.4	-	1.6	12.0	5.0	0.4	5.4
2/1	612	612	-	-	-	0.2	0.0	-	0.2	1.3	1.2	0.0	1.2
3/1	308	308	-	-	-	1.6	0.7	-	2.3	26.4	4.4	0.7	5.0
3/2	317	317	-	-	-	1.6	0.6	-	2.2	25.0	4.4	0.6	5.0
6/1	468	468	-	-	-	1.4	0.0	-	1.4	10.9	7.4	0.0	7.4
7/1	830	830	-	-	-	0.5	0.0	-	0.5	2.0	2.3	0.0	2.3
7/2	914	914	-	-	-	0.4	0.0	-	0.4	1.5	1.8	0.0	1.8
7/3	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/4	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Ardley	**-**	**-**	**492**	**0**	**0**	**13.7**	**5.2**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
1/1	886	886	-	-	-	1.5	1.2	-	2.7	11.1	9.1	1.2	10.3
1/2+1/3	827	827	-	-	-	1.1	0.5	-	1.6	7.0	5.1	0.5	5.7
2/1+2/2	246	246	492	0	0	0.1	0.3	-	0.4	5.6	1.2	0.3	1.4
3/1	380	380	-	-	-	0.2	0.2	-	0.4	4.1	1.3	0.2	1.5
3/2+3/3	799	799	-	-	-	0.3	0.4	-	0.7	3.0	7.4	0.4	7.8
4/1	383	383	-	-	-	0.6	0.0	-	0.6	5.2	3.9	0.0	3.9
4/2	408	408	-	-	-	0.5	0.0	-	0.5	4.8	2.3	0.0	2.3
6/1	105	105	-	-	-	0.4	0.0	-	0.4	15.2	1.2	0.0	1.2
6/2	257	257	-	-	-	0.9	0.0	-	0.9	13.2	1.5	0.0	1.5
7/2+7/1	15	15	-	-	-	0.1	0.0	-	0.1	21.4	0.2	0.0	0.2
8/1	846	846	-	-	-	1.2	1.3	-	2.4	10.4	3.8	1.3	5.1
8/2	657	657	-	-	-	0.8	0.6	-	1.4	7.7	2.3	0.6	2.9

8/3	483	483	-	-	-	0.8	0.3	-	1.1	8.2	6.5	0.3	6.8
13/1	403	403	-	-	-	3.6	0.0	-	3.6	32.6	5.9	0.0	5.9
14/1	228	228	-	-	-	0.7	0.2	-	0.9	14.0	2.4	0.2	2.6
14/2	257	257	-	-	-	0.8	0.2	-	1.0	14.0	2.7	0.2	2.9
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.0**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	475	475	-	-	-	0.0	0.0	-	0.0	0.3	0.3	0.0	0.3
2/1	588	588	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
2/2	782	782	-	-	-	0.1	0.0	-	0.1	0.6	1.0	0.0	1.0
2/3	784	784	-	-	-	0.2	0.0	-	0.2	0.8	1.3	0.0	1.3
3/1	608	608	-	-	-	0.2	0.0	-	0.2	1.2	1.2	0.0	1.2
3/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.9**	**3.3**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
1/1+1/2	886	886	-	-	-	0.6	0.7	-	1.4	5.5	11.6	0.7	12.4
3/1	877	877	-	-	-	2.9	2.4	-	5.3	21.6	12.2	2.4	14.6
4/2+4/1	97	97	-	-	-	0.4	0.1	-	0.5	19.8	1.2	0.1	1.3

C1 - Baynards Green	Stream: 1	PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	16.73	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2	PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	8.35	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3	PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	20.62	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	5.12	Cycle Time (s): 60
C2 - Padbury	Stream: 1	PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	44.32	Cycle Time (s): 90
C3 - Cherwell	Stream: 1	PRC for Signalled Lanes (%):	16.1	Total Delay for Signalled Lanes (pcuHr):	12.86	Cycle Time (s): 60
C3 - Cherwell	Stream: 2	PRC for Signalled Lanes (%):	20.2	Total Delay for Signalled Lanes (pcuHr):	5.32	Cycle Time (s): 60
C3 - Cherwell	Stream: 3	PRC for Signalled Lanes (%):	117.3	Total Delay for Signalled Lanes (pcuHr):	0.22	Cycle Time (s): 60
C4 - Ardley	Stream: 1	PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	5.73	Cycle Time (s): 60
C4 - Ardley	Stream: 2	PRC for Signalled Lanes (%):	111.5	Total Delay for Signalled Lanes (pcuHr):	1.19	Cycle Time (s): 60
C4 - Ardley	Stream: 3	PRC for Signalled Lanes (%):	102.9	Total Delay for Signalled Lanes (pcuHr):	2.98	Cycle Time (s): 60
C4 - Ardley	Stream: 4	PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	8.61	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 1	PRC for Signalled Lanes (%):	119.3	Total Delay for Signalled Lanes (pcuHr):	0.20	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2	PRC for Signalled Lanes (%):	59.1	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3	PRC for Signalled Lanes (%):	187.6	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s): 60
C6 - AL site access	Stream: 1	PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	7.15	Cycle Time (s): 60
		PRC Over All Lanes (%):	0.5	Total Delay Over All Lanes(pcuHr):	140.50	

APPENDIX 57

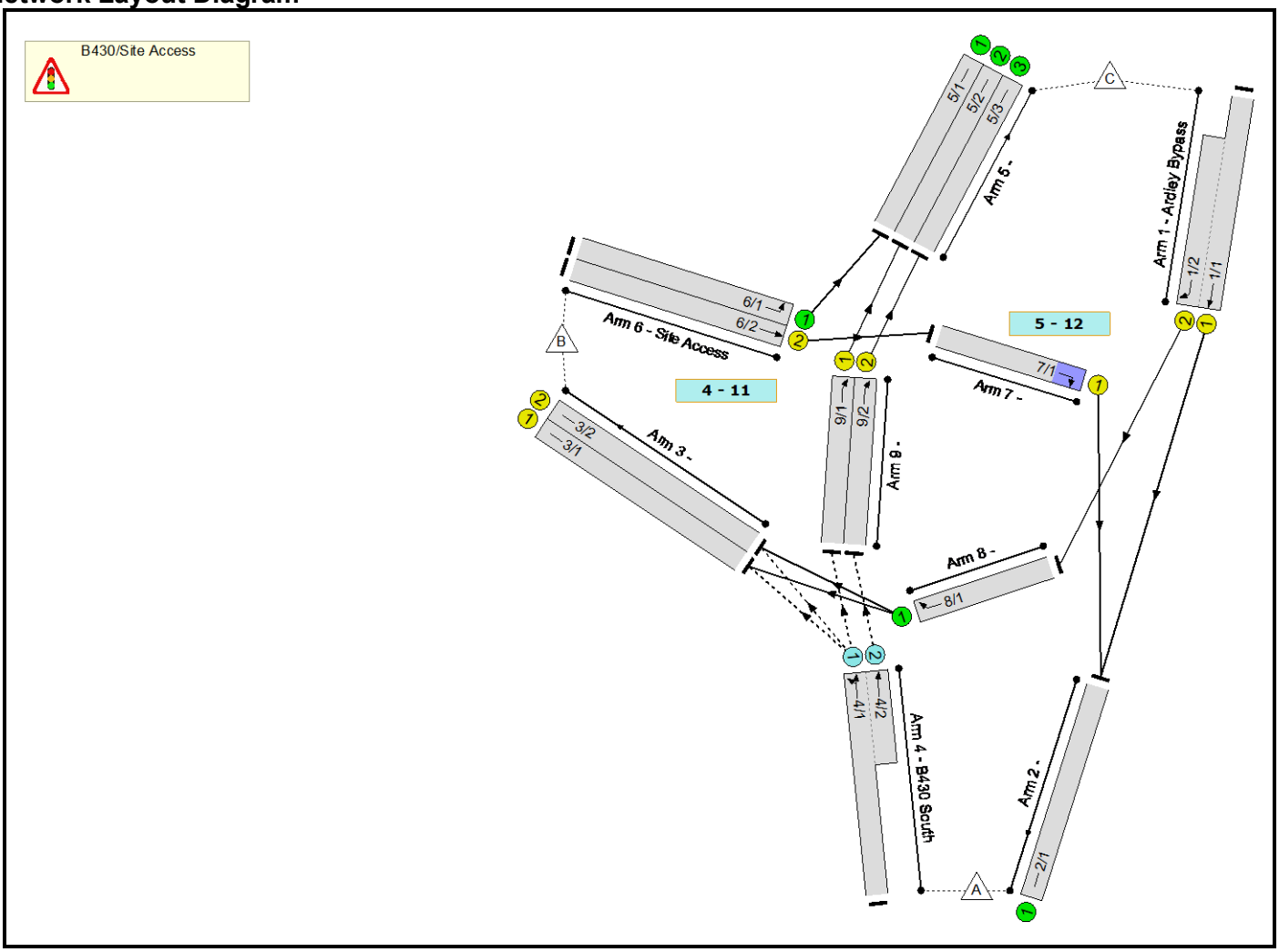
PRINCIPAL SITE ACCESS LINSIG

Full Input Data And Results

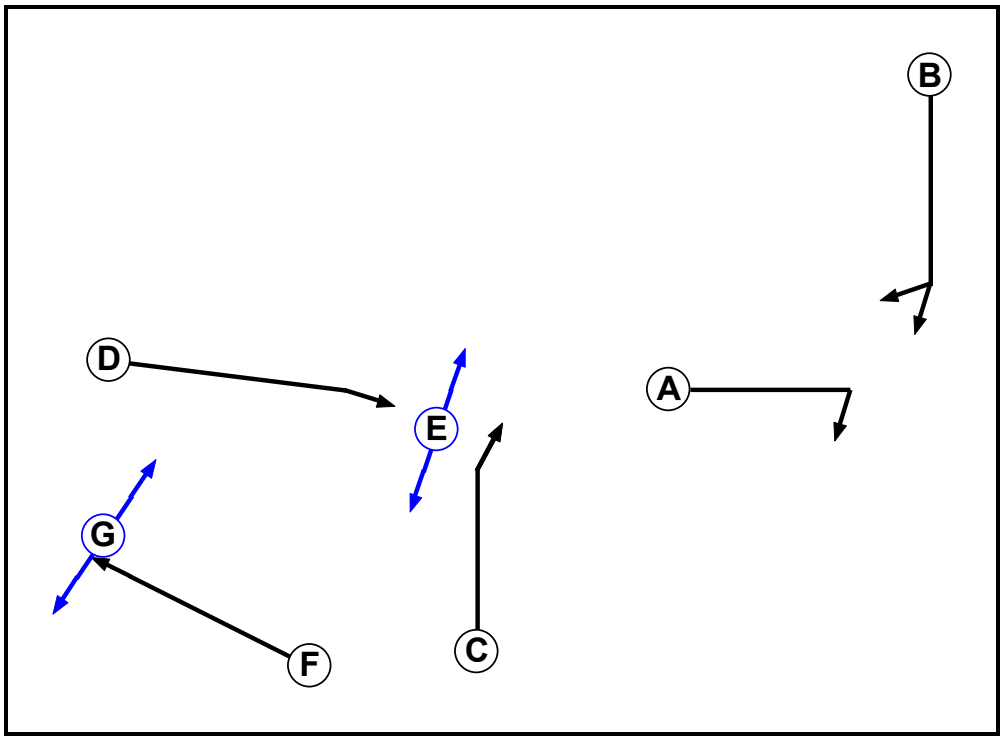
User and Project Details

Project:	**OxSRFI**
Title:	**Proposed site access gyratory**
Location:	
Additional detail:	
File name:	251224 Site Access gyratory.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Pedestrian	2		6	6
F	Traffic	3		7	7
G	Pedestrian	3		5	5

Phase Intergreens Matrix

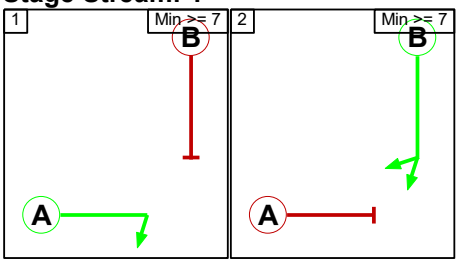
		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		5	-	-	-	-	-
	B	5		-	-	-	-	-
	C	-	-		5	-	-	-
	D	-	-	5		5	-	-
	E	-	-	-	5		-	-
	F	-	-	-	-	-		5
	G	-	-	-	-	-	6	

Phases in Stage

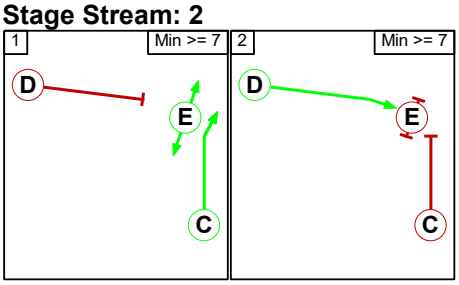
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C E
2	2	D
3	1	F
3	2	G

Stage Diagram

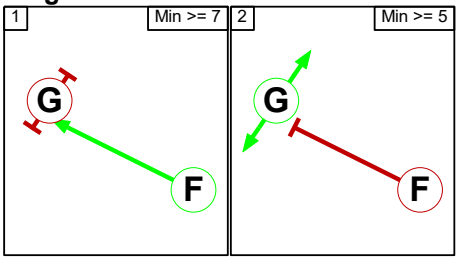
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		5
	2	6	

Give-Way Lane Input Data

Junction: B430/Site Access											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
4/1 (B430 South)	3/1 (Left)	1177	0	8/1	0.34	All	-	-	-	-	-
	3/2 (Left)	1177	0	8/1	0.34	All					
	9/1 (Ahead)	1177	0	8/1	0.34	All					
4/2 (B430 South)	9/2 (Ahead)	1174	0	8/1	0.34	All	-	-	-	-	-

Lane Input Data

Junction: B430/Site Access												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Ardley Bypass)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 2 Ahead	Inf
1/2 (Ardley Bypass)	U	B	2	3	15.1	Geom	-	4.00	0.00	N	Arm 8 Right	30.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1	U	F	2	3	10.4	Geom	-	3.50	0.00	Y		
3/2	U	F	2	3	10.4	Geom	-	3.55	0.00	Y		
4/1 (B430 South)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Left	30.00
											Arm 9 Ahead	Inf
4/2 (B430 South)	O		2	3	6.3	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/3	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	N	Arm 7 Ahead	Inf
7/1	U	A	2	3	7.8	Geom	-	3.50	0.00	Y	Arm 2 Right	Inf
8/1	U		2	3	13.0	Inf	-	-	-	-	-	-
9/1	U	C	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
9/2	U	C	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 DS3A - AM'	08:00	09:00	01:00	
2: '2034 DS3A - PM'	17:00	18:00	01:00	
3: '2042 DS4A - AM'	08:00	09:00	01:00	
4: '2042 DS4A - PM'	17:00	18:00	01:00	
5: '2034 DS5A - AM'	08:00	09:00	01:00	
6: '2034 DS5A - PM'	17:00	18:00	01:00	
7: '2034 DS3AwTP - AM'	08:00	09:00	01:00	
8: '2034 DS3AwTP - PM'	17:00	18:00	01:00	
9: '2042 DS4AwTP - AM'	08:00	09:00	01:00	
10: '2042 DS4AwTP - PM'	17:00	18:00	01:00	
11: '2031 DS2A - AM'	08:00	09:00	01:00	
12: '2031 DS2A - PM'	17:00	18:00	01:00	
13: '2031 DS2AwTP - AM'	08:00	09:00	01:00	
14: '2031 DS2AwTP - PM'	17:00	18:00	01:00	

Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	365	424	789
	B	57	0	356	413
	C	737	845	0	1582
	Tot.	794	1210	780	2784

Traffic Lane Flows

Lane	Scenario 1: 2034 DS3A - AM Peak
Junction: B430/Site Access	
1/1 (with short)	1582(In) 737(Out)
1/2 (short)	845
2/1	794
3/1	599
3/2	611
4/1 (with short)	789(In) 547(Out)
4/2 (short)	242
5/1	356
5/2	182
5/3	242
6/1	356
6/2	57
7/1	57
8/1	845
9/1	182
9/2	242

Lane Saturation Flows

Junction: B430/Site Access

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	66.7 %	1902	1902
				Arm 9 Ahead	Inf	33.3 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 2: '2034 DS3A - PM Peak' (FG2: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	150	753	903
	B	388	0	934	1322
	C	402	456	0	858
	Tot.	790	606	1687	3083

Traffic Lane Flows

Lane	Scenario 2: 2034 DS3A - PM Peak
Junction: B430/Site Access	
1/1 (with short)	858(In) 402(Out)
1/2 (short)	456
2/1	790
3/1	301
3/2	305
4/1 (with short)	903(In) 526(Out)
4/2 (short)	377
5/1	934
5/2	376
5/3	377
6/1	934
6/2	388
7/1	388
8/1	456
9/1	376
9/2	377

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	28.5 %	1937	1937
				Arm 9 Ahead	Inf	71.5 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 3: '2034 DS3AwTP - AM Peak' (FG7: '2034 DS3AwTP - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	243	431	674
	B	41	0	347	388
	C	741	729	0	1470
	Tot.	782	972	778	2532

Traffic Lane Flows

Lane	Scenario 3: 2034 DS3AwTP - AM Peak
Junction: B430/Site Access	
1/1 (with short)	1470(In) 741(Out)
1/2 (short)	729
2/1	782
3/1	504
3/2	468
4/1 (with short)	674(In) 458(Out)
4/2 (short)	216
5/1	347
5/2	215
5/3	216
6/1	347
6/2	41
7/1	41
8/1	729
9/1	215
9/2	216

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	53.1 %	1914	1914
				Arm 9 Ahead	Inf	46.9 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 4: '2034 DS3AwTP - PM Peak' (FG8: '2034 DS3AwTP - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	104	773	877
	B	261	0	790	1051
	C	427	423	0	850
	Tot.	688	527	1563	2778

Traffic Lane Flows

Lane	Scenario 4: 2034 DS3AwTP - PM Peak
Junction: B430/Site Access	
1/1 (with short)	850(In) 427(Out)
1/2 (short)	423
2/1	688
3/1	264
3/2	263
4/1 (with short)	877(In) 490(Out)
4/2 (short)	387
5/1	790
5/2	386
5/3	387
6/1	790
6/2	261
7/1	261
8/1	423
9/1	386
9/2	387

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	21.2 %	1944	1944
				Arm 9 Ahead	Inf	78.8 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 5: '2042 DS4A - AM Peak' (FG3: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	341	504	845
	B	55	0	358	413
	C	968	851	0	1819
	Tot.	1023	1192	862	3077

Traffic Lane Flows

Lane	Scenario 5: 2042 DS4A - AM Peak
Junction: B430/Site Access	
1/1 (with short)	1819(In) 968(Out)
1/2 (short)	851
2/1	1023
3/1	590
3/2	602
4/1 (with short)	845(In) 556(Out)
4/2 (short)	289
5/1	358
5/2	215
5/3	289
6/1	358
6/2	55
7/1	55
8/1	851
9/1	215
9/2	289

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	61.3 %	1907	1907
				Arm 9 Ahead	Inf	38.7 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 6: '2042 DS4A - PM Peak' (FG4: '2042 DS4A - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	141	830	971
	B	361	0	961	1322
	C	562	454	0	1016
	Tot.	923	595	1791	3309

Traffic Lane Flows

Lane	Scenario 6: 2042 DS4A - PM Peak
Junction: B430/Site Access	
1/1 (with short)	1016(In) 562(Out)
1/2 (short)	454
2/1	923
3/1	296
3/2	299
4/1 (with short)	971(In) 555(Out)
4/2 (short)	416
5/1	961
5/2	414
5/3	416
6/1	961
6/2	361
7/1	361
8/1	454
9/1	414
9/2	416

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	25.4 %	1940	1940
				Arm 9 Ahead	Inf	74.6 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 7: '2042 DS4AwTP - AM Peak' (FG9: '2042 DS4AwTP - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	229	517	746
	B	40	0	348	388
	C	988	723	0	1711
	Tot.	1028	952	865	2845

Traffic Lane Flows

Lane	Scenario 7: 2042 DS4AwTP - AM Peak
Junction: B430/Site Access	
1/1 (with short)	1711(In) 988(Out)
1/2 (short)	723
2/1	1028
3/1	492
3/2	460
4/1 (with short)	746(In) 487(Out)
4/2 (short)	259
5/1	348
5/2	258
5/3	259
6/1	348
6/2	40
7/1	40
8/1	723
9/1	258
9/2	259

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	47.0 %	1920	1920
				Arm 9 Ahead	Inf	53.0 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 8: '2042 DS4AwTP - PM Peak' (FG10: '2042 DS4AwTP - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	97	846	943
	B	242	0	809	1051
	C	571	425	0	996
	Tot.	813	522	1655	2990

Traffic Lane Flows

Lane	Scenario 8: 2042 DS4AwTP - PM Peak
Junction: B430/Site Access	
1/1 (with short)	996(In) 571(Out)
1/2 (short)	425
2/1	813
3/1	260
3/2	262
4/1 (with short)	943(In) 520(Out)
4/2 (short)	423
5/1	809
5/2	423
5/3	423
6/1	809
6/2	242
7/1	242
8/1	425
9/1	423
9/2	423

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	18.7 %	1947	1947
				Arm 9 Ahead	Inf	81.3 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 9: '2034 DS5A - AM Peak' (FG5: '2034 DS5A - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	367	439	806
	B	58	0	355	413
	C	770	840	0	1610
	Tot.	828	1207	794	2829

Traffic Lane Flows

Lane	Scenario 9: 2034 DS5A - AM Peak
Junction: B430/Site Access	
1/1 (with short)	1610(In) 770(Out)
1/2 (short)	840
2/1	828
3/1	597
3/2	610
4/1 (with short)	806(In) 553(Out)
4/2 (short)	253
5/1	355
5/2	186
5/3	253
6/1	355
6/2	58
7/1	58
8/1	840
9/1	186
9/2	253

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	66.4 %	1902	1902
				Arm 9 Ahead	Inf	33.6 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 10: '2034 DS5A - PM Peak' (FG6: '2034 DS5A - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	152	780	932
	B	389	0	933	1322
	C	460	454	0	914
	Tot.	849	606	1713	3168

Traffic Lane Flows

Lane	Scenario 10: 2034 DS5A - PM Peak
Junction: B430/Site Access	
1/1 (with short)	914(In) 460(Out)
1/2 (short)	454
2/1	849
3/1	301
3/2	305
4/1 (with short)	932(In) 542(Out)
4/2 (short)	390
5/1	933
5/2	390
5/3	390
6/1	933
6/2	389
7/1	389
8/1	454
9/1	390
9/2	390

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	28.0 %	1938	1938
				Arm 9 Ahead	Inf	72.0 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 11: '2031 DS2A - AM Peak' (FG11: '2031 DS2A - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	93	245	338
	B	16	0	113	129
	C	803	289	0	1092
	Tot.	819	382	358	1559

Traffic Lane Flows

Lane	Scenario 11: 2031 DS2A - AM Peak
Junction: B430/Site Access	
1/1 (with short)	1092(In) 803(Out)
1/2 (short)	289
2/1	819
3/1	189
3/2	193
4/1 (with short)	338(In) 215(Out)
4/2 (short)	123
5/1	113
5/2	122
5/3	123
6/1	113
6/2	16
7/1	16
8/1	289
9/1	122
9/2	123

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	43.3 %	1923	1923
				Arm 9 Ahead	Inf	56.7 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 12: '2031 DS2A - PM Peak' (FG12: '2031 DS2A - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	42	371	413
	B	123	0	284	407
	C	182	145	0	327
	Tot.	305	187	655	1147

Traffic Lane Flows

Lane	Scenario 12: 2031 DS2A - PM Peak
Junction: B430/Site Access	
1/1 (with short)	327(In) 182(Out)
1/2 (short)	145
2/1	305
3/1	92
3/2	95
4/1 (with short)	413(In) 227(Out)
4/2 (short)	186
5/1	284
5/2	185
5/3	186
6/1	284
6/2	123
7/1	123
8/1	145
9/1	185
9/2	186

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	18.5 %	1947	1947
				Arm 9 Ahead	Inf	81.5 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 13: '2031 DS2AwTP - AM Peak' (FG13: '2031 DS2AwTP - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	246	327
	B	15	0	112	127
	C	801	270	0	1071
	Tot.	816	351	358	1525

Traffic Lane Flows

Lane	Scenario 13: 2031 DS2AwTP - AM Peak
Junction: B430/Site Access	
1/1 (with short)	1071(In) 801(Out)
1/2 (short)	270
2/1	816
3/1	174
3/2	177
4/1 (with short)	327(In) 204(Out)
4/2 (short)	123
5/1	112
5/2	123
5/3	123
6/1	112
6/2	15
7/1	15
8/1	270
9/1	123
9/2	123

Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	39.7 %	1927	1927
				Arm 9 Ahead	Inf	60.3 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

Scenario 14: '2031 DS2AwTP - PM Peak' (FG14: '2031 DS2AwTP - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	37	371	408
	B	106	0	267	373
	C	182	140	0	322
	Tot.	288	177	638	1103

Traffic Lane Flows

Lane	Scenario 14: 2031 DS2AwTP - PM Peak
Junction: B430/Site Access	
1/1 (with short)	322(In) 182(Out)
1/2 (short)	140
2/1	288
3/1	87
3/2	90
4/1 (with short)	408(In) 222(Out)
4/2 (short)	186
5/1	267
5/2	185
5/3	186
6/1	267
6/2	106
7/1	106
8/1	140
9/1	185
9/2	186

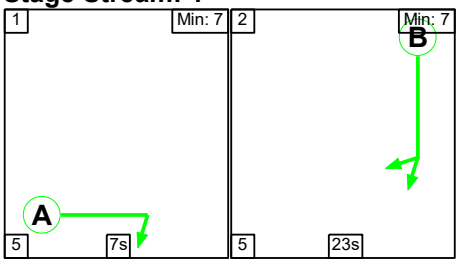
Lane Saturation Flows

Junction: B430/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Ardley Bypass)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
1/2 (Ardley Bypass)	4.00	0.00	N	Arm 8 Right	30.00	100.0 %	2052	2052
2/1	Infinite Saturation Flow						Inf	Inf
3/1	3.50	0.00	Y				1965	1965
3/2	3.55	0.00	Y				1970	1970
4/1 (B430 South)	3.50	0.00	Y	Arm 3 Left	30.00	16.7 %	1949	1949
				Arm 9 Ahead	Inf	83.3 %		
4/2 (B430 South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Site Access)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
7/1	3.50	0.00	Y	Arm 2 Right	Inf	100.0 %	1965	1965
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
9/2	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965

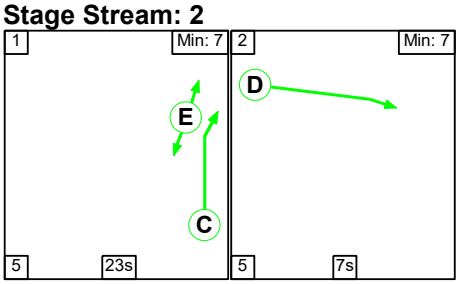
Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

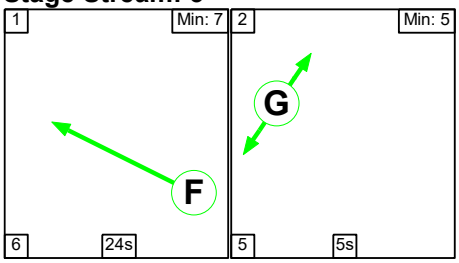
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	0	12

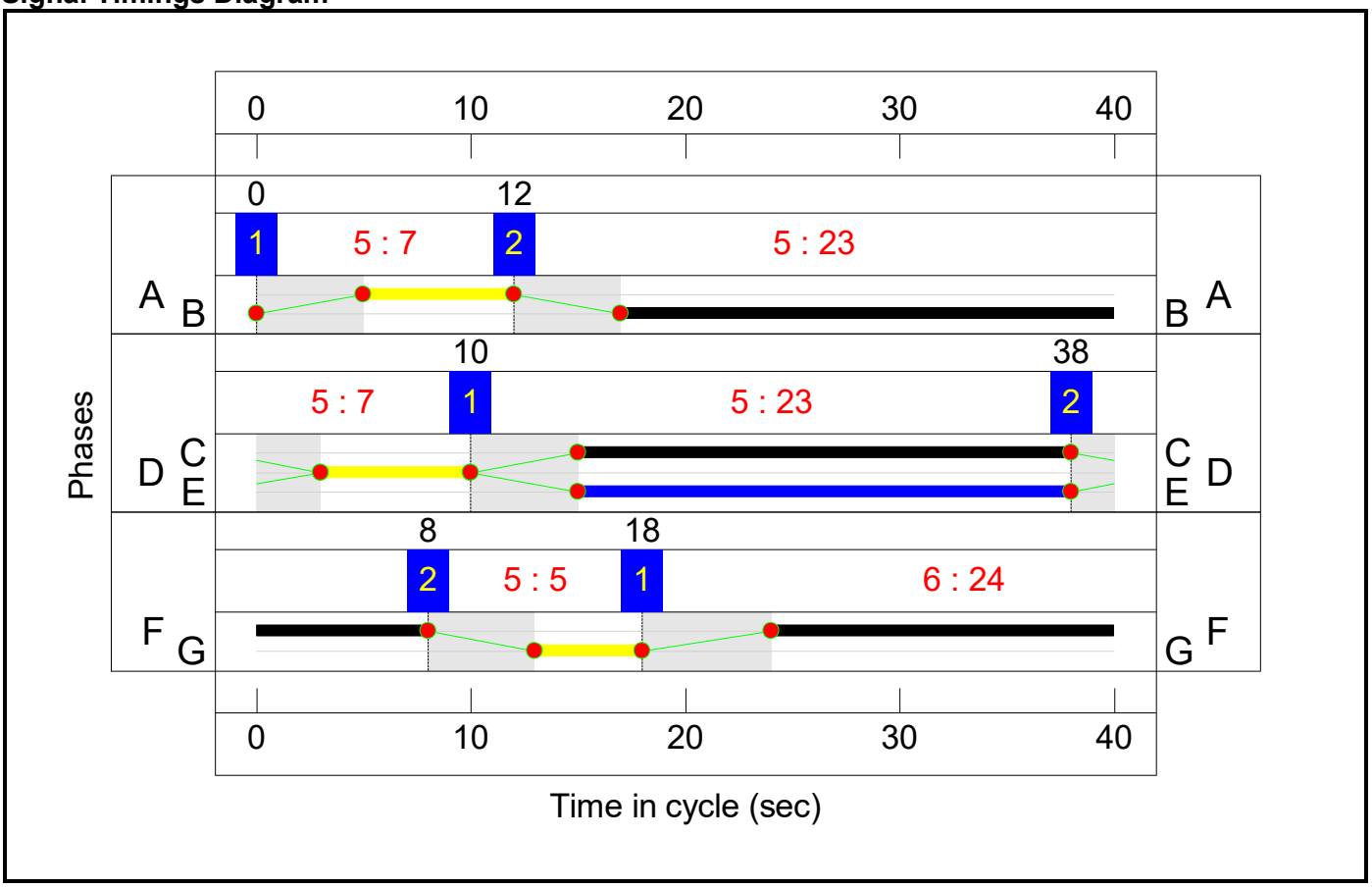
Stage Stream: 2

Stage	1	2
Duration	23	7
Change Point	10	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	18	8

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	23	-	1582	2015:2052	948+1087	77.8 : 77.8%
3/1		U	3	N/A	F		1	24	-	599	1965	1228	48.8%
3/2		U	3	N/A	F		1	24	-	611	1970	1231	49.6%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	789	1902: Inf	890+394	61.5 : 61.5%
6/2	Site Access Ahead	U	2	N/A	D		1	7	-	57	2105	421	13.5%
7/1	Right	U	1	N/A	A		1	7	-	57	1965	393	14.5%
9/1	Ahead	U	2	N/A	C		1	23	-	182	1965	1179	15.4%
9/2	Ahead	U	2	N/A	C		1	23	-	242	1965	1179	20.5%

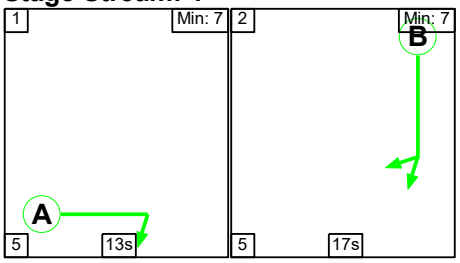
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1578**	**0**	**0**	**3.4**	**3.8**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1578**	**0**	**0**	**3.4**	**3.8**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
1/1+1/2	1582	1582	-	-	-	2.3	1.7	-	4.0	9.2	6.3	1.7	8.1
3/1	599	599	-	-	-	0.2	0.5	-	0.7	4.3	1.3	0.5	1.8
3/2	611	611	-	-	-	0.2	0.5	-	0.7	4.2	1.2	0.5	1.7
4/1+4/2	789	789	1578	0	0	0.0	0.8	-	0.8	3.7	1.4	0.8	2.2
6/2	57	57	-	-	-	0.2	0.1	-	0.3	18.1	0.5	0.1	0.6
7/1	57	57	-	-	-	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0
9/1	182	182	-	-	-	0.2	0.1	-	0.3	5.5	0.9	0.1	1.0
9/2	242	242	-	-	-	0.2	0.1	-	0.4	5.6	1.2	0.1	1.3

C1	Stream: 1 PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):	4.05	Cycle Time (s): 40
C1	Stream: 2 PRC for Signalled Lanes (%):	338.5	Total Delay for Signalled Lanes (pcuHr):	0.94	Cycle Time (s): 40
C1	Stream: 3 PRC for Signalled Lanes (%):	81.4	Total Delay for Signalled Lanes (pcuHr):	1.43	Cycle Time (s): 40
	PRC Over All Lanes (%):	15.7	Total Delay Over All Lanes(pcuHr):	7.24	

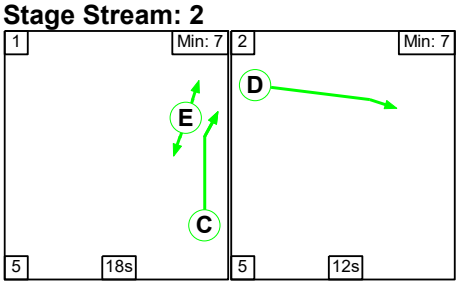
Scenario 2: '2034 DS3A - PM Peak' (FG2: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

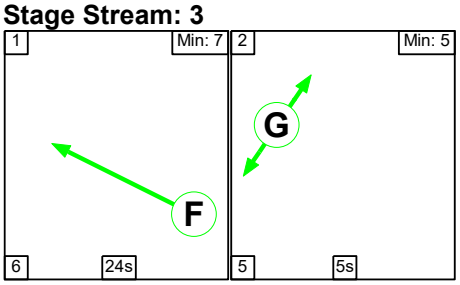
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	17
Change Point	0	18

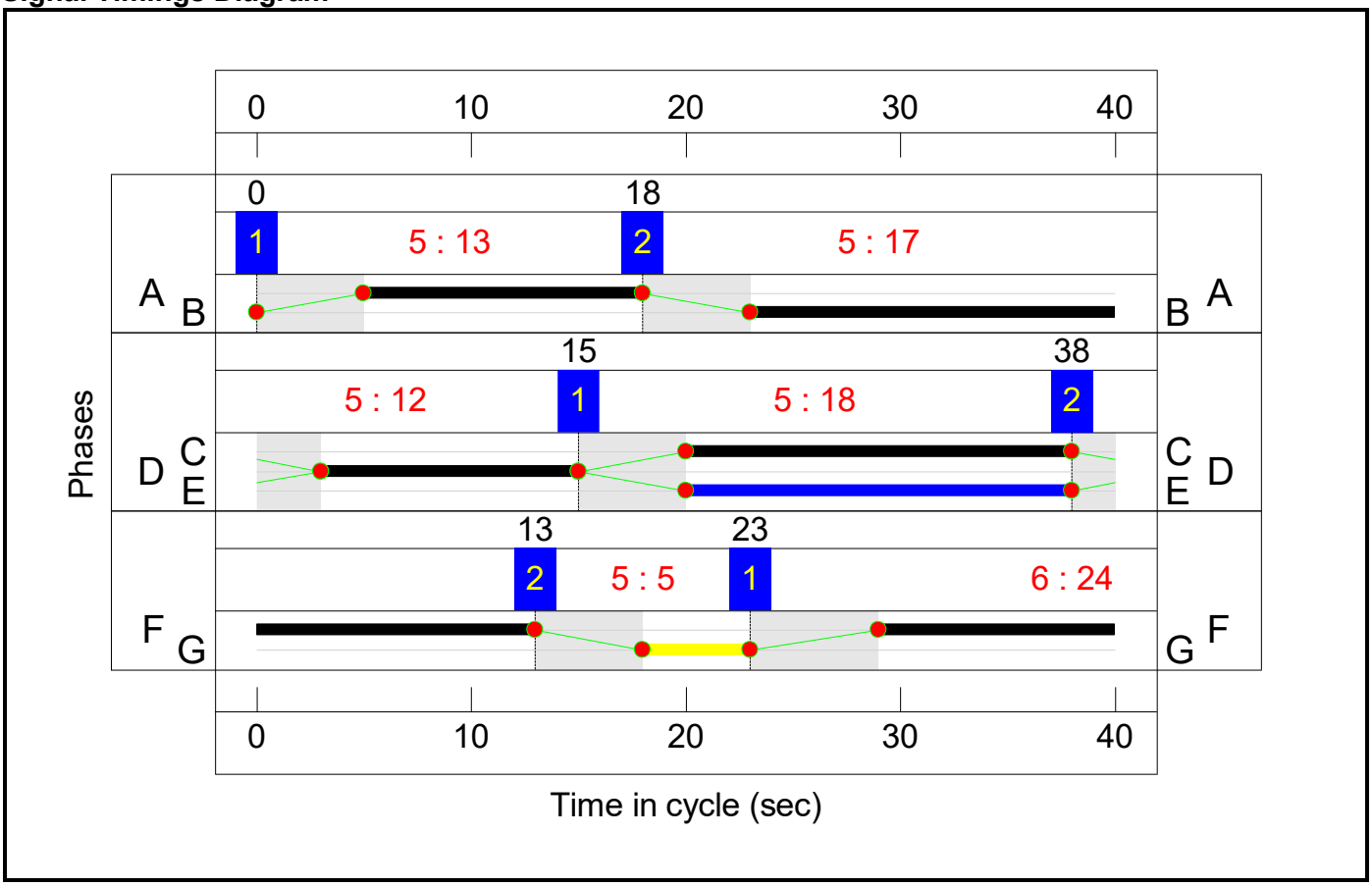
Stage Stream: 2

Stage	1	2
Duration	18	12
Change Point	15	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	23	13

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.7%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.7%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	17	-	858	2015:2052	907+923	44.3 : 49.4%
3/1		U	3	N/A	F		1	24	-	301	1965	1228	24.5%
3/2		U	3	N/A	F		1	24	-	305	1970	1231	24.8%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	903	1937: Inf	1022+732	51.5 : 51.5%
6/2	Site Access Ahead	U	2	N/A	D		1	12	-	388	2105	684	56.7%
7/1	Right	U	1	N/A	A		1	13	-	388	1965	688	56.4%
9/1	Ahead	U	2	N/A	C		1	18	-	376	1965	933	40.3%
9/2	Ahead	U	2	N/A	C		1	18	-	377	1965	933	40.4%

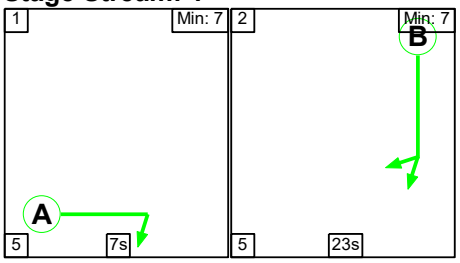
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1806**	**0**	**0**	**4.6**	**2.6**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1806**	**0**	**0**	**4.6**	**2.6**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
1/1+1/2	858	858	-	-	-	1.8	0.4	-	2.3	9.5	3.5	0.4	4.0
3/1	301	301	-	-	-	0.1	0.2	-	0.3	3.2	0.5	0.2	0.7
3/2	305	305	-	-	-	0.0	0.2	-	0.2	2.3	0.1	0.2	0.3
4/1+4/2	903	903	1806	0	0	0.0	0.5	-	0.5	2.1	0.1	0.5	0.7
6/2	388	388	-	-	-	1.2	0.7	-	1.9	17.2	3.6	0.7	4.2
7/1	388	388	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
9/1	376	376	-	-	-	0.7	0.3	-	1.0	10.0	2.6	0.3	2.9
9/2	377	377	-	-	-	0.7	0.3	-	1.1	10.1	2.6	0.3	3.0

C1	Stream: 1 PRC for Signalled Lanes (%):	59.5	Total Delay for Signalled Lanes (pcuHr):	2.30	Cycle Time (s): 40
C1	Stream: 2 PRC for Signalled Lanes (%):	58.7	Total Delay for Signalled Lanes (pcuHr):	3.96	Cycle Time (s): 40
C1	Stream: 3 PRC for Signalled Lanes (%):	263.3	Total Delay for Signalled Lanes (pcuHr):	0.46	Cycle Time (s): 40
	PRC Over All Lanes (%):	58.7	Total Delay Over All Lanes(pcuHr):	7.24	

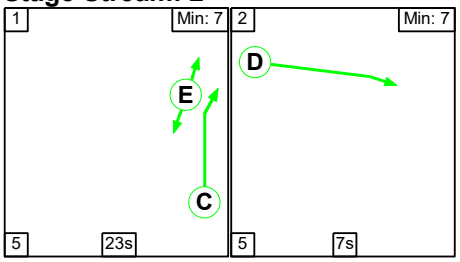
Scenario 3: '2034 DS3AwTP - AM Peak' (FG7: '2034 DS3AwTP - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

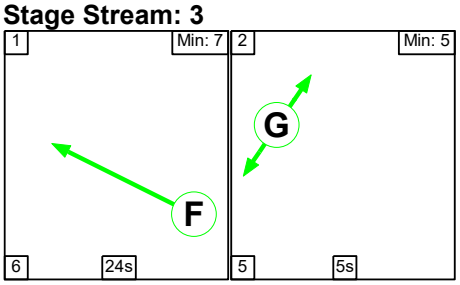
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	0	12

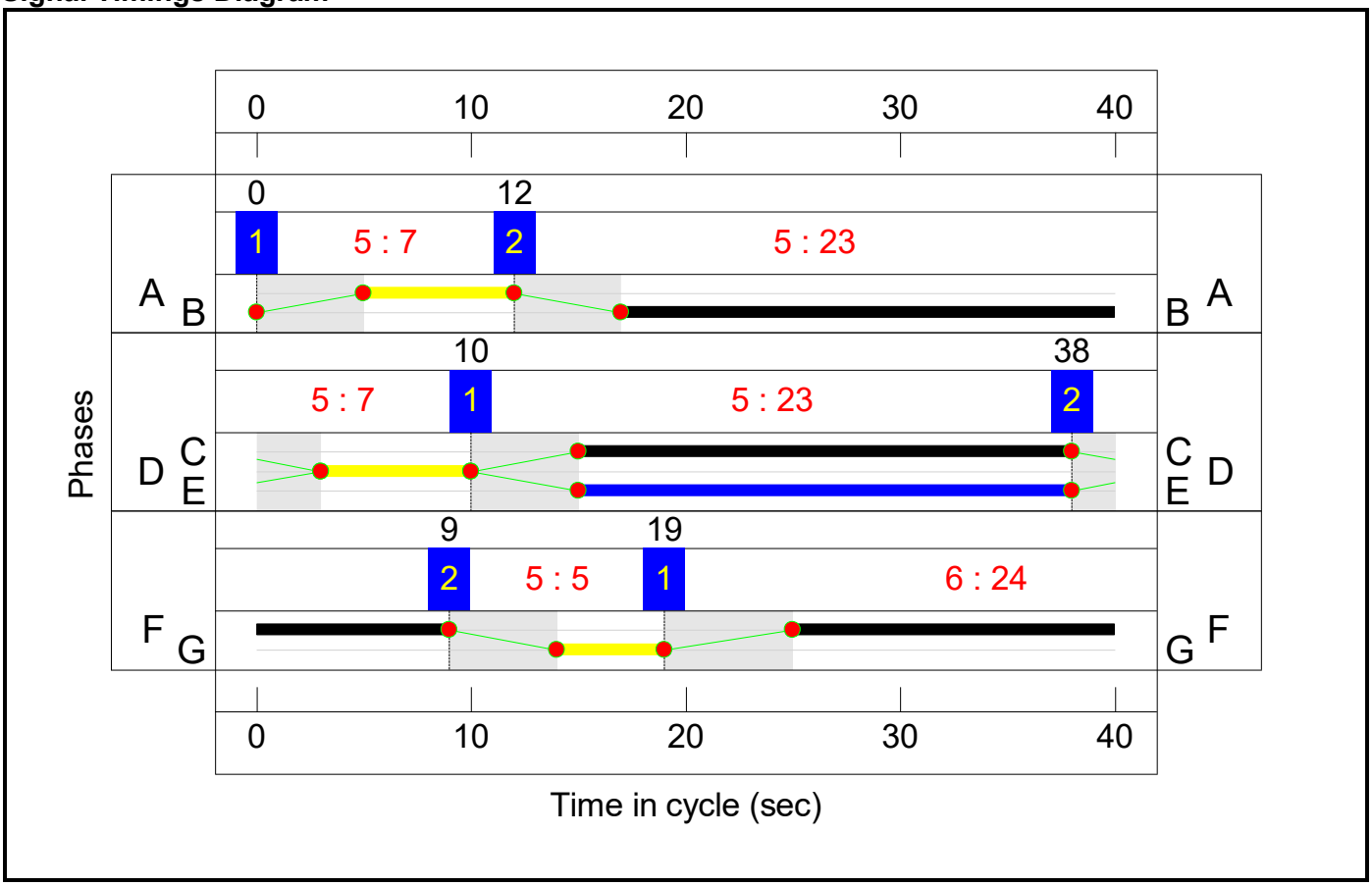
Stage Stream: 2

Stage	1	2
Duration	23	7
Change Point	10	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	19	9

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.3%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.3%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	23	-	1470	2015:2052	1025+1008	72.3 : 72.3%
3/1		U	3	N/A	F		1	24	-	504	1965	1228	41.0%
3/2		U	3	N/A	F		1	24	-	468	1970	1231	38.0%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	674	1914: Inf	929+438	49.3 : 49.3%
6/2	Site Access Ahead	U	2	N/A	D		1	7	-	41	2105	421	9.7%
7/1	Right	U	1	N/A	A		1	7	-	41	1965	393	10.4%
9/1	Ahead	U	2	N/A	C		1	23	-	215	1965	1179	18.2%
9/2	Ahead	U	2	N/A	C		1	23	-	216	1965	1179	18.3%

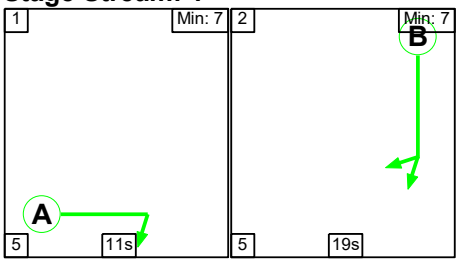
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1348**	**0**	**0**	**2.9**	**2.7**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1348**	**0**	**0**	**2.9**	**2.7**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
1/1+1/2	1470	1470	-	-	-	2.0	1.3	-	3.3	8.2	5.1	1.3	6.4
3/1	504	504	-	-	-	0.2	0.3	-	0.6	4.1	1.4	0.3	1.7
3/2	468	468	-	-	-	0.1	0.3	-	0.4	2.9	0.3	0.3	0.7
4/1+4/2	674	674	1348	0	0	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
6/2	41	41	-	-	-	0.2	0.1	-	0.2	17.9	0.4	0.1	0.4
7/1	41	41	-	-	-	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0
9/1	215	215	-	-	-	0.2	0.1	-	0.3	5.5	1.0	0.1	1.1
9/2	216	216	-	-	-	0.2	0.1	-	0.3	5.5	1.0	0.1	1.1

C1	Stream: 1 PRC for Signalled Lanes (%):	24.5	Total Delay for Signalled Lanes (pcuHr):	3.35	Cycle Time (s): 40
C1	Stream: 2 PRC for Signalled Lanes (%):	391.3	Total Delay for Signalled Lanes (pcuHr):	0.86	Cycle Time (s): 40
C1	Stream: 3 PRC for Signalled Lanes (%):	119.3	Total Delay for Signalled Lanes (pcuHr):	0.95	Cycle Time (s): 40
	PRC Over All Lanes (%):	24.5	Total Delay Over All Lanes(pcuHr):	5.65	

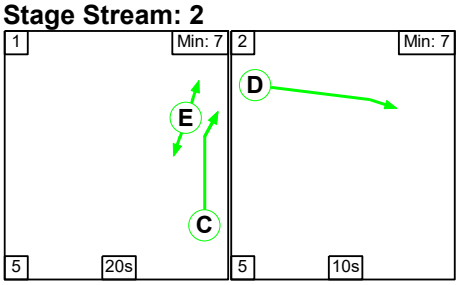
Scenario 4: '2034 DS3AwTP - PM Peak' (FG8: '2034 DS3AwTP - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

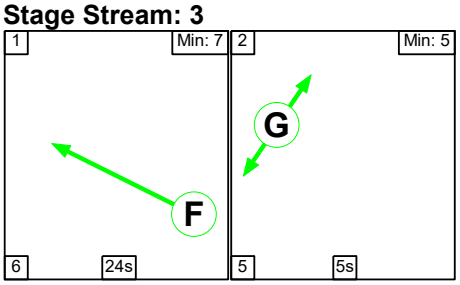
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	11	19
Change Point	0	16

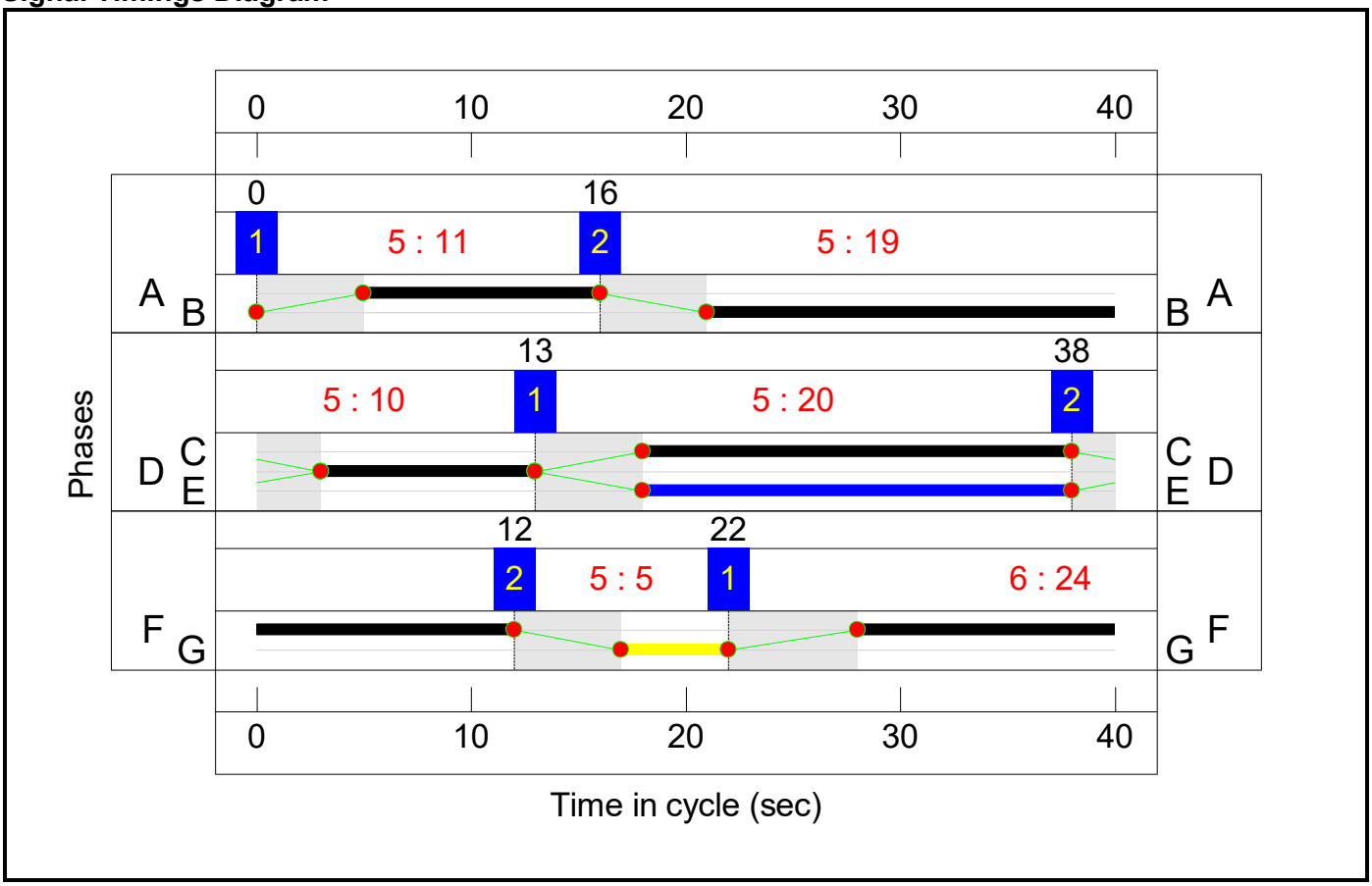
Stage Stream: 2

Stage	1	2
Duration	20	10
Change Point	13	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	22	12

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**47.4%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**47.4%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	19	-	850	2015:2052	1007+1012	42.4 : 41.8%
3/1		U	3	N/A	F		1	24	-	264	1965	1228	21.5%
3/2		U	3	N/A	F		1	24	-	263	1970	1231	21.4%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	877	1944: Inf	1033+816	47.4 : 47.4%
6/2	Site Access Ahead	U	2	N/A	D		1	10	-	261	2105	579	45.1%
7/1	Right	U	1	N/A	A		1	11	-	261	1965	590	44.3%
9/1	Ahead	U	2	N/A	C		1	20	-	386	1965	1032	37.4%
9/2	Ahead	U	2	N/A	C		1	20	-	387	1965	1032	37.5%

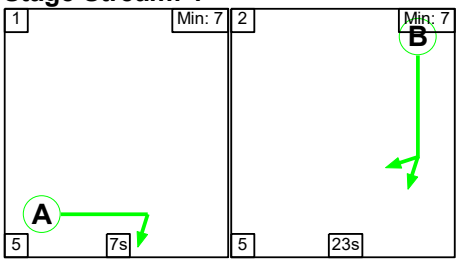
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1754**	**0**	**0**	**3.7**	**2.1**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1754**	**0**	**0**	**3.7**	**2.1**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
1/1+1/2	850	850	-	-	-	1.5	0.4	-	1.9	7.9	3.0	0.4	3.3
3/1	264	264	-	-	-	0.1	0.1	-	0.2	2.7	0.3	0.1	0.4
3/2	263	263	-	-	-	0.0	0.1	-	0.2	2.4	0.2	0.1	0.3
4/1+4/2	877	877	1754	0	0	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/2	261	261	-	-	-	0.9	0.4	-	1.3	17.7	2.4	0.4	2.8
7/1	261	261	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
9/1	386	386	-	-	-	0.6	0.3	-	0.9	8.4	2.5	0.3	2.8
9/2	387	387	-	-	-	0.6	0.3	-	0.9	8.4	2.5	0.3	2.8

C1	Stream: 1 PRC for Signalled Lanes (%):	103.3	Total Delay for Signalled Lanes (pcuHr):	1.87	Cycle Time (s):	40
C1	Stream: 2 PRC for Signalled Lanes (%):	99.6	Total Delay for Signalled Lanes (pcuHr):	3.09	Cycle Time (s):	40
C1	Stream: 3 PRC for Signalled Lanes (%):	318.7	Total Delay for Signalled Lanes (pcuHr):	0.37	Cycle Time (s):	40
	PRC Over All Lanes (%):	89.7	Total Delay Over All Lanes(pcuHr):	5.78		

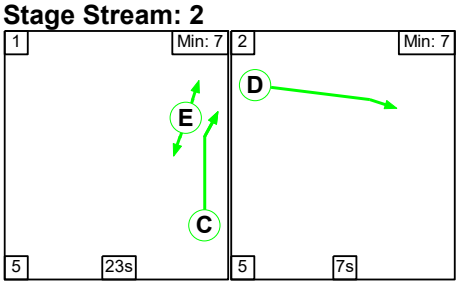
Scenario 5: '2042 DS4A - AM Peak' (FG3: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

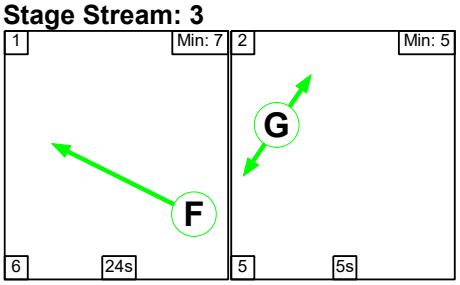
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	0	12

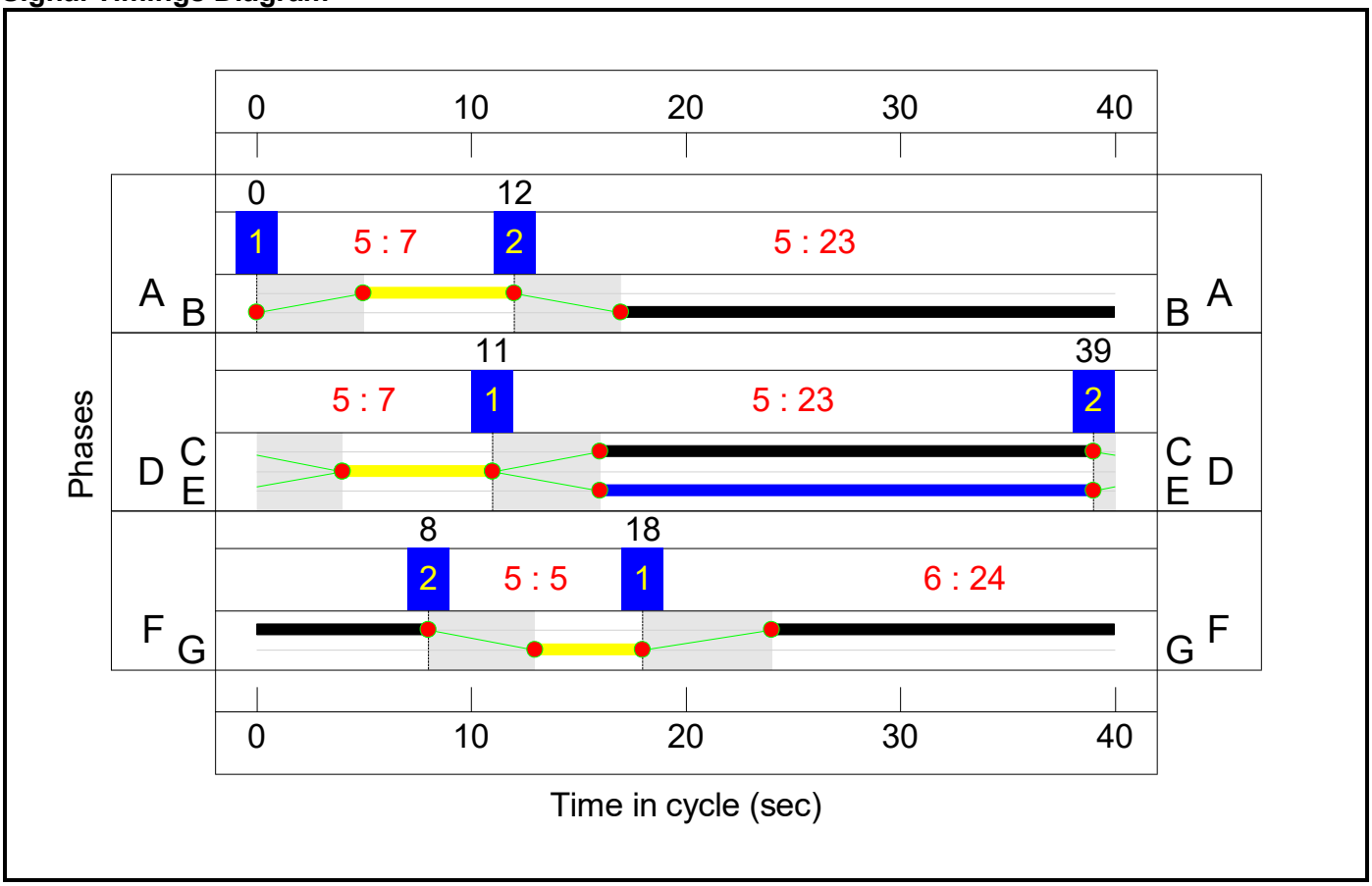
Stage Stream: 2

Stage	1	2
Duration	23	7
Change Point	11	39

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	18	8

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	23	-	1819	2015:2052	1081+951	89.5 : 89.5%
3/1		U	3	N/A	F		1	24	-	590	1965	1228	48.0%
3/2		U	3	N/A	F		1	24	-	602	1970	1231	48.9%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	845	1907: Inf	887+461	62.6 : 62.6%
6/2	Site Access Ahead	U	2	N/A	D		1	7	-	55	2105	421	13.1%
7/1	Right	U	1	N/A	A		1	7	-	55	1965	393	14.0%
9/1	Ahead	U	2	N/A	C		1	23	-	215	1965	1179	18.2%
9/2	Ahead	U	2	N/A	C		1	23	-	289	1965	1179	24.5%

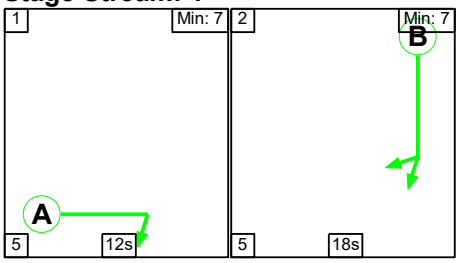
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1690**	**0**	**0**	**4.2**	**6.2**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1690**	**0**	**0**	**4.2**	**6.2**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
1/1+1/2	1819	1819	-	-	-	2.9	4.1	-	7.1	14.0	8.1	4.1	12.2
3/1	590	590	-	-	-	0.2	0.5	-	0.7	4.3	1.2	0.5	1.7
3/2	602	602	-	-	-	0.2	0.5	-	0.7	4.1	1.1	0.5	1.6
4/1+4/2	845	845	1690	0	0	0.0	0.8	-	0.9	3.6	1.4	0.8	2.2
6/2	55	55	-	-	-	0.2	0.1	-	0.3	18.1	0.5	0.1	0.6
7/1	55	55	-	-	-	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
9/1	215	215	-	-	-	0.2	0.1	-	0.3	5.6	1.0	0.1	1.1
9/2	289	289	-	-	-	0.3	0.2	-	0.5	5.8	1.4	0.2	1.6

C1	Stream: 1 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	7.08	Cycle Time (s): 40
C1	Stream: 2 PRC for Signalled Lanes (%):	267.2	Total Delay for Signalled Lanes (pcuHr):	1.07	Cycle Time (s): 40
C1	Stream: 3 PRC for Signalled Lanes (%):	84.1	Total Delay for Signalled Lanes (pcuHr):	1.38	Cycle Time (s): 40
	PRC Over All Lanes (%):	0.5	Total Delay Over All Lanes(pcuHr):	10.39	

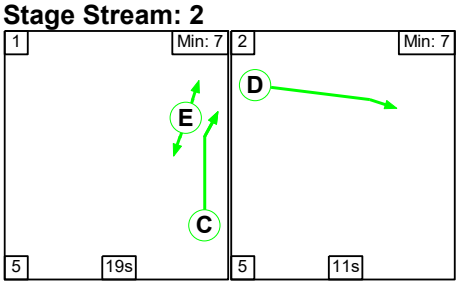
Scenario 6: '2042 DS4A - PM Peak' (FG4: '2042 DS4A - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

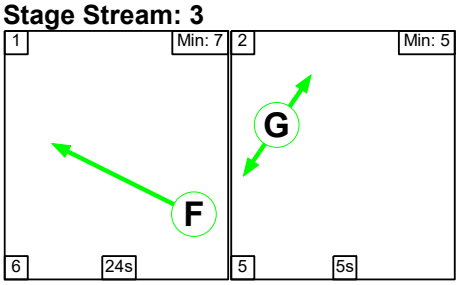
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	12	18
Change Point	0	17

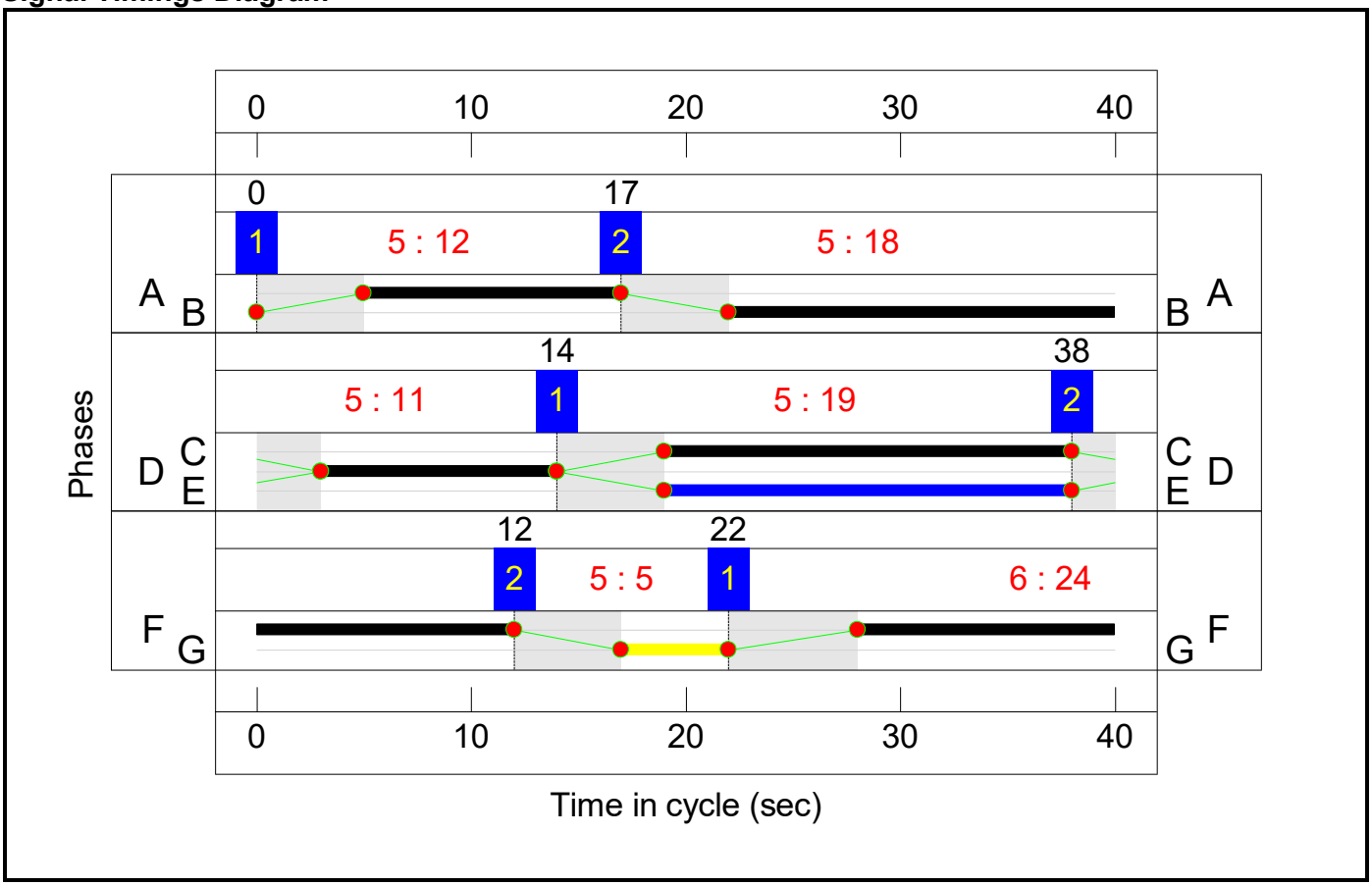
Stage Stream: 2

Stage	1	2
Duration	19	11
Change Point	14	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	22	12

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.7%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.7%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	18	-	1016	2015:2052	957+908	58.7 : 50.0%
3/1		U	3	N/A	F		1	24	-	296	1965	1228	24.1%
3/2		U	3	N/A	F		1	24	-	299	1970	1231	24.3%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	971	1940: Inf	1022+766	54.3 : 54.3%
6/2	Site Access Ahead	U	2	N/A	D		1	11	-	361	2105	632	57.2%
7/1	Right	U	1	N/A	A		1	12	-	361	1965	639	56.5%
9/1	Ahead	U	2	N/A	C		1	19	-	414	1965	982	42.1%
9/2	Ahead	U	2	N/A	C		1	19	-	416	1965	982	42.3%

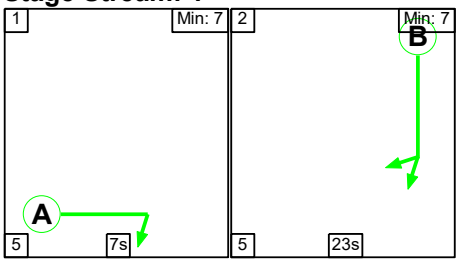
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1942**	**0**	**0**	**4.9**	**2.9**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1942**	**0**	**0**	**4.9**	**2.9**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
1/1+1/2	1016	1016	-	-	-	2.1	0.6	-	2.7	9.5	4.5	0.6	5.1
3/1	296	296	-	-	-	0.1	0.2	-	0.3	3.2	0.6	0.2	0.7
3/2	299	299	-	-	-	0.0	0.2	-	0.2	2.2	0.1	0.2	0.3
4/1+4/2	971	971	1942	0	0	0.0	0.6	-	0.6	2.2	0.3	0.6	0.9
6/2	361	361	-	-	-	1.2	0.7	-	1.9	18.5	3.3	0.7	4.0
7/1	361	361	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
9/1	414	414	-	-	-	0.7	0.4	-	1.1	9.5	2.9	0.4	3.2
9/2	416	416	-	-	-	0.7	0.4	-	1.1	9.5	2.9	0.4	3.3

C1 Stream: 1 PRC for Signalled Lanes (%):	53.3	Total Delay for Signalled Lanes (pcuHr):	2.71	Cycle Time (s):	40
C1 Stream: 2 PRC for Signalled Lanes (%):	57.4	Total Delay for Signalled Lanes (pcuHr):	4.05	Cycle Time (s):	40
C1 Stream: 3 PRC for Signalled Lanes (%):	270.6	Total Delay for Signalled Lanes (pcuHr):	0.45	Cycle Time (s):	40
PRC Over All Lanes (%):	53.3	Total Delay Over All Lanes(pcuHr):	7.79		

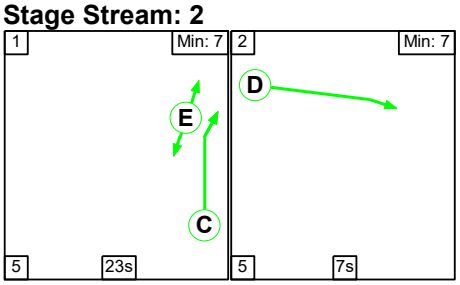
Scenario 7: '2042 DS4AwTP - AM Peak' (FG9: '2042 DS4AwTP - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

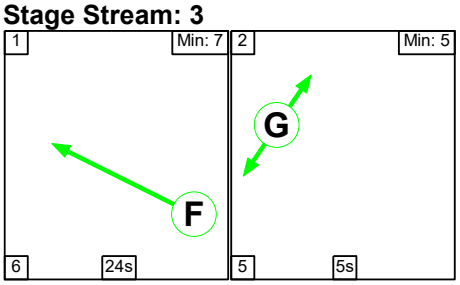
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	0	12

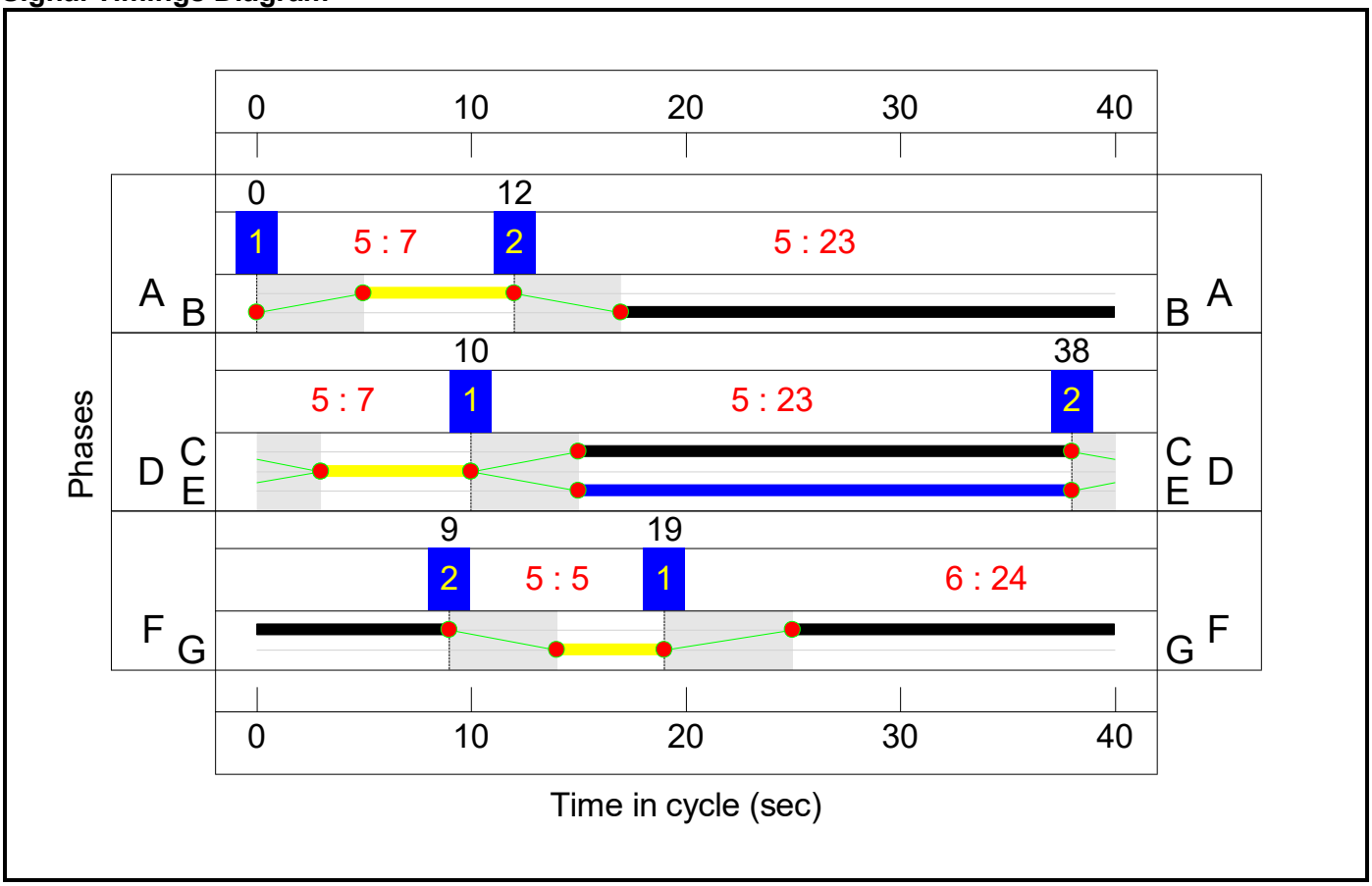
Stage Stream: 2

Stage	1	2
Duration	23	7
Change Point	10	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	19	9

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.3%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.3%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	23	-	1711	2015:2052	1172+858	84.3 : 84.3%
3/1		U	3	N/A	F		1	24	-	492	1965	1228	40.1%
3/2		U	3	N/A	F		1	24	-	460	1970	1231	37.4%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	746	1920: Inf	931+495	52.3 : 52.3%
6/2	Site Access Ahead	U	2	N/A	D		1	7	-	40	2105	421	9.5%
7/1	Right	U	1	N/A	A		1	7	-	40	1965	393	10.2%
9/1	Ahead	U	2	N/A	C		1	23	-	258	1965	1179	21.9%
9/2	Ahead	U	2	N/A	C		1	23	-	259	1965	1179	22.0%

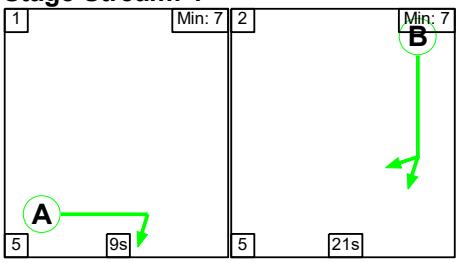
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1492**	**0**	**0**	**3.7**	**4.1**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1492**	**0**	**0**	**3.7**	**4.1**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
1/1+1/2	1711	1711	-	-	-	2.7	2.6	-	5.4	11.3	8.5	2.6	11.1
3/1	492	492	-	-	-	0.2	0.3	-	0.5	4.0	1.3	0.3	1.6
3/2	460	460	-	-	-	0.1	0.3	-	0.4	2.9	0.4	0.3	0.7
4/1+4/2	746	746	1492	0	0	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
6/2	40	40	-	-	-	0.1	0.1	-	0.2	17.9	0.4	0.1	0.4
7/1	40	40	-	-	-	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0
9/1	258	258	-	-	-	0.3	0.1	-	0.4	5.7	1.3	0.1	1.4
9/2	259	259	-	-	-	0.3	0.1	-	0.4	5.7	1.3	0.1	1.4

C1	Stream: 1 PRC for Signalled Lanes (%):	6.8	Total Delay for Signalled Lanes (pcuHr):	5.36	Cycle Time (s): 40
C1	Stream: 2 PRC for Signalled Lanes (%):	309.7	Total Delay for Signalled Lanes (pcuHr):	1.01	Cycle Time (s): 40
C1	Stream: 3 PRC for Signalled Lanes (%):	124.7	Total Delay for Signalled Lanes (pcuHr):	0.92	Cycle Time (s): 40
	PRC Over All Lanes (%):	6.8	Total Delay Over All Lanes(pcuHr):	7.83	

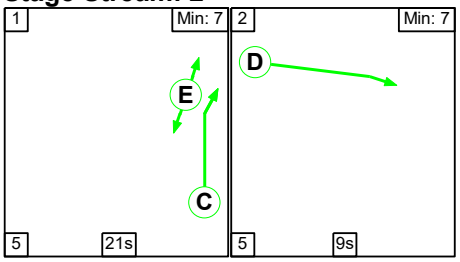
Scenario 8: '2042 DS4AwTP - PM Peak' (FG10: '2042 DS4AwTP - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

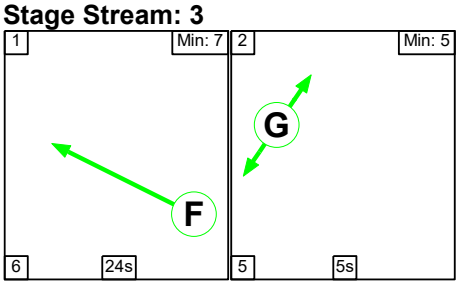
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	9	21
Change Point	0	14

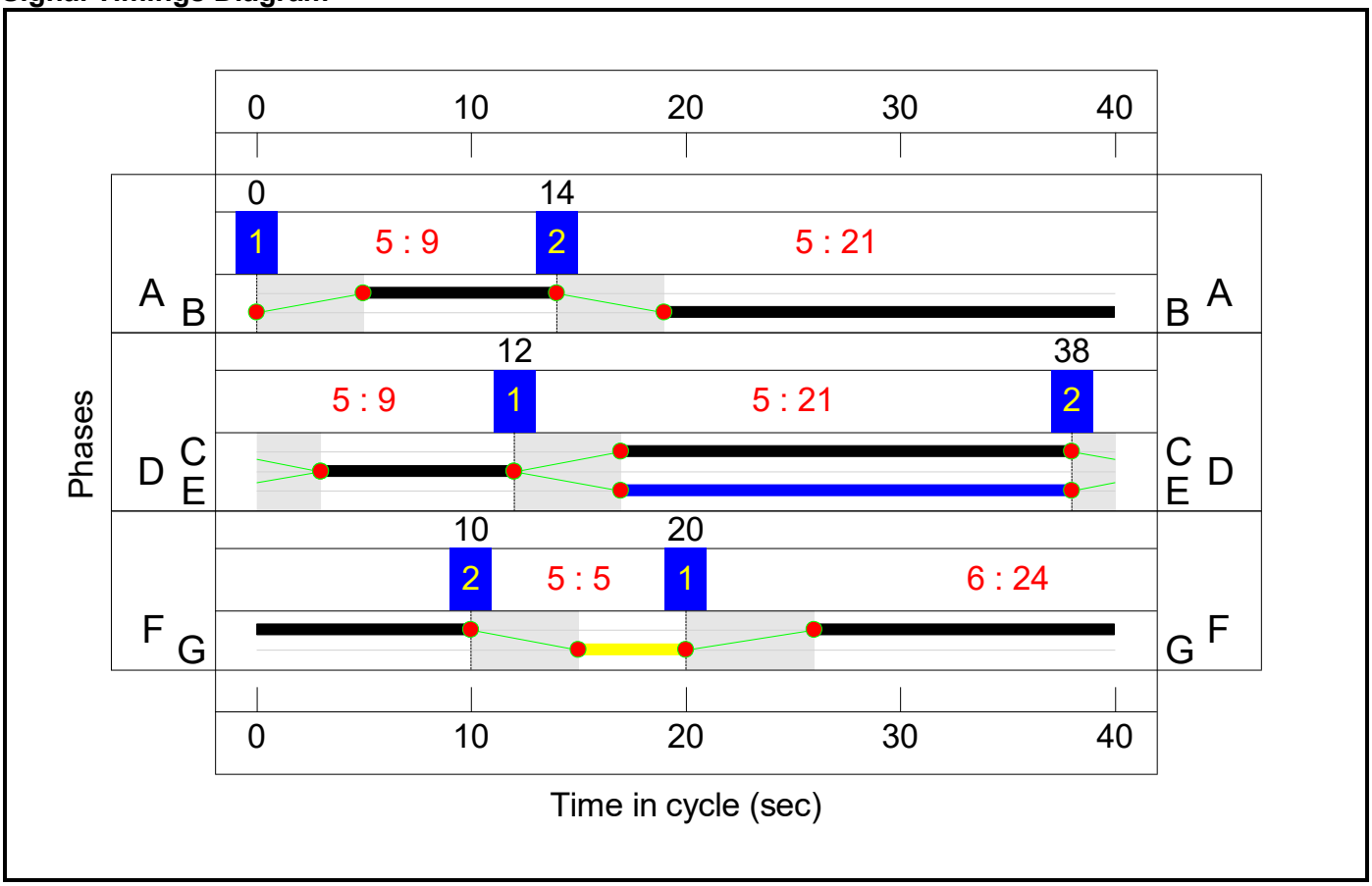
Stage Stream: 2

Stage	1	2
Duration	21	9
Change Point	12	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	20	10

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**51.5%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**51.5%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	21	-	996	2015:2052	1108+866	51.5 : 49.0%
3/1		U	3	N/A	F		1	24	-	260	1965	1228	21.2%
3/2		U	3	N/A	F		1	24	-	262	1970	1231	21.3%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	943	1947: Inf	1032+842	50.4 : 50.2%
6/2	Site Access Ahead	U	2	N/A	D		1	9	-	242	2105	526	46.0%
7/1	Right	U	1	N/A	A		1	9	-	242	1965	491	49.3%
9/1	Ahead	U	2	N/A	C		1	21	-	423	1965	1081	39.1%
9/2	Ahead	U	2	N/A	C		1	21	-	423	1965	1081	39.1%

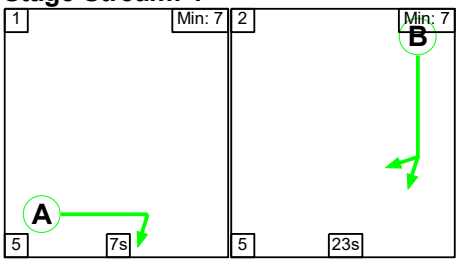
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1886**	**0**	**0**	**3.7**	**2.4**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1886**	**0**	**0**	**3.7**	**2.4**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
1/1+1/2	996	996	-	-	-	1.5	0.5	-	2.0	7.3	4.0	0.5	4.5
3/1	260	260	-	-	-	0.1	0.1	-	0.2	2.7	0.3	0.1	0.4
3/2	262	262	-	-	-	0.0	0.1	-	0.2	2.5	0.2	0.1	0.4
4/1+4/2	943	943	1886	0	0	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/2	242	242	-	-	-	0.9	0.4	-	1.3	19.0	2.2	0.4	2.6
7/1	242	242	-	-	-	0.0	0.0	-	0.0	0.5	0.0	0.0	0.0
9/1	423	423	-	-	-	0.6	0.3	-	0.9	7.9	2.6	0.3	2.9
9/2	423	423	-	-	-	0.6	0.3	-	0.9	7.9	2.6	0.3	2.9

C1	Stream: 1 PRC for Signalled Lanes (%):	74.7	Total Delay for Signalled Lanes (pcuHr):	2.05	Cycle Time (s): 40
C1	Stream: 2 PRC for Signalled Lanes (%):	95.7	Total Delay for Signalled Lanes (pcuHr):	3.14	Cycle Time (s): 40
C1	Stream: 3 PRC for Signalled Lanes (%):	322.9	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s): 40
	PRC Over All Lanes (%):	74.7	Total Delay Over All Lanes(pcuHr):	6.06	

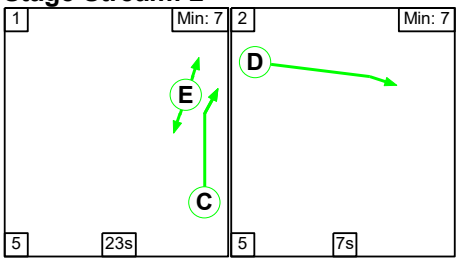
Scenario 9: '2034 DS5A - AM Peak' (FG5: '2034 DS5A - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

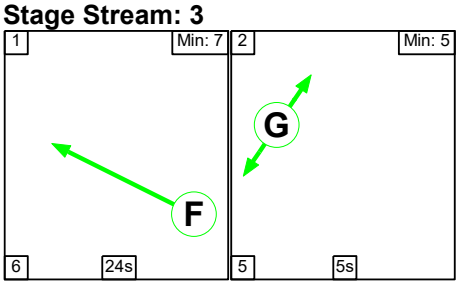
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	0	12

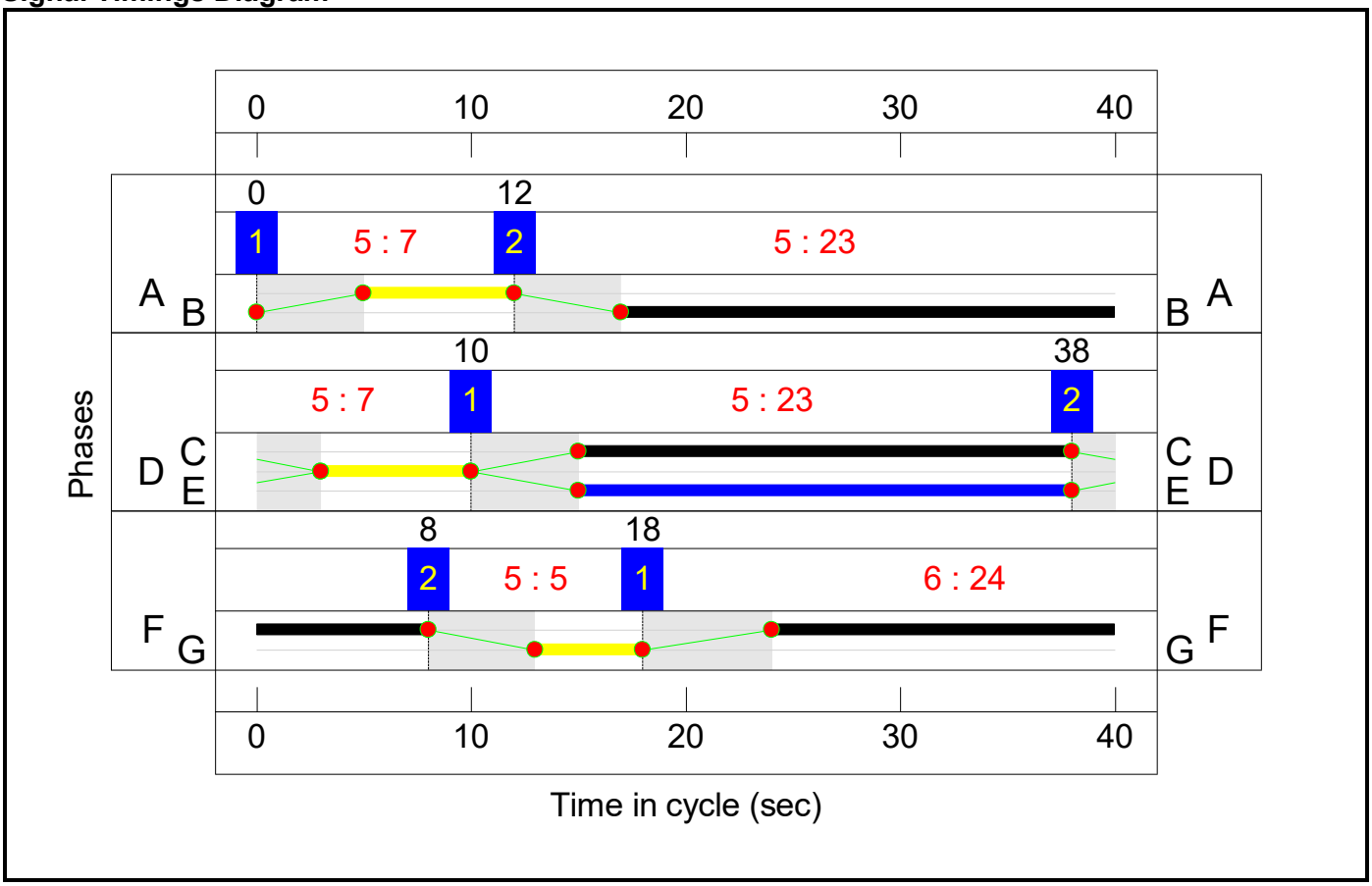
Stage Stream: 2

Stage	1	2
Duration	23	7
Change Point	10	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	18	8

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	23	-	1610	2015:2052	973+1061	79.1 : 79.1%
3/1		U	3	N/A	F		1	24	-	597	1965	1228	48.6%
3/2		U	3	N/A	F		1	24	-	610	1970	1231	49.5%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	806	1902: Inf	891+408	62.0 : 62.0%
6/2	Site Access Ahead	U	2	N/A	D		1	7	-	58	2105	421	13.8%
7/1	Right	U	1	N/A	A		1	7	-	58	1965	393	14.8%
9/1	Ahead	U	2	N/A	C		1	23	-	186	1965	1179	15.8%
9/2	Ahead	U	2	N/A	C		1	23	-	253	1965	1179	21.5%

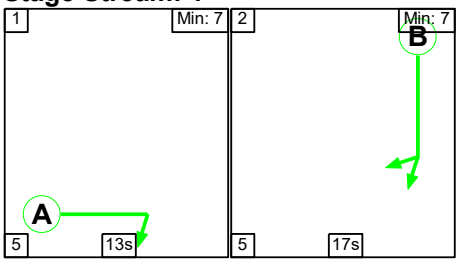
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1612**	**0**	**0**	**3.5**	**4.0**	**0.0**	**7.5**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1612**	**0**	**0**	**3.5**	**4.0**	**0.0**	**7.5**	**-**	**-**	**-**	**-**
1/1+1/2	1610	1610	-	-	-	2.4	1.9	-	4.3	9.5	6.3	1.9	8.2
3/1	597	597	-	-	-	0.2	0.5	-	0.7	4.3	1.3	0.5	1.8
3/2	610	610	-	-	-	0.2	0.5	-	0.7	4.2	1.2	0.5	1.7
4/1+4/2	806	806	1612	0	0	0.0	0.8	-	0.8	3.7	1.4	0.8	2.2
6/2	58	58	-	-	-	0.2	0.1	-	0.3	18.2	0.5	0.1	0.6
7/1	58	58	-	-	-	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0
9/1	186	186	-	-	-	0.2	0.1	-	0.3	5.5	0.9	0.1	1.0
9/2	253	253	-	-	-	0.3	0.1	-	0.4	5.6	1.3	0.1	1.4

C1 Stream: 1 PRC for Signalled Lanes (%):	13.7	Total Delay for Signalled Lanes (pcuHr):	4.26	Cycle Time (s):	40
C1 Stream: 2 PRC for Signalled Lanes (%):	319.4	Total Delay for Signalled Lanes (pcuHr):	0.97	Cycle Time (s):	40
C1 Stream: 3 PRC for Signalled Lanes (%):	81.7	Total Delay for Signalled Lanes (pcuHr):	1.43	Cycle Time (s):	40
PRC Over All Lanes (%):	13.7	Total Delay Over All Lanes(pcuHr):	7.50		

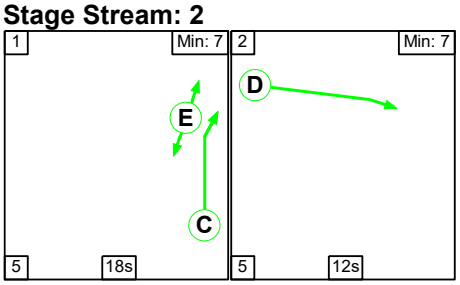
Scenario 10: '2034 DS5A - PM Peak' (FG6: '2034 DS5A - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

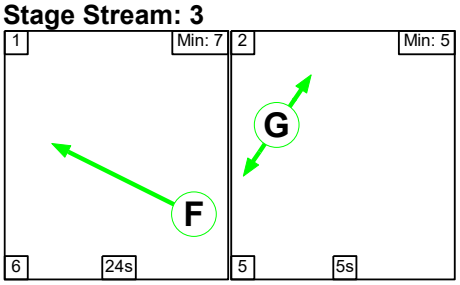
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	17
Change Point	0	18

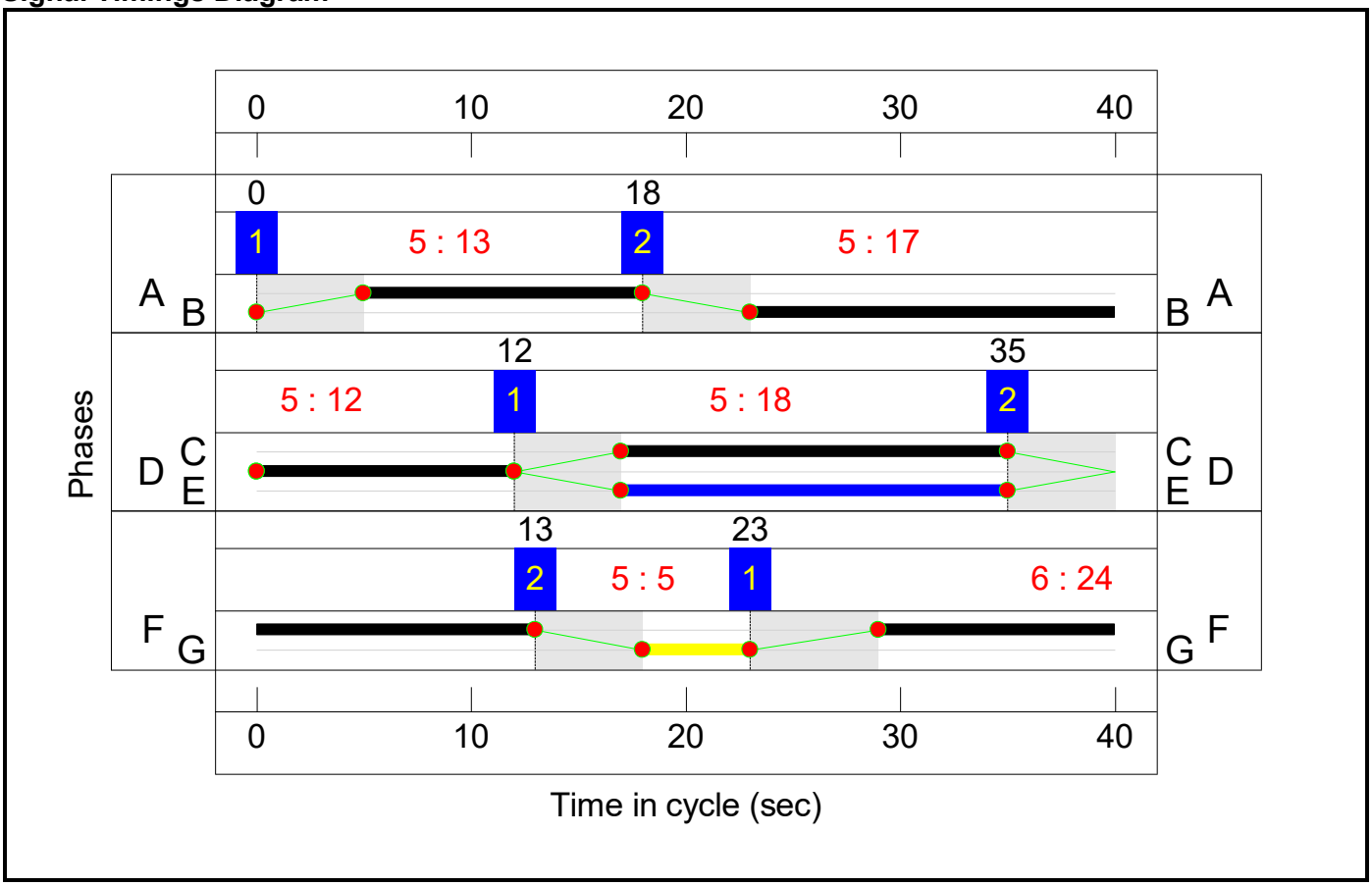
Stage Stream: 2

Stage	1	2
Duration	18	12
Change Point	12	35

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	23	13

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.9%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.9%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	17	-	914	2015:2052	907+923	50.7 : 49.2%
3/1		U	3	N/A	F		1	24	-	301	1965	1228	24.5%
3/2		U	3	N/A	F		1	24	-	305	1970	1231	24.8%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	932	1938: Inf	1022+736	53.0 : 53.0%
6/2	Site Access Ahead	U	2	N/A	D		1	12	-	389	2105	684	56.9%
7/1	Right	U	1	N/A	A		1	13	-	389	1965	688	56.6%
9/1	Ahead	U	2	N/A	C		1	18	-	390	1965	933	41.8%
9/2	Ahead	U	2	N/A	C		1	18	-	390	1965	933	41.8%

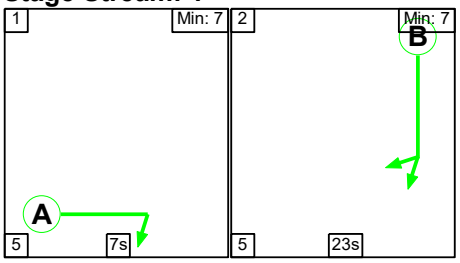
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**1864**	**0**	**0**	**5.1**	**2.8**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**1864**	**0**	**0**	**5.1**	**2.8**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
1/1+1/2	914	914	-	-	-	2.0	0.5	-	2.5	9.8	3.6	0.5	4.1
3/1	301	301	-	-	-	0.1	0.2	-	0.3	3.2	0.6	0.2	0.7
3/2	305	305	-	-	-	0.0	0.2	-	0.2	2.3	0.1	0.2	0.3
4/1+4/2	932	932	1864	0	0	0.0	0.6	-	0.6	2.2	0.3	0.6	0.9
6/2	389	389	-	-	-	1.2	0.7	-	1.9	17.3	3.6	0.7	4.2
7/1	389	389	-	-	-	0.2	0.0	-	0.2	2.2	3.9	0.0	3.9
9/1	390	390	-	-	-	0.7	0.4	-	1.1	10.2	2.8	0.4	3.2
9/2	390	390	-	-	-	0.7	0.4	-	1.1	10.2	2.8	0.4	3.2

C1	Stream: 1 PRC for Signalled Lanes (%):	59.1	Total Delay for Signalled Lanes (pcuHr):	2.72	Cycle Time (s): 40
C1	Stream: 2 PRC for Signalled Lanes (%):	58.3	Total Delay for Signalled Lanes (pcuHr):	4.07	Cycle Time (s): 40
C1	Stream: 3 PRC for Signalled Lanes (%):	263.3	Total Delay for Signalled Lanes (pcuHr):	0.46	Cycle Time (s): 40
	PRC Over All Lanes (%):	58.3	Total Delay Over All Lanes(pcuHr):	7.82	

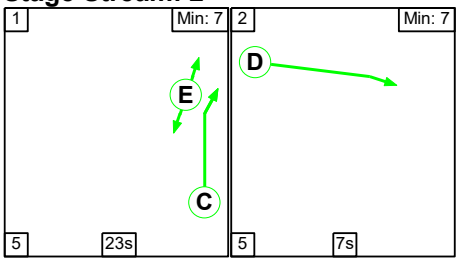
Scenario 11: '2031 DS2A - AM Peak' (FG11: '2031 DS2A - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

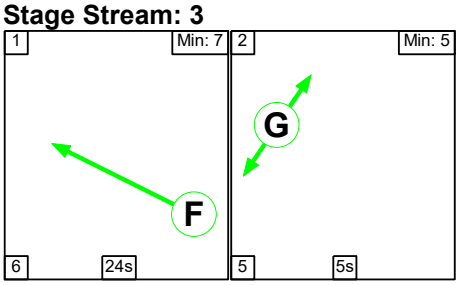
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	0	12

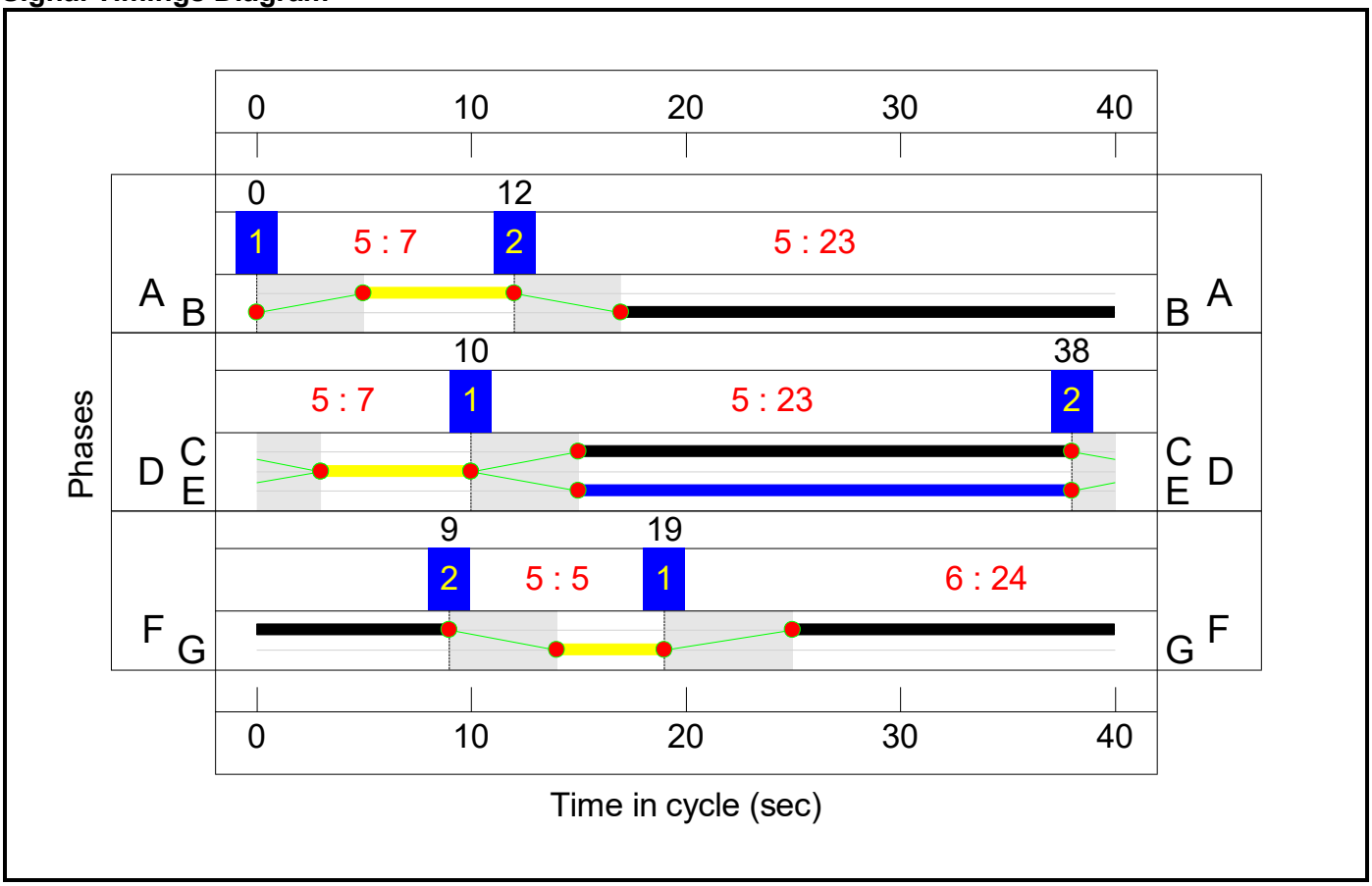
Stage Stream: 2

Stage	1	2
Duration	23	7
Change Point	10	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	19	9

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.4%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.4%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	23	-	1092	2015:2052	1209+435	66.4 : 66.4%
3/1		U	3	N/A	F		1	24	-	189	1965	1228	15.4%
3/2		U	3	N/A	F		1	24	-	193	1970	1231	15.7%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	338	1923: Inf	1079+617	19.9 : 19.9%
6/2	Site Access Ahead	U	2	N/A	D		1	7	-	16	2105	421	3.8%
7/1	Right	U	1	N/A	A		1	7	-	16	1965	393	4.1%
9/1	Ahead	U	2	N/A	C		1	23	-	122	1965	1179	10.3%
9/2	Ahead	U	2	N/A	C		1	23	-	123	1965	1179	10.4%

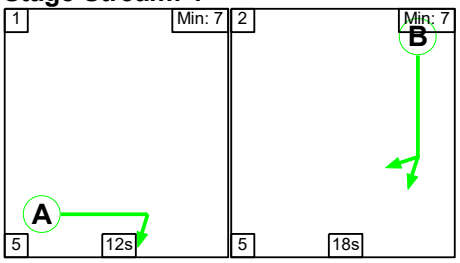
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**676**	**0**	**0**	**1.9**	**1.4**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**676**	**0**	**0**	**1.9**	**1.4**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
1/1+1/2	1092	1092	-	-	-	1.5	1.0	-	2.5	8.2	5.8	1.0	6.8
3/1	189	189	-	-	-	0.1	0.1	-	0.2	3.3	0.4	0.1	0.5
3/2	193	193	-	-	-	0.0	0.1	-	0.1	2.3	0.2	0.1	0.3
4/1+4/2	338	338	676	0	0	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
6/2	16	16	-	-	-	0.1	0.0	-	0.1	17.6	0.1	0.0	0.2
7/1	16	16	-	-	-	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0
9/1	122	122	-	-	-	0.1	0.1	-	0.2	5.1	0.6	0.1	0.6
9/2	123	123	-	-	-	0.1	0.1	-	0.2	5.1	0.6	0.1	0.6

C1	Stream: 1 PRC for Signalled Lanes (%):	35.5	Total Delay for Signalled Lanes (pcuHr):	2.48	Cycle Time (s):	40		
C1	Stream: 2 PRC for Signalled Lanes (%):	762.7	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s):	40		
C1	Stream: 3 PRC for Signalled Lanes (%):	474.2	Total Delay for Signalled Lanes (pcuHr):	0.29	Cycle Time (s):	40		
	PRC Over All Lanes (%):	35.5	Total Delay Over All Lanes(pcuHr):	3.32				

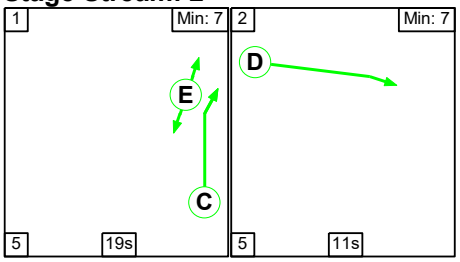
Scenario 12: '2031 DS2A - PM Peak' (FG12: '2031 DS2A - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

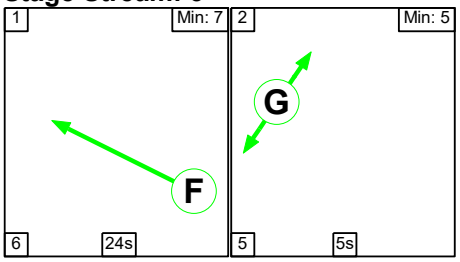
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	12	18
Change Point	0	17

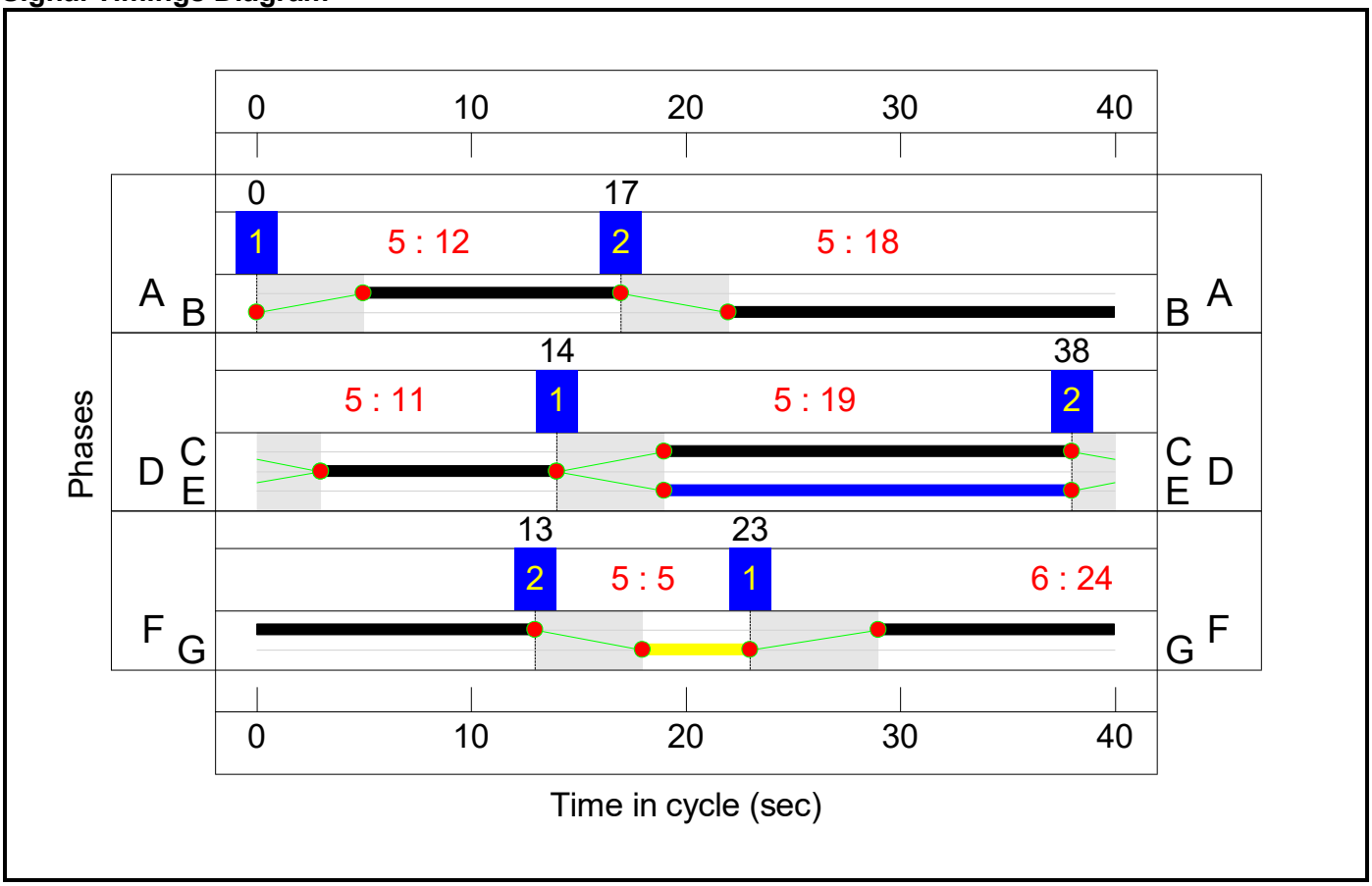
Stage Stream: 2

Stage	1	2
Duration	19	11
Change Point	14	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	23	13

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**20.1%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**20.1%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	18	-	327	2015:2052	957+901	19.0 : 16.1%
3/1		U	3	N/A	F		1	24	-	92	1965	1228	7.5%
3/2		U	3	N/A	F		1	24	-	95	1970	1231	7.7%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	413	1947: Inf	1128+924	20.1 : 20.1%
6/2	Site Access Ahead	U	2	N/A	D		1	11	-	123	2105	632	19.5%
7/1	Right	U	1	N/A	A		1	12	-	123	1965	639	19.3%
9/1	Ahead	U	2	N/A	C		1	19	-	185	1965	982	18.8%
9/2	Ahead	U	2	N/A	C		1	19	-	186	1965	982	18.9%

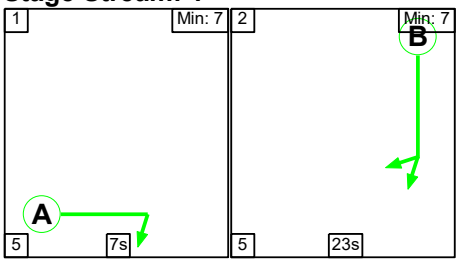
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**826**	**0**	**0**	**1.5**	**0.7**	**0.0**	**2.2**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**826**	**0**	**0**	**1.5**	**0.7**	**0.0**	**2.2**	**-**	**-**	**-**	**-**
1/1+1/2	327	327	-	-	-	0.5	0.1	-	0.7	7.2	1.2	0.1	1.3
3/1	92	92	-	-	-	0.0	0.0	-	0.1	2.6	0.1	0.0	0.2
3/2	95	95	-	-	-	0.0	0.0	-	0.1	2.0	0.1	0.0	0.1
4/1+4/2	413	413	826	0	0	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	123	123	-	-	-	0.4	0.1	-	0.5	14.0	1.0	0.1	1.1
7/1	123	123	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
9/1	185	185	-	-	-	0.3	0.1	-	0.4	7.8	1.1	0.1	1.2
9/2	186	186	-	-	-	0.3	0.1	-	0.4	7.8	1.1	0.1	1.3

C1 Stream: 1 PRC for Signalled Lanes (%): 367.3 Total Delay for Signalled Lanes (pcuHr): 0.66 Cycle Time (s): 40
C1 Stream: 2 PRC for Signalled Lanes (%): 362.1 Total Delay for Signalled Lanes (pcuHr): 1.28 Cycle Time (s): 40
C1 Stream: 3 PRC for Signalled Lanes (%): 1066.4 Total Delay for Signalled Lanes (pcuHr): 0.12 Cycle Time (s): 40
PRC Over All Lanes (%): 347.0 Total Delay Over All Lanes(pcuHr): 2.19

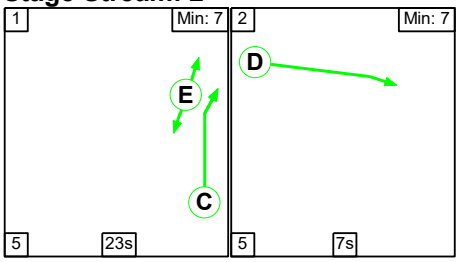
Scenario 13: '2031 DS2AwTP - AM Peak' (FG13: '2031 DS2AwTP - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

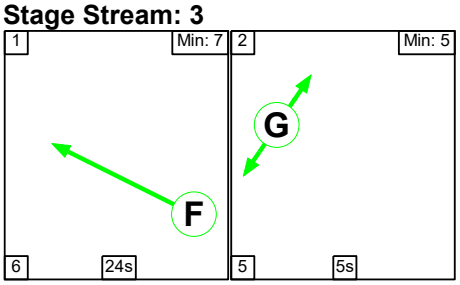
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	0	12

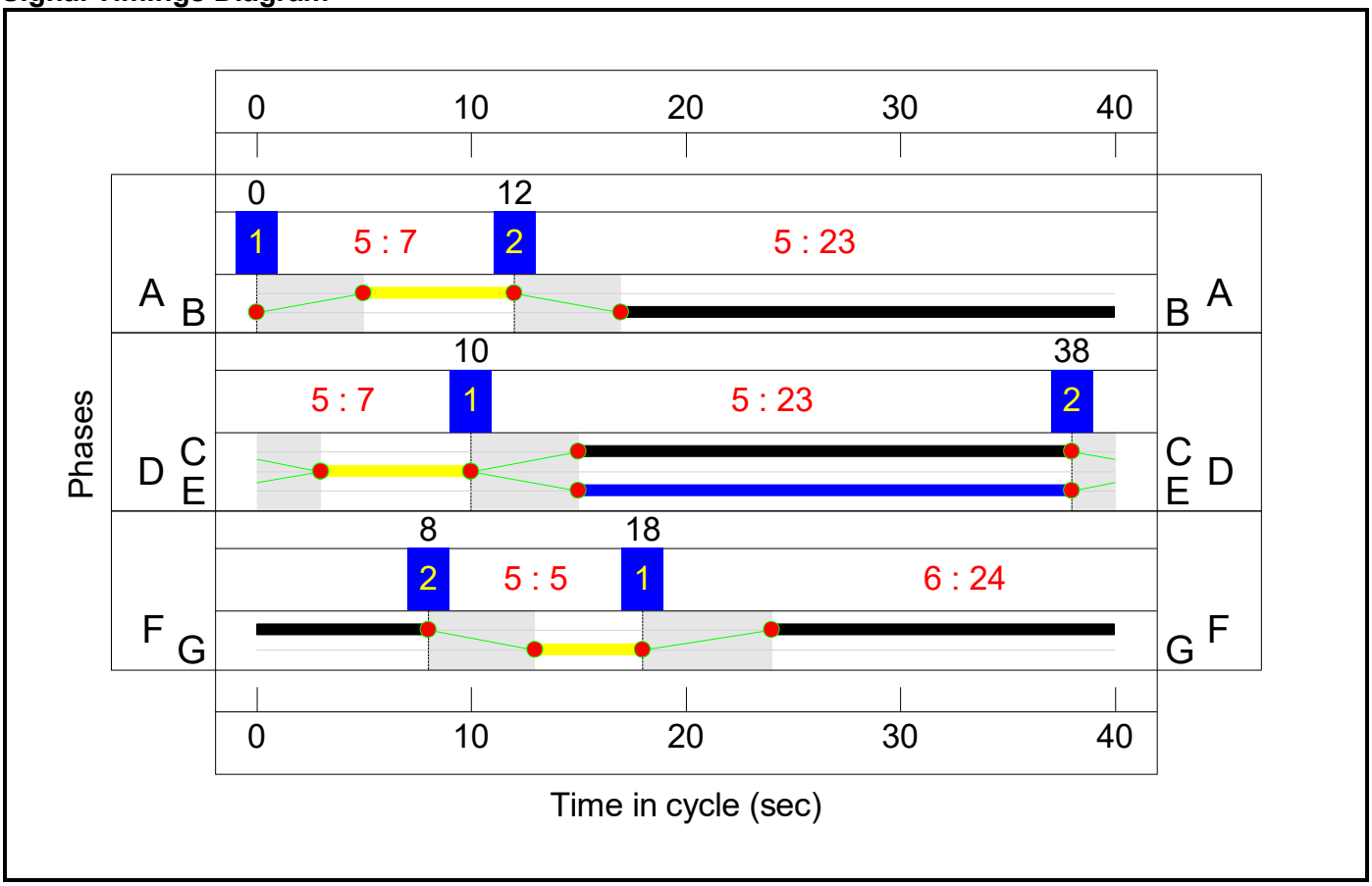
Stage Stream: 2

Stage	1	2
Duration	23	7
Change Point	10	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	18	8

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.3%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.3%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	23	-	1071	2015:2052	1209+408	66.3 : 66.3%
3/1		U	3	N/A	F		1	24	-	174	1965	1228	14.2%
3/2		U	3	N/A	F		1	24	-	177	1970	1231	14.4%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	327	1927: Inf	1085+654	18.8 : 18.8%
6/2	Site Access Ahead	U	2	N/A	D		1	7	-	15	2105	421	3.6%
7/1	Right	U	1	N/A	A		1	7	-	15	1965	393	3.8%
9/1	Ahead	U	2	N/A	C		1	23	-	123	1965	1179	10.4%
9/2	Ahead	U	2	N/A	C		1	23	-	123	1965	1179	10.4%

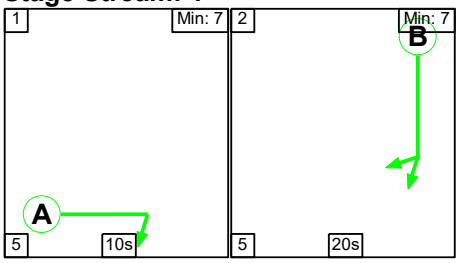
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**654**	**0**	**0**	**1.9**	**1.4**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**654**	**0**	**0**	**1.9**	**1.4**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
1/1+1/2	1071	1071	-	-	-	1.5	1.0	-	2.4	8.2	5.8	1.0	6.8
3/1	174	174	-	-	-	0.1	0.1	-	0.2	3.3	0.3	0.1	0.4
3/2	177	177	-	-	-	0.0	0.1	-	0.1	2.4	0.1	0.1	0.2
4/1+4/2	327	327	654	0	0	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
6/2	15	15	-	-	-	0.1	0.0	-	0.1	17.6	0.1	0.0	0.2
7/1	15	15	-	-	-	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0
9/1	123	123	-	-	-	0.1	0.1	-	0.2	5.1	0.6	0.1	0.6
9/2	123	123	-	-	-	0.1	0.1	-	0.2	5.1	0.6	0.1	0.6

C1	Stream: 1 PRC for Signalled Lanes (%):	35.8	Total Delay for Signalled Lanes (pcuHr):	2.44	Cycle Time (s):	40
C1	Stream: 2 PRC for Signalled Lanes (%):	762.7	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s):	40
C1	Stream: 3 PRC for Signalled Lanes (%):	526.1	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	40
	PRC Over All Lanes (%):	35.8	Total Delay Over All Lanes(pcuHr):	3.26		

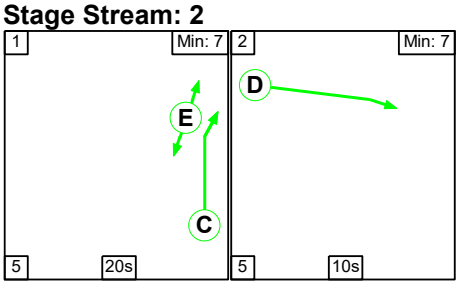
Scenario 14: '2031 DS2AwTP - PM Peak' (FG14: '2031 DS2AwTP - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

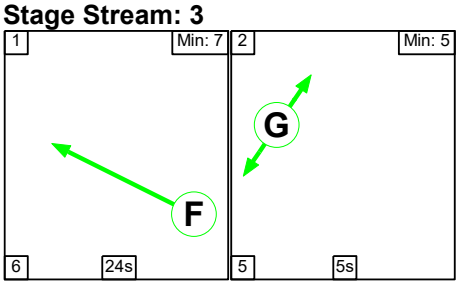
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	10	20
Change Point	0	15

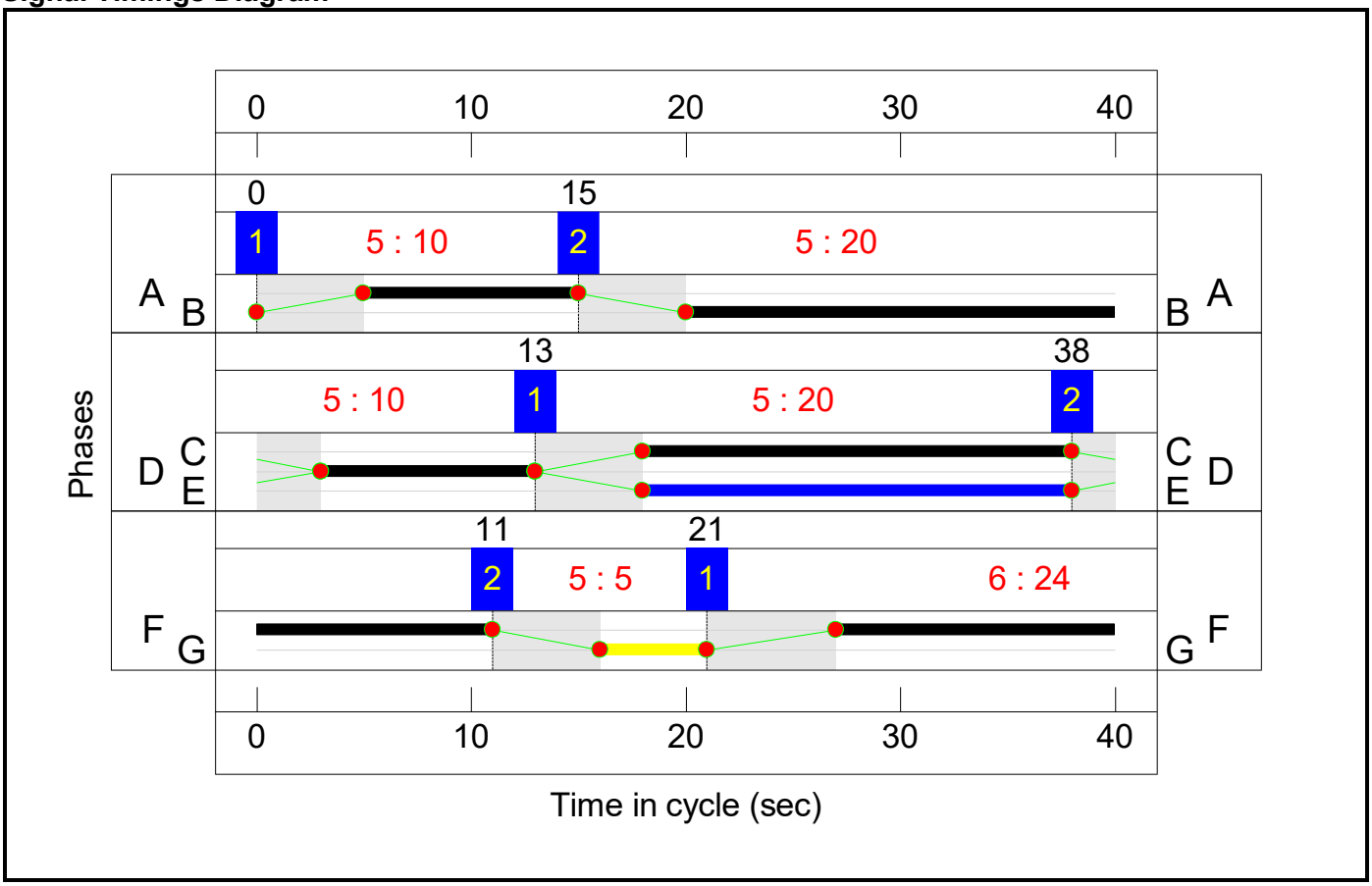
Stage Stream: 2

Stage	1	2
Duration	20	10
Change Point	13	38

Stage Stream: 3

Stage	1	2
Duration	24	5
Change Point	21	11

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed site access gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**19.7%**
B430/Site Access	-	-	**N/A**	-	-		-	-	-	-	-	-	**19.7%**
1/1+1/2	Ardley Bypass Ahead Right	U	1	N/A	B		1	20	-	322	2015:2052	1058+883	17.2 : 15.9%
3/1		U	3	N/A	F		1	24	-	87	1965	1228	7.1%
3/2		U	3	N/A	F		1	24	-	90	1970	1231	7.3%
4/1+4/2	B430 South Left Ahead	O	N/A	N/A	-		-	-	-	408	1949: Inf	1129+964	19.7 : 19.3%
6/2	Site Access Ahead	U	2	N/A	D		1	10	-	106	2105	579	18.3%
7/1	Right	U	1	N/A	A		1	10	-	106	1965	540	19.6%
9/1	Ahead	U	2	N/A	C		1	20	-	185	1965	1032	17.9%
9/2	Ahead	U	2	N/A	C		1	20	-	186	1965	1032	18.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed site access gyratory	**-**	**-**	**816**	**0**	**0**	**1.3**	**0.6**	**0.0**	**2.0**	**-**	**-**	**-**	**-**
B430/Site Access	**-**	**-**	**816**	**0**	**0**	**1.3**	**0.6**	**0.0**	**2.0**	**-**	**-**	**-**	**-**
1/1+1/2	322	322	-	-	-	0.4	0.1	-	0.5	6.0	1.0	0.1	1.1
3/1	87	87	-	-	-	0.0	0.0	-	0.1	2.6	0.1	0.0	0.2
3/2	90	90	-	-	-	0.0	0.0	-	0.1	2.1	0.1	0.0	0.1
4/1+4/2	408	408	816	0	0	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	106	106	-	-	-	0.3	0.1	-	0.4	14.9	0.9	0.1	1.0
7/1	106	106	-	-	-	0.0	0.0	-	0.0	0.5	0.0	0.0	0.0
9/1	185	185	-	-	-	0.3	0.1	-	0.4	7.1	1.0	0.1	1.1
9/2	186	186	-	-	-	0.3	0.1	-	0.4	7.1	1.0	0.1	1.1

C1	Stream: 1 PRC for Signalled Lanes (%):	358.8	Total Delay for Signalled Lanes (pcuHr):	0.56	Cycle Time (s): 40
C1	Stream: 2 PRC for Signalled Lanes (%):	391.5	Total Delay for Signalled Lanes (pcuHr):	1.17	Cycle Time (s): 40
C1	Stream: 3 PRC for Signalled Lanes (%):	1131.2	Total Delay for Signalled Lanes (pcuHr):	0.11	Cycle Time (s): 40
	PRC Over All Lanes (%):	357.8	Total Delay Over All Lanes(pcuHr):	1.96	

APPENDIX 58

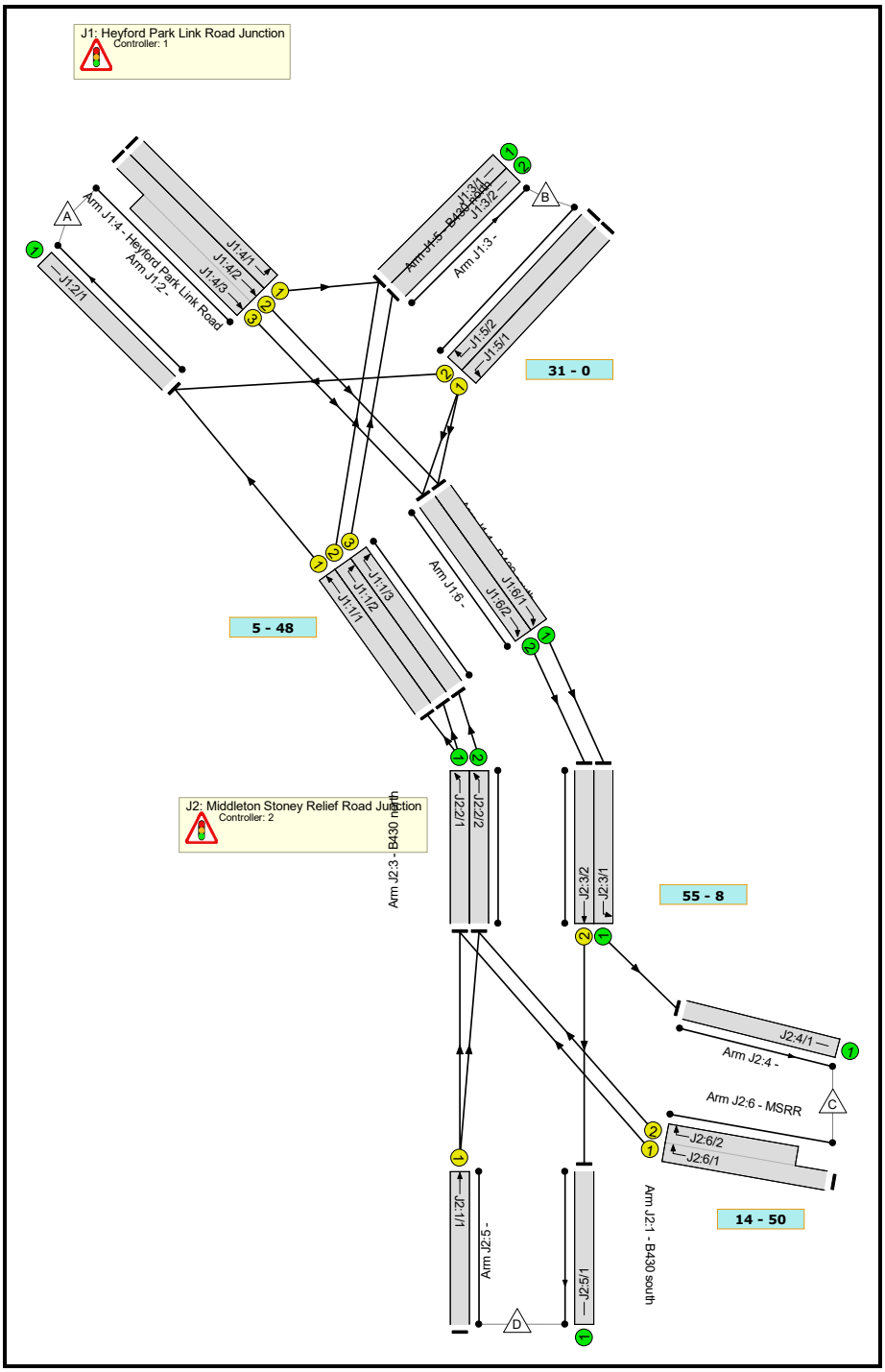
MSRR/B430/HPLR MODELLING RESULTS

Full Input Data And Results

User and Project Details

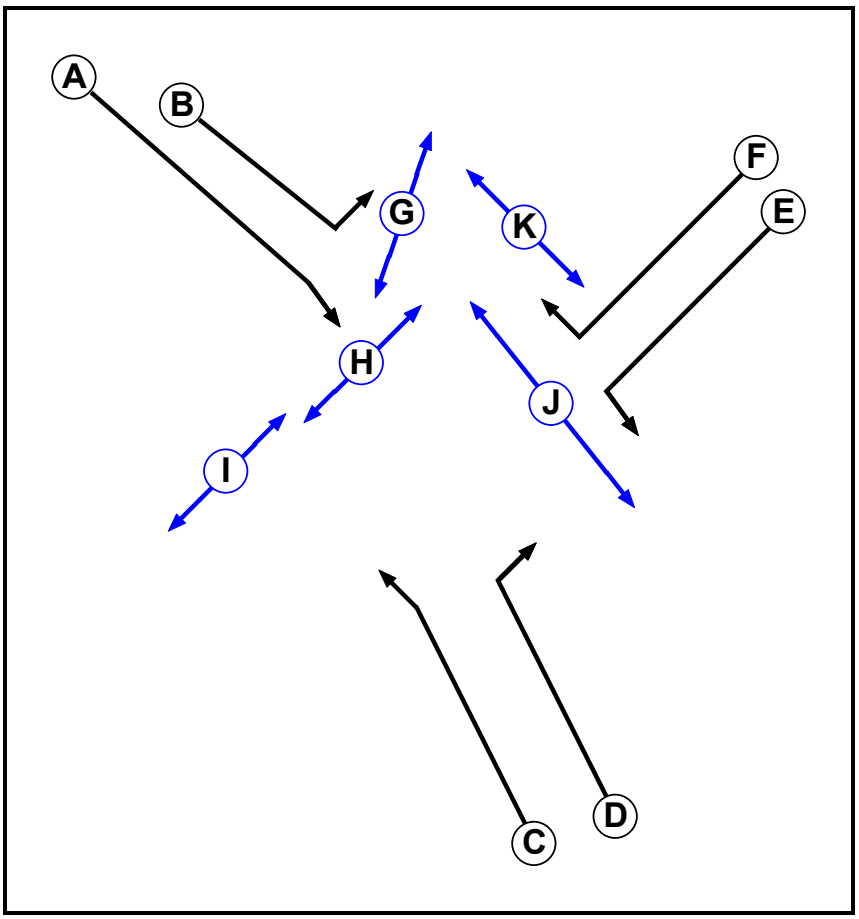
Project:	**OxSRFI**
Title:	**Proposed Heyford Park Link Road to Middleton Stoney Relief Road**
Location:	
Additional detail:	Network Model
File name:	251229 B430_HPLR_MSRR network model.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		5	5
H	Pedestrian		6	6
I	Pedestrian		5	5
J	Pedestrian		7	7
K	Pedestrian		7	7

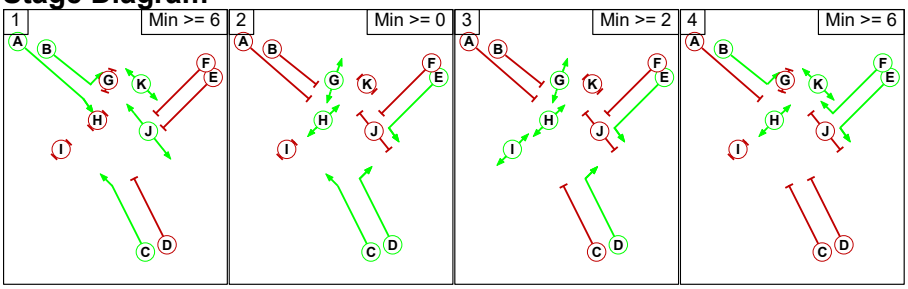
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	5	8	5	-	5	-	-	-
B	-		-	5	-	-	5	-	-	-	-
C	-	-		-	-	5	-	-	5	-	-
D	5	7	-		-	6	-	-	-	-	6
E	5	-	-	-		-	-	-	-	5	-
F	5	-	5	5	-		-	-	6	5	-
G	-	5	-	-	-	-		-	-	-	-
H	6	-	-	-	-	-	-		-	-	-
I	-	-	5	-	-	5	-	-		-	-
J	-	-	-	-	8	8	-	-	-		-
K	-	-	-	6	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C J K
2	C D E G H
3	D E G H I
4	B E F H K

Stage Diagram



Phase Delays

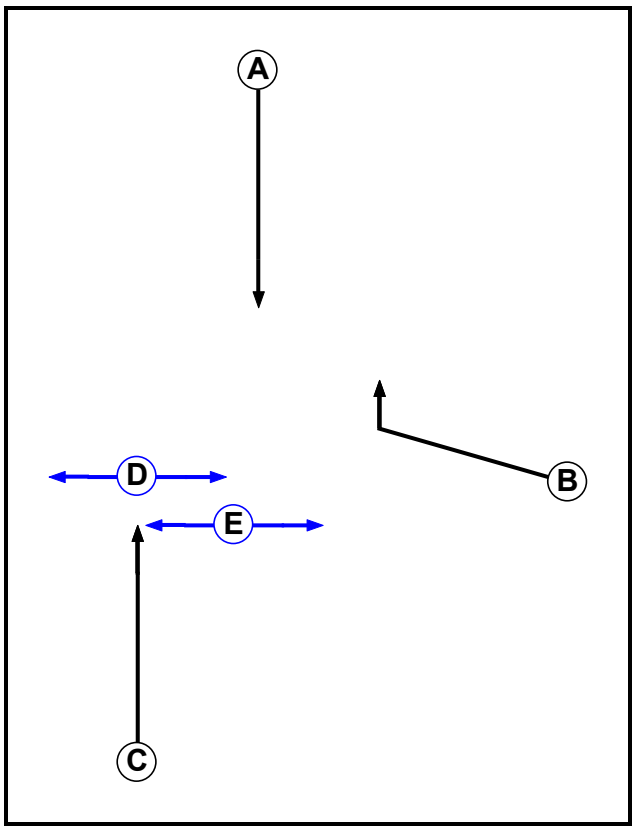
Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	4	C	Losing	1	1

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		8	8	8
2	7		5	7
3	7	5		7
4	6	6	6	

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	6
D	Pedestrian		5	5
E	Pedestrian		5	5

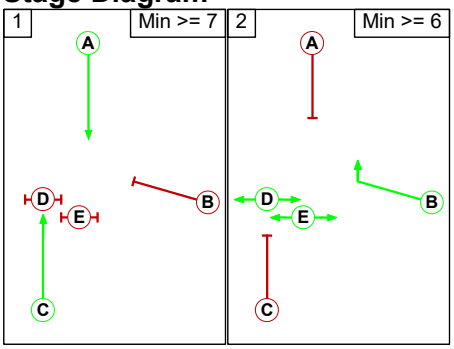
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		6	-	-	7
	B	5		5	-	-
	C	-	5		5	-
	D	-	-	5		-
	E	5	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	C	Losing	1	1

Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		7
	2	5	

Lane Input Data

Junction: J1: Heyford Park Link Road Junction

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (B430 south)	U	C	2	3	31.3	Geom	-	3.50	0.00	Y	Arm J1:2 Ahead	Inf
J1:1/2 (B430 south)	U	D	2	3	31.3	Geom	-	3.50	0.00	Y	Arm J1:3 Right	40.00
J1:1/3 (B430 south)	U	D	2	3	31.3	Geom	-	3.50	0.00	Y	Arm J1:3 Right	40.00
J1:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2	U		2	3	60.0	User	1900	-	-	-	-	-
J1:4/1 (Heyford Park Link Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Left	15.00
J1:4/2 (Heyford Park Link Road)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:6 Ahead	Inf
J1:4/3 (Heyford Park Link Road)	U	A	2	3	87.5	Geom	-	3.65	0.00	Y	Arm J1:6 Ahead	Inf
J1:5/1 (B430 north)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:6 Left	30.00
J1:5/2 (B430 north)	U	F	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:2 Right	25.00
J1:6/1	U		2	3	3.5	Inf	-	-	-	-	-	-
J1:6/2	U		2	3	3.5	Inf	-	-	-	-	-	-

Junction: J2: Middleton Stoney Relief Road Junction												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (B430 south)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:2 Ahead	Inf
J2:2/1	U		2	3	3.5	Inf	-	-	-	-	-	-
J2:2/2	U		2	3	3.5	Inf	-	-	-	-	-	-
J2:3/1 (B430 north)	U		2	3	31.3	Inf	-	-	-	-	-	-
J2:3/2 (B430 north)	U	A	2	3	31.3	Geom	-	3.50	0.00	Y	Arm J2:5 Ahead	Inf
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1 (MSRR)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J2:2 Right	30.00
J2:6/2 (MSRR)	U	B	2	3	17.4	Geom	-	3.65	0.00	Y	Arm J2:2 Right	30.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 DS3A - AM'	08:00	09:00	01:00	
2: '2034 DS3A - PM'	17:00	18:00	01:00	
3: '2034 DS3AwTP - AM'	08:00	09:00	01:00	
4: '2034 DS3AwTP - PM'	17:00	18:00	01:00	
5: '2042 DS4A - AM'	08:00	09:00	01:00	
6: '2042 DS4A - PM'	17:00	18:00	01:00	
7: '2042 DS4AwTP - AM'	08:00	09:00	01:00	
8: '2042 DS4AwTP - PM'	17:00	18:00	01:00	

Scenario 1: '2034 DS3A - AM peak hour' (FG1: '2034 DS3A - AM', Plan 1: 'DS3 AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	204	487	97	788
	B	254	0	445	85	784
	C	442	495	0	0	937
	D	76	90	0	0	166
	Tot.	772	789	932	182	2675

Traffic Lane Flows

Lane	Scenario 1: 2034 DS3A - AM peak hour
Junction: J1: Heyford Park Link Road Junction	
J1:1/1	518
J1:1/2	296
J1:1/3	289
J1:2/1	772
J1:3/1	500
J1:3/2	289
J1:4/1	204
J1:4/2 (with short)	584(In) 487(Out)
J1:4/3 (short)	97
J1:5/1	530
J1:5/2	254
J1:6/1	932
J1:6/2	182
Junction: J2: Middleton Stoney Relief Road Junction	
J2:1/1	166
J2:2/1	814
J2:2/2	289
J2:3/1	932
J2:3/2	182
J2:4/1	932
J2:5/1	182
J2:6/1 (with short)	937(In) 684(Out)
J2:6/2 (short)	253

Lane Saturation Flows

Junction: J1: Heyford Park Link Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B430 south)	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:1/2 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:1/3 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Heyford Park Link Road)	3.50	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1786	1786
J1:4/2 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:4/3 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:5/1 (B430 north)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:5/2 (B430 north)	3.65	0.00	Y	Arm J1:2 Right	25.00	100.0 %	1868	1868
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Middleton Stoney Relief Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B430 south)	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (B430 north Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (B430 north)	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886
J2:6/2 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886

Scenario 2: '2034 DS3A - PM peak hour' (FG2: '2034 DS3A - PM', Plan 1: 'DS3 AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	218	361	75	654
	B	153	0	512	121	786
	C	164	556	0	0	720
	D	23	128	0	0	151
	Tot.	340	902	873	196	2311

Traffic Lane Flows

Lane	Scenario 2: 2034 DS3A - PM peak hour
Junction: J1: Heyford Park Link Road Junction	
J1:1/1	187
J1:1/2	349
J1:1/3	335
J1:2/1	340
J1:3/1	567
J1:3/2	335
J1:4/1	218
J1:4/2 (with short)	436(In) 361(Out)
J1:4/3 (short)	75
J1:5/1	633
J1:5/2	153
J1:6/1	873
J1:6/2	196
Junction: J2: Middleton Stoney Relief Road Junction	
J2:1/1	151
J2:2/1	536
J2:2/2	335
J2:3/1	873
J2:3/2	196
J2:4/1	873
J2:5/1	196
J2:6/1 (with short)	720(In) 410(Out)
J2:6/2 (short)	310

Lane Saturation Flows

Junction: J1: Heyford Park Link Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B430 south)	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:1/2 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:1/3 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Heyford Park Link Road)	3.50	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1786	1786
J1:4/2 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:4/3 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:5/1 (B430 north)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:5/2 (B430 north)	3.65	0.00	Y	Arm J1:2 Right	25.00	100.0 %	1868	1868
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Middleton Stoney Relief Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B430 south)	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (B430 north Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (B430 north)	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886
J2:6/2 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886

Scenario 3: '2034 DS3AwTP - AM peak hour' (FG3: '2034 DS3AwTP - AM', Plan 1: 'DS3 AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	177	493	97	767
	B	252	0	445	85	782
	C	442	423	0	0	865
	D	78	73	0	0	151
	Tot.	772	673	938	182	2565

Traffic Lane Flows

Lane	Scenario 3: 2034 DS3AwTP - AM peak hour
Junction: J1: Heyford Park Link Road Junction	
J1:1/1	520
J1:1/2	252
J1:1/3	244
J1:2/1	772
J1:3/1	429
J1:3/2	244
J1:4/1	177
J1:4/2 (with short)	590(In) 493(Out)
J1:4/3 (short)	97
J1:5/1	530
J1:5/2	252
J1:6/1	938
J1:6/2	182
Junction: J2: Middleton Stoney Relief Road Junction	
J2:1/1	151
J2:2/1	772
J2:2/2	244
J2:3/1	938
J2:3/2	182
J2:4/1	938
J2:5/1	182
J2:6/1 (with short)	865(In) 649(Out)
J2:6/2 (short)	216

Lane Saturation Flows

Junction: J1: Heyford Park Link Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B430 south)	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:1/2 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:1/3 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Heyford Park Link Road)	3.50	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1786	1786
J1:4/2 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:4/3 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:5/1 (B430 north)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:5/2 (B430 north)	3.65	0.00	Y	Arm J1:2 Right	25.00	100.0 %	1868	1868
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Middleton Stoney Relief Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B430 south)	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (B430 north Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (B430 north)	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886
J2:6/2 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886

Scenario 4: '2034 DS3AwTP - PM peak hour' (FG4: '2034 DS3AwTP - PM', Plan 1: 'DS3 AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	209	363	84	656
	B	130	0	447	112	689
	C	163	544	0	0	707
	D	24	124	0	0	148
	Tot.	317	877	810	196	2200

Traffic Lane Flows

Lane	Scenario 4: 2034 DS3AwTP - PM peak hour
Junction: J1: Heyford Park Link Road Junction	
J1:1/1	187
J1:1/2	340
J1:1/3	328
J1:2/1	317
J1:3/1	549
J1:3/2	328
J1:4/1	209
J1:4/2 (with short)	447(In) 363(Out)
J1:4/3 (short)	84
J1:5/1	559
J1:5/2	130
J1:6/1	810
J1:6/2	196
Junction: J2: Middleton Stoney Relief Road Junction	
J2:1/1	148
J2:2/1	527
J2:2/2	328
J2:3/1	810
J2:3/2	196
J2:4/1	810
J2:5/1	196
J2:6/1 (with short)	707(In) 399(Out)
J2:6/2 (short)	308

Lane Saturation Flows

Junction: J1: Heyford Park Link Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B430 south)	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:1/2 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:1/3 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Heyford Park Link Road)	3.50	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1786	1786
J1:4/2 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:4/3 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:5/1 (B430 north)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:5/2 (B430 north)	3.65	0.00	Y	Arm J1:2 Right	25.00	100.0 %	1868	1868
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Middleton Stoney Relief Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B430 south)	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (B430 north Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (B430 north)	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886
J2:6/2 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886

Scenario 5: '2042 DS4A - AM peak hour' (FG5: '2042 DS4A - AM', Plan 1: 'DS3 AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	236	467	153	856
	B	301	0	528	179	1008
	C	567	529	0	0	1096
	D	88	80	0	0	168
	Tot.	956	845	995	332	3128

Traffic Lane Flows

Lane	Scenario 5: 2042 DS4A - AM peak hour
Junction: J1: Heyford Park Link Road Junction	
J1:1/1	655
J1:1/2	304
J1:1/3	305
J1:2/1	956
J1:3/1	540
J1:3/2	305
J1:4/1	236
J1:4/2 (with short)	620(In) 467(Out)
J1:4/3 (short)	153
J1:5/1	707
J1:5/2	301
J1:6/1	995
J1:6/2	332
Junction: J2: Middleton Stoney Relief Road Junction	
J2:1/1	168
J2:2/1	959
J2:2/2	305
J2:3/1	995
J2:3/2	332
J2:4/1	995
J2:5/1	332
J2:6/1 (with short)	1096(In) 816(Out)
J2:6/2 (short)	280

Lane Saturation Flows

Junction: J1: Heyford Park Link Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B430 south)	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:1/2 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:1/3 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Heyford Park Link Road)	3.50	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1786	1786
J1:4/2 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:4/3 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:5/1 (B430 north)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:5/2 (B430 north)	3.65	0.00	Y	Arm J1:2 Right	25.00	100.0 %	1868	1868
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Middleton Stoney Relief Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B430 south)	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (B430 north Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (B430 north)	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886
J2:6/2 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886

Scenario 6: '2042 DS4A - PM peak hour' (FG6: '2042 DS4A - PM', Plan 1: 'DS3 AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	250	407	78	735
	B	179	0	602	135	916
	C	427	617	0	0	1044
	D	60	102	0	0	162
	Tot.	666	969	1009	213	2857

Traffic Lane Flows

Lane	Scenario 6: 2042 DS4A - PM peak hour
Junction: J1: Heyford Park Link Road Junction	
J1:1/1	487
J1:1/2	358
J1:1/3	361
J1:2/1	666
J1:3/1	608
J1:3/2	361
J1:4/1	250
J1:4/2 (with short)	485(In) 407(Out)
J1:4/3 (short)	78
J1:5/1	737
J1:5/2	179
J1:6/1	1009
J1:6/2	213
Junction: J2: Middleton Stoney Relief Road Junction	
J2:1/1	162
J2:2/1	845
J2:2/2	361
J2:3/1	1009
J2:3/2	213
J2:4/1	1009
J2:5/1	213
J2:6/1 (with short)	1044(In) 718(Out)
J2:6/2 (short)	326

Lane Saturation Flows

Junction: J1: Heyford Park Link Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B430 south)	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:1/2 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:1/3 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Heyford Park Link Road)	3.50	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1786	1786
J1:4/2 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:4/3 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:5/1 (B430 north)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:5/2 (B430 north)	3.65	0.00	Y	Arm J1:2 Right	25.00	100.0 %	1868	1868
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Middleton Stoney Relief Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B430 south)	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (B430 north Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (B430 north)	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886
J2:6/2 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886

Scenario 7: '2042 DS4AwTP - AM peak hour' (FG7: '2042 DS4AwTP - AM', Plan 1: 'DS3 AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	210	462	160	832
	B	299	0	536	194	1029
	C	567	466	0	0	1033
	D	92	69	0	0	161
	Tot.	958	745	998	354	3055

Traffic Lane Flows

Lane	Scenario 7: 2042 DS4AwTP - AM peak hour
Junction: J1: Heyford Park Link Road Junction	
J1:1/1	659
J1:1/2	267
J1:1/3	268
J1:2/1	958
J1:3/1	477
J1:3/2	268
J1:4/1	210
J1:4/2 (with short)	622(In) 462(Out)
J1:4/3 (short)	160
J1:5/1	730
J1:5/2	299
J1:6/1	998
J1:6/2	354
Junction: J2: Middleton Stoney Relief Road Junction	
J2:1/1	161
J2:2/1	926
J2:2/2	268
J2:3/1	998
J2:3/2	354
J2:4/1	998
J2:5/1	354
J2:6/1 (with short)	1033(In) 774(Out)
J2:6/2 (short)	259

Lane Saturation Flows

Junction: J1: Heyford Park Link Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B430 south)	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:1/2 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:1/3 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Heyford Park Link Road)	3.50	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1786	1786
J1:4/2 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:4/3 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:5/1 (B430 north)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:5/2 (B430 north)	3.65	0.00	Y	Arm J1:2 Right	25.00	100.0 %	1868	1868
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Middleton Stoney Relief Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B430 south)	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (B430 north Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (B430 north)	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886
J2:6/2 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886

Scenario 8: '2042 DS4AwTP - PM peak hour' (FG8: '2042 DS4AwTP - PM', Plan 1: 'DS3 AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	241	409	88	738
	B	159	0	530	124	813
	C	431	603	0	0	1034
	D	61	99	0	0	160
	Tot.	651	943	939	212	2745

Traffic Lane Flows

Lane	Scenario 8: 2042 DS4AwTP - PM peak hour
Junction: J1: Heyford Park Link Road Junction	
J1:1/1	492
J1:1/2	355
J1:1/3	347
J1:2/1	651
J1:3/1	596
J1:3/2	347
J1:4/1	241
J1:4/2 (with short)	497(In) 409(Out)
J1:4/3 (short)	88
J1:5/1	654
J1:5/2	159
J1:6/1	939
J1:6/2	212
Junction: J2: Middleton Stoney Relief Road Junction	
J2:1/1	160
J2:2/1	847
J2:2/2	347
J2:3/1	939
J2:3/2	212
J2:4/1	939
J2:5/1	212
J2:6/1 (with short)	1034(In) 707(Out)
J2:6/2 (short)	327

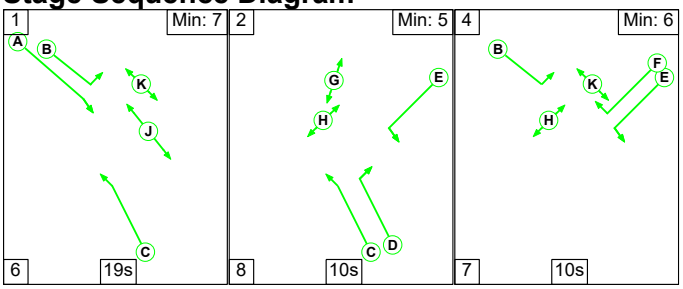
Lane Saturation Flows

Junction: J1: Heyford Park Link Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (B430 south)	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:1/2 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:1/3 (B430 south)	3.50	0.00	Y	Arm J1:3 Right	40.00	100.0 %	1894	1894
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Heyford Park Link Road)	3.50	0.00	Y	Arm J1:3 Left	15.00	100.0 %	1786	1786
J1:4/2 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:4/3 (Heyford Park Link Road)	3.65	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1980	1980
J1:5/1 (B430 north)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:5/2 (B430 north)	3.65	0.00	Y	Arm J1:2 Right	25.00	100.0 %	1868	1868
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Junction: J2: Middleton Stoney Relief Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (B430 south)	4.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2015	2015
J2:2/1	Infinite Saturation Flow						Inf	Inf
J2:2/2	Infinite Saturation Flow						Inf	Inf
J2:3/1 (B430 north Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (B430 north)	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886
J2:6/2 (MSRR)	3.65	0.00	Y	Arm J2:2 Right	30.00	100.0 %	1886	1886

Scenario 1: '2034 DS3A - AM peak hour' (FG1: '2034 DS3A - AM', Plan 1: 'DS3 AM')
Controller :C1

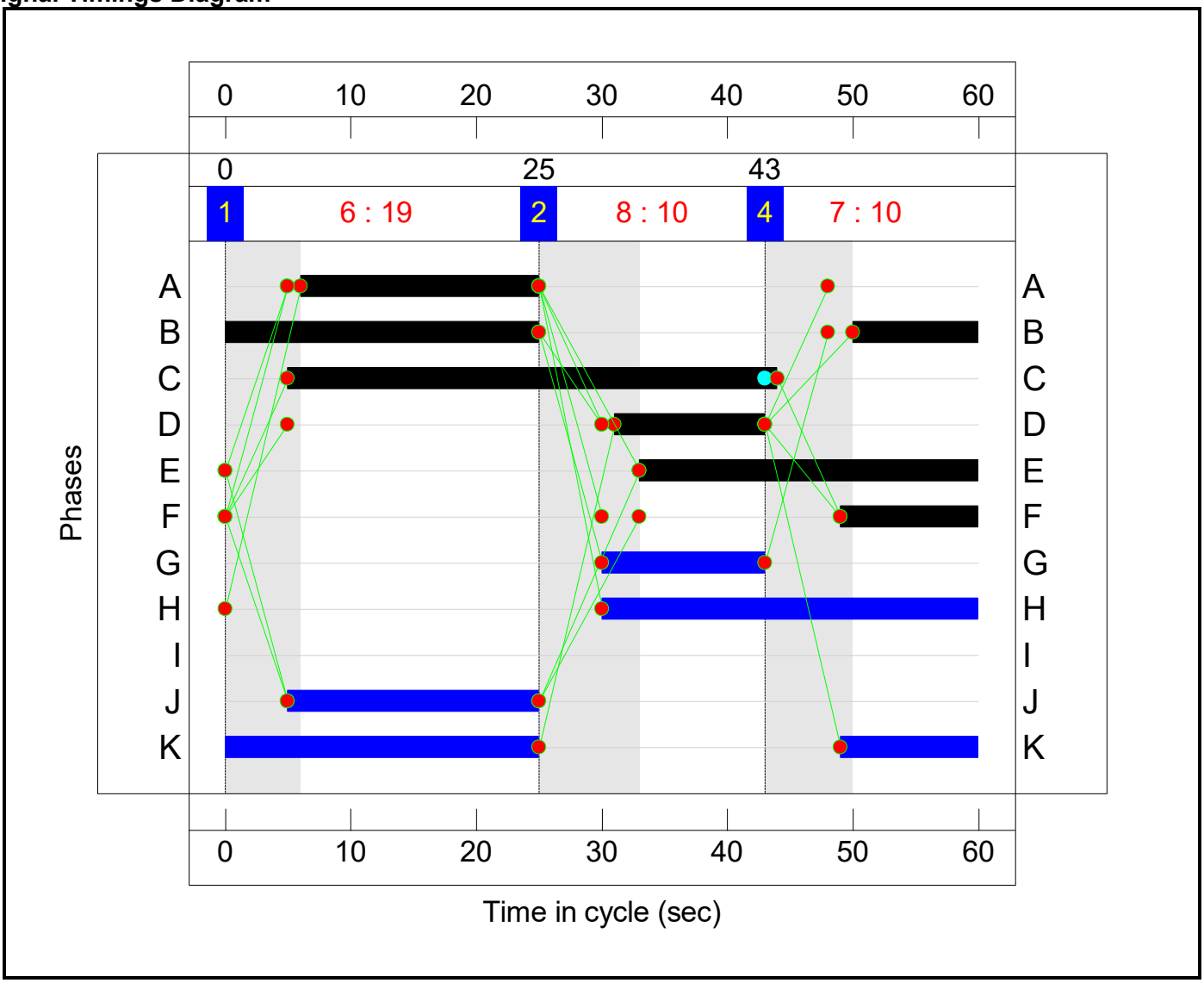
Stage Sequence Diagram



Stage Timings

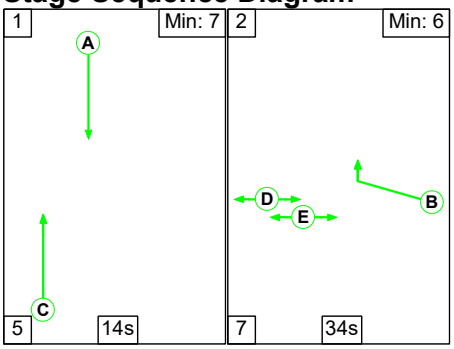
Stage	1	2	4
Duration	19	10	10
Change Point	0	25	43

Signal Timings Diagram



Controller :C2

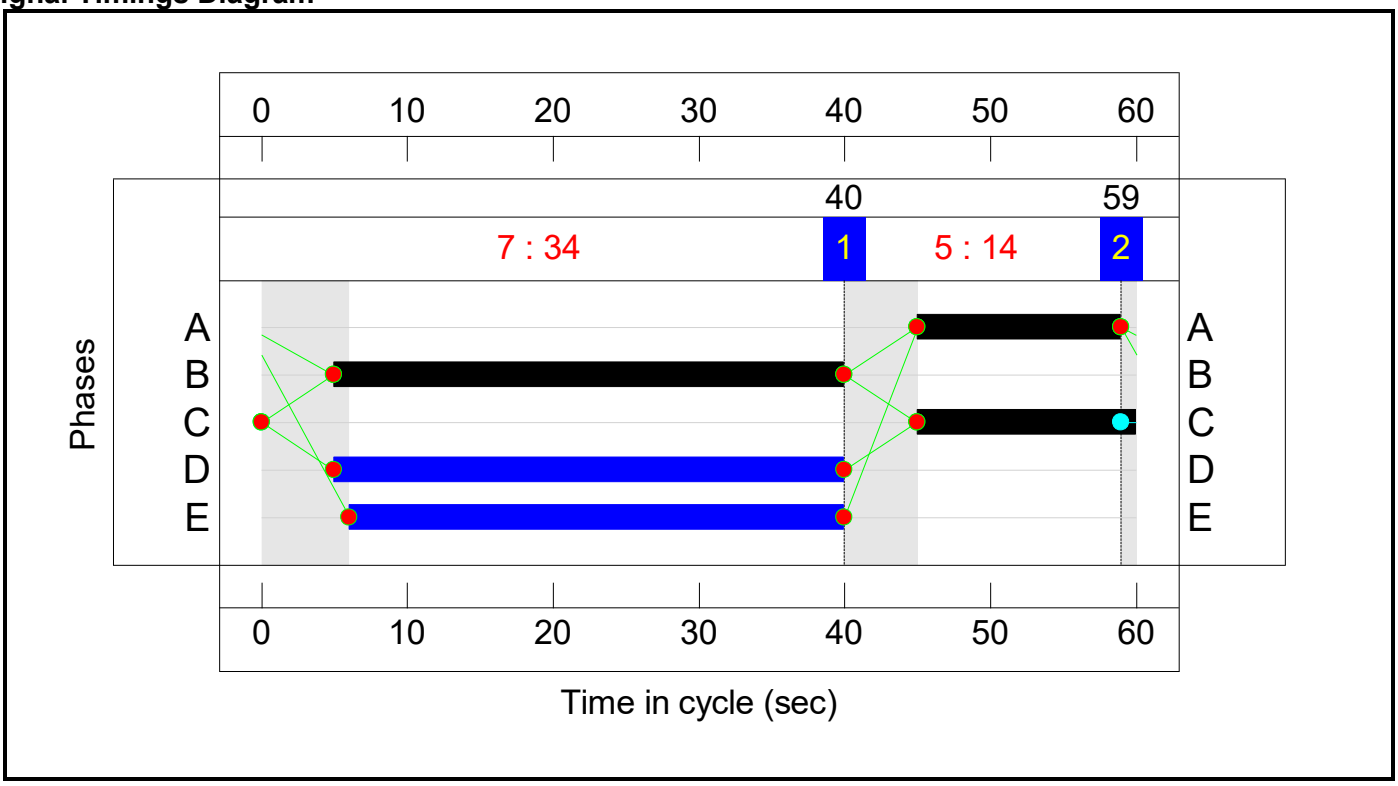
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	14	34
Change Point	40	59

Signal Timings Diagram



Network Results

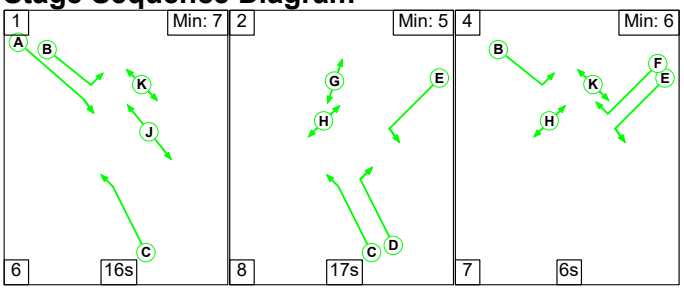
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.8%**
J1: Heyford Park Link Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.8%**
1/1	B430 south Ahead	U	N/A	N/A	C1:C		1	39	-	518	1965	1310	39.5%
1/2	B430 south Right	U	N/A	N/A	C1:D		1	12	-	296	1894	410	72.1%
1/3	B430 south Right	U	N/A	N/A	C1:D		1	12	-	289	1894	410	70.4%
3/2		U	N/A	N/A	-		-	-	-	289	1900	1900	15.2%
4/1	Heyford Park Link Road Left	U	N/A	N/A	C1:B		1	35	-	204	1786	1072	19.0%
4/2+4/3	Heyford Park Link Road Ahead	U	N/A	N/A	C1:A		1	19	-	584	1980:1980	660+329	73.8 : 29.5%
5/1	B430 north Left	U	N/A	N/A	C1:E		1	27	-	530	1871	873	60.7%
5/2	B430 north Right	U	N/A	N/A	C1:F		1	11	-	254	1868	374	68.0%
J2: Middleton Stoney Relief Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.6%**
1/1	B430 south Ahead	U	N/A	N/A	C2:C		1	15	-	166	2015	537	30.9%
3/2	B430 north Ahead	U	N/A	N/A	C2:A		1	14	-	182	1965	491	37.0%
6/1+6/2	MSRR Right	U	N/A	N/A	C2:B		1	35	-	937	1886:1886	1128+417	60.6 : 60.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	**-**	**-**	**0**	**0**	**0**	**13.3**	**6.8**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
J1: Heyford Park Link Road Junction	**-**	**-**	**0**	**0**	**0**	**9.8**	**5.5**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
1/1	518	518	-	-	-	0.5	0.3	-	0.8	5.5	2.4	0.3	2.7
1/2	296	296	-	-	-	1.5	1.3	-	2.7	33.1	4.6	1.3	5.8
1/3	289	289	-	-	-	1.5	1.2	-	2.6	32.7	4.5	1.2	5.6
3/2	289	289	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	204	204	-	-	-	0.3	0.1	-	0.4	7.5	1.5	0.1	1.6
4/2+4/3	584	584	-	-	-	2.8	0.7	-	3.5	21.5	7.2	0.7	7.9
5/1	530	530	-	-	-	1.8	0.8	-	2.5	17.1	6.5	0.8	7.2
5/2	254	254	-	-	-	1.6	1.0	-	2.6	37.0	3.9	1.0	4.9
J2: Middleton Stoney Relief Road Junction	**-**	**-**	**0**	**0**	**0**	**3.5**	**1.3**	**0.0**	**4.8**	**-**	**-**	**-**	**-**
1/1	166	166	-	-	-	0.8	0.2	-	1.0	22.4	2.2	0.2	2.4
3/2	182	182	-	-	-	0.9	0.3	-	1.2	23.8	2.3	0.3	2.6
6/1+6/2	937	937	-	-	-	1.8	0.8	-	2.6	10.0	7.0	0.8	7.8

C1	PRC for Signalled Lanes (%):	22.0	Total Delay for Signalled Lanes (pcuHr):	15.19	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	48.5	Total Delay for Signalled Lanes (pcuHr):	4.83	Cycle Time (s):	60
	PRC Over All Lanes (%):	22.0	Total Delay Over All Lanes(pcuHr):	20.11		

Scenario 2: '2034 DS3A - PM peak hour' (FG2: '2034 DS3A - PM', Plan 1: 'DS3 AM')
Controller :C1

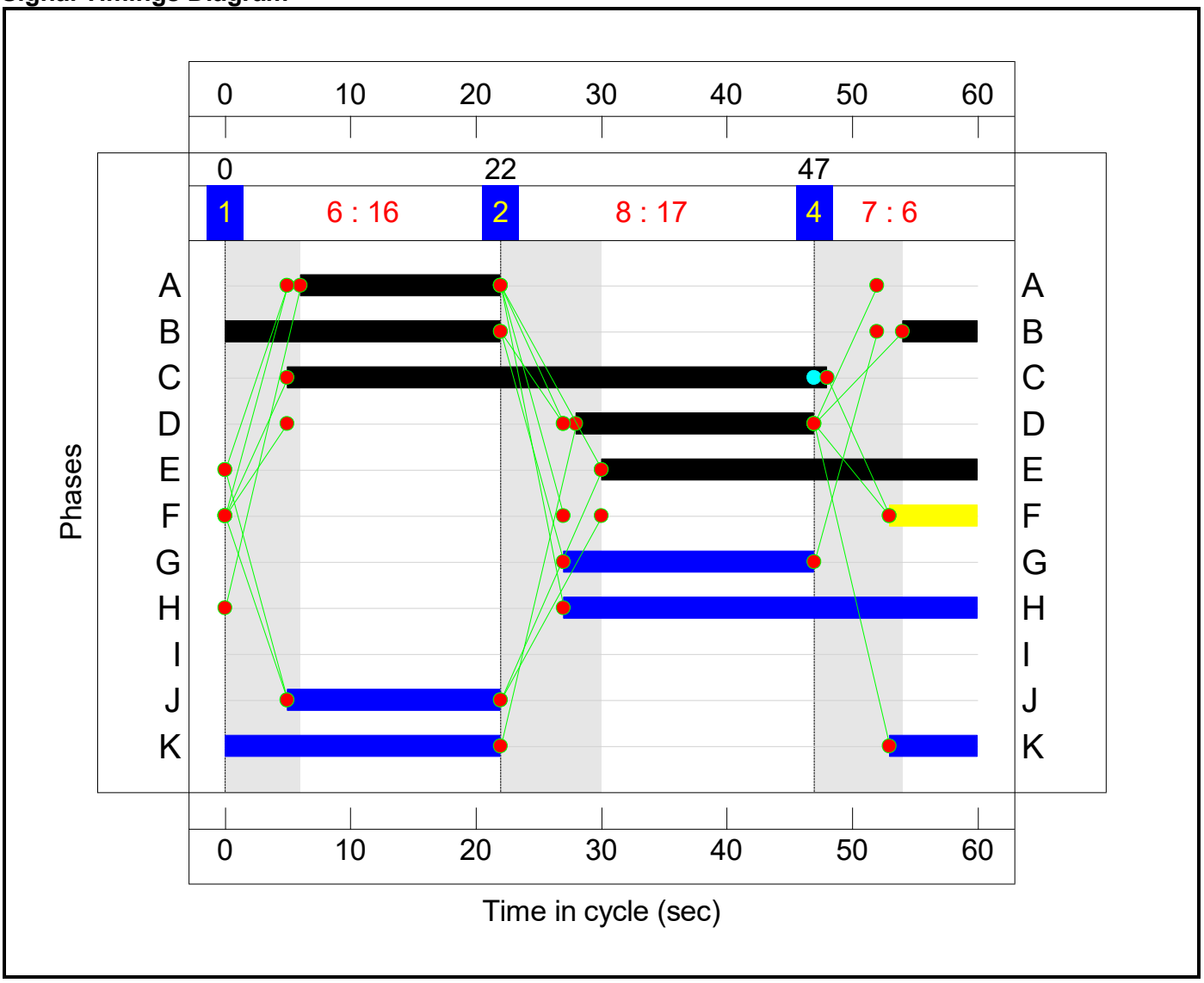
Stage Sequence Diagram



Stage Timings

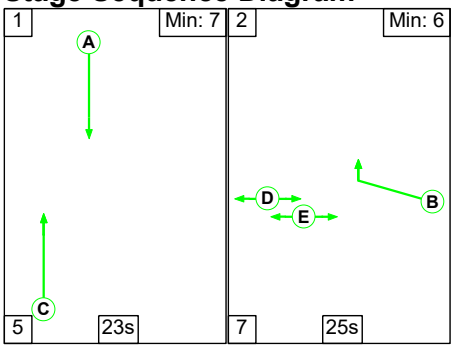
Stage	1	2	4
Duration	16	17	6
Change Point	0	22	47

Signal Timings Diagram



Controller :C2

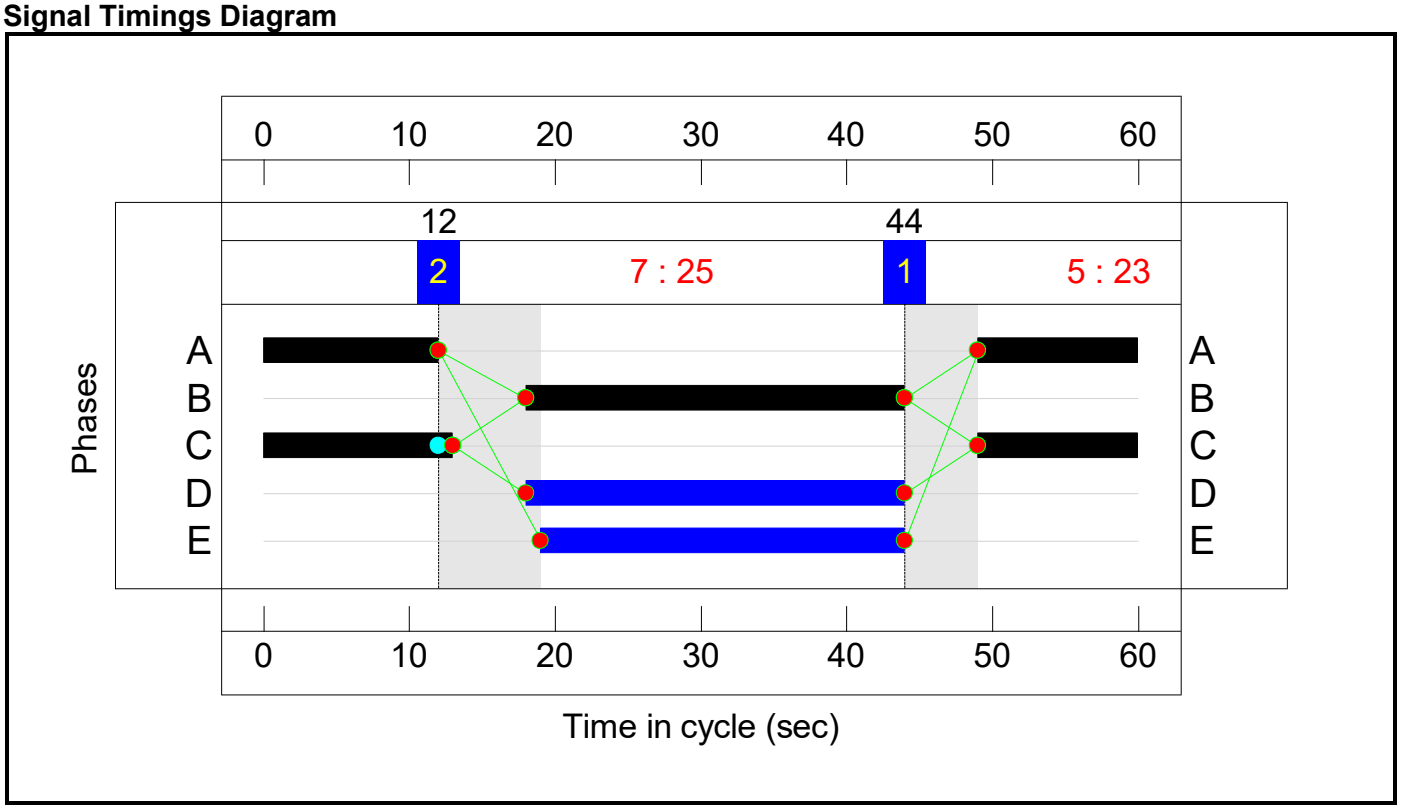
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	25
Change Point	44	12

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.5%**
J1: Heyford Park Link Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.5%**
1/1	B430 south Ahead	U	N/A	N/A	C1:C		1	43	-	187	1965	1441	13.0%
1/2	B430 south Right	U	N/A	N/A	C1:D		1	19	-	349	1894	631	55.3%
1/3	B430 south Right	U	N/A	N/A	C1:D		1	19	-	335	1894	631	53.1%
3/2		U	N/A	N/A	-		-	-	-	335	1900	1900	17.6%
4/1	Heyford Park Link Road Left	U	N/A	N/A	C1:B		1	28	-	218	1786	863	25.3%
4/2+4/3	Heyford Park Link Road Ahead	U	N/A	N/A	C1:A		1	16	-	436	1980:1980	561+341	64.3 : 22.0%
5/1	B430 north Left	U	N/A	N/A	C1:E		1	30	-	633	1871	967	65.5%
5/2	B430 north Right	U	N/A	N/A	C1:F		1	7	-	153	1868	249	61.4%
J2: Middleton Stoney Relief Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**48.3%**
1/1	B430 south Ahead	U	N/A	N/A	C2:C		1	24	-	151	2015	840	18.0%
3/2	B430 north Ahead	U	N/A	N/A	C2:A		1	23	-	196	1965	786	24.9%
6/1+6/2	MSRR Right	U	N/A	N/A	C2:B		1	26	-	720	1886:1886	849+642	48.3 : 48.3%

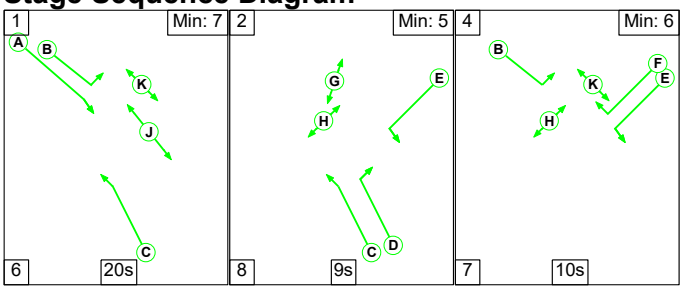
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	**-**	**-**	**0**	**0**	**0**	**11.1**	**4.5**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
J1: Heyford Park Link Road Junction	**-**	**-**	**0**	**0**	**0**	**7.7**	**3.7**	**0.0**	**11.4**	**-**	**-**	**-**	**-**
1/1	187	187	-	-	-	0.1	0.1	-	0.2	3.4	0.7	0.1	0.8
1/2	349	349	-	-	-	1.1	0.6	-	1.8	18.1	3.3	0.6	3.9
1/3	335	335	-	-	-	0.8	0.6	-	1.3	14.3	1.7	0.6	2.3
3/2	335	335	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/1	218	218	-	-	-	0.6	0.2	-	0.7	11.9	2.1	0.2	2.3
4/2+4/3	436	436	-	-	-	2.2	0.5	-	2.7	22.2	5.2	0.5	5.7
5/1	633	633	-	-	-	1.9	0.9	-	2.8	16.0	7.6	0.9	8.5
5/2	153	153	-	-	-	1.0	0.8	-	1.8	43.0	2.4	0.8	3.2
J2: Middleton Stoney Relief Road Junction	**-**	**-**	**0**	**0**	**0**	**3.4**	**0.7**	**0.0**	**4.1**	**-**	**-**	**-**	**-**
1/1	151	151	-	-	-	0.5	0.1	-	0.6	13.7	1.6	0.1	1.7
3/2	196	196	-	-	-	0.7	0.2	-	0.8	15.2	2.1	0.2	2.3
6/1+6/2	720	720	-	-	-	2.3	0.5	-	2.7	13.6	4.8	0.5	5.3

C1	PRC for Signalled Lanes (%):	37.4	Total Delay for Signalled Lanes (pcuHr):	11.31
C2	PRC for Signalled Lanes (%):	86.3	Total Delay for Signalled Lanes (pcuHr):	4.13
	PRC Over All Lanes (%):	37.4	Total Delay Over All Lanes(pcuHr):	15.54

Cycle Time (s): 60
Cycle Time (s): 60

Scenario 3: '2034 DS3AwTP - AM peak hour' (FG3: '2034 DS3AwTP - AM', Plan 1: 'DS3 AM')
Controller :C1

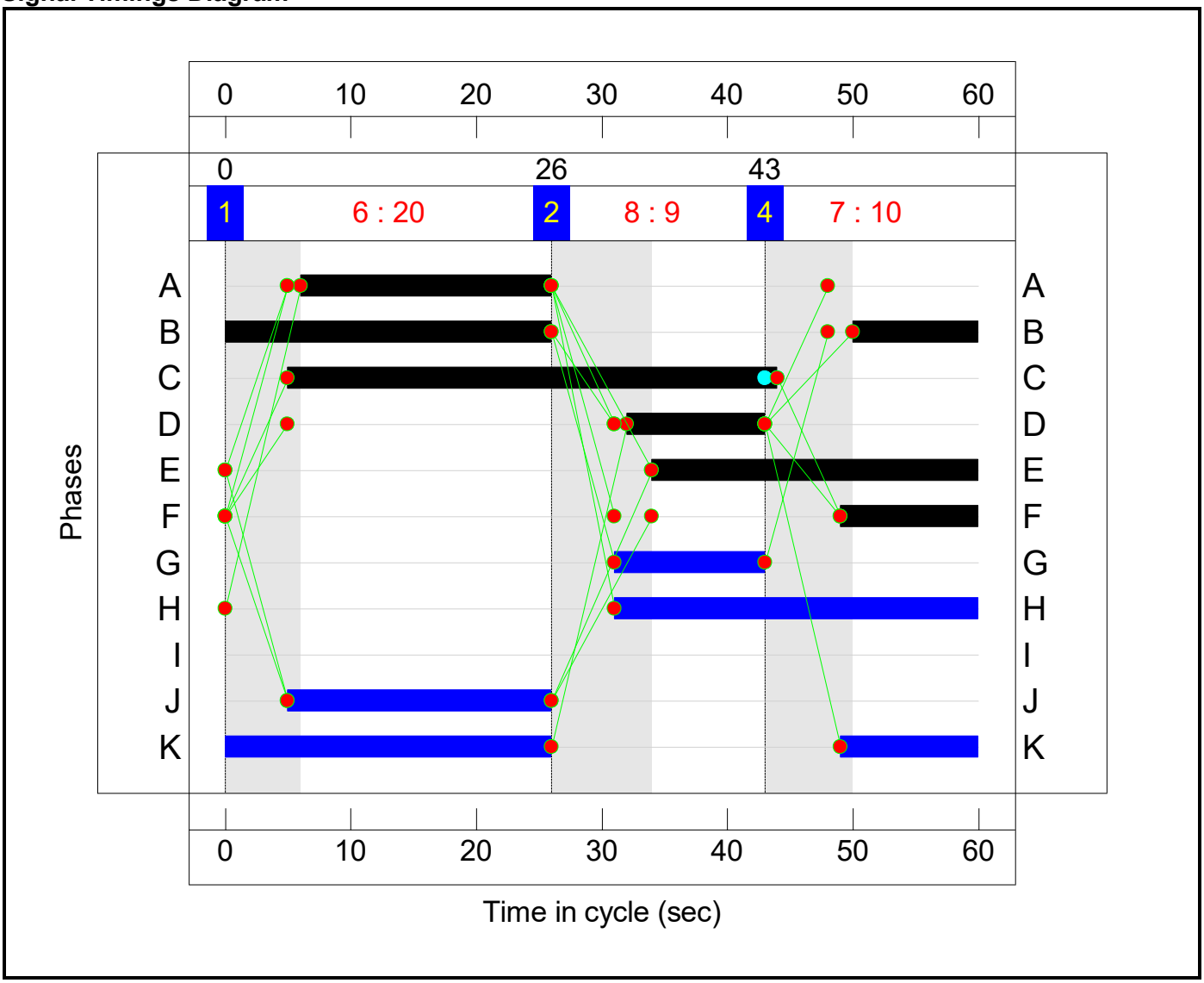
Stage Sequence Diagram



Stage Timings

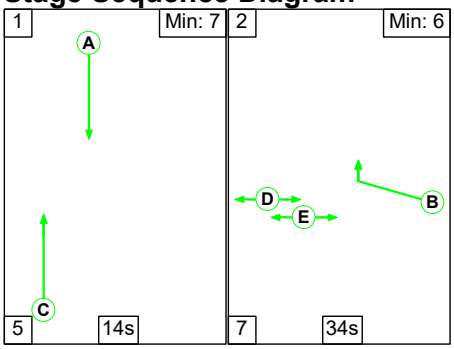
Stage	1	2	4
Duration	20	9	10
Change Point	0	26	43

Signal Timings Diagram



Controller :C2

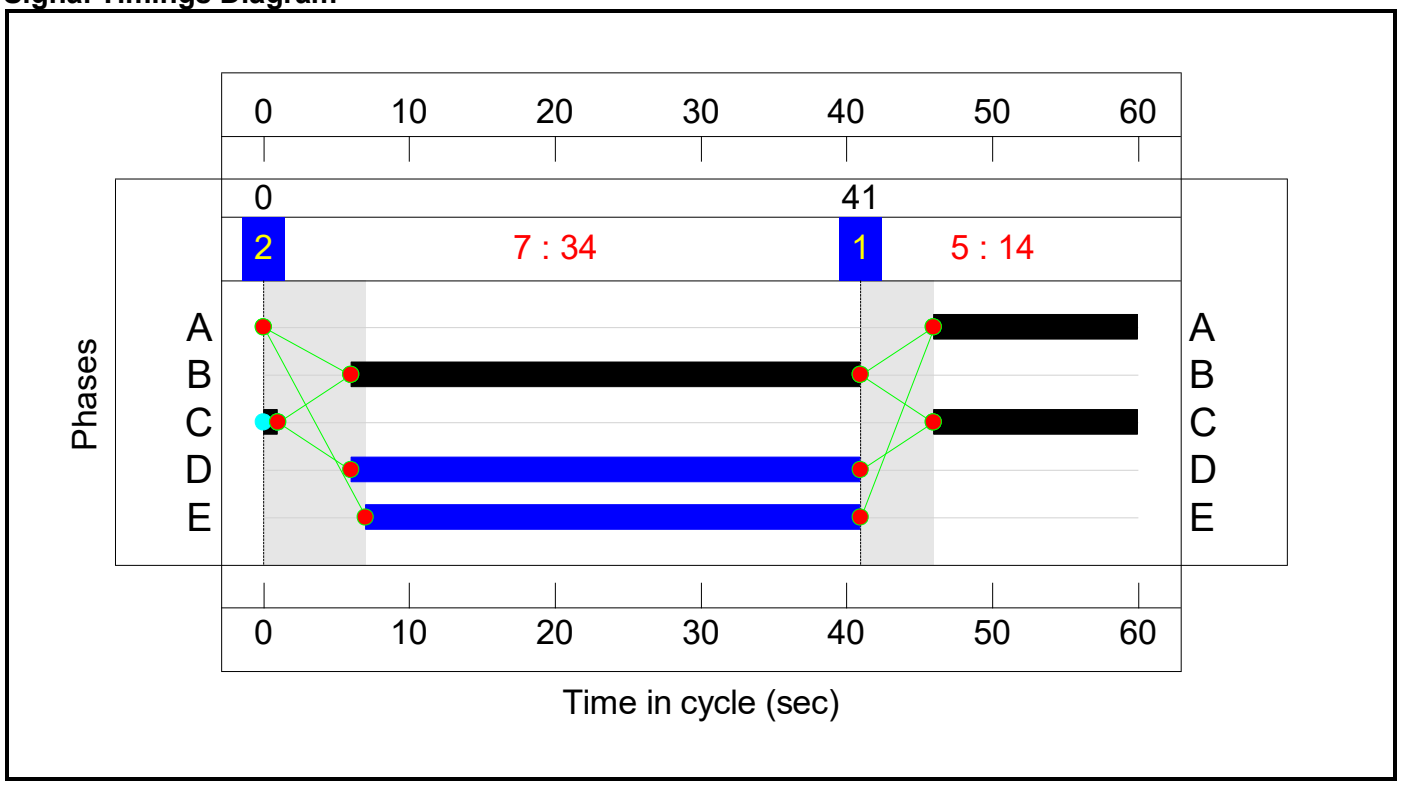
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	14	34
Change Point	41	0

Signal Timings Diagram



Network Results

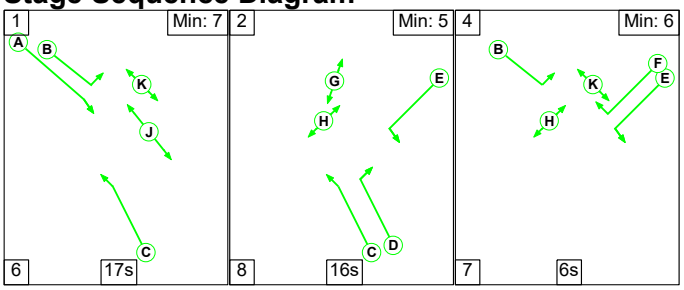
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.1%**
J1: Heyford Park Link Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.1%**
1/1	B430 south Ahead	U	N/A	N/A	C1:C		1	39	-	520	1965	1310	39.7%
1/2	B430 south Right	U	N/A	N/A	C1:D		1	11	-	252	1894	379	66.5%
1/3	B430 south Right	U	N/A	N/A	C1:D		1	11	-	244	1894	379	64.4%
3/2		U	N/A	N/A	-		-	-	-	244	1900	1900	12.8%
4/1	Heyford Park Link Road Left	U	N/A	N/A	C1:B		1	36	-	177	1786	1101	16.1%
4/2+4/3	Heyford Park Link Road Ahead	U	N/A	N/A	C1:A		1	20	-	590	1980:1980	693+326	71.1 : 29.8%
5/1	B430 north Left	U	N/A	N/A	C1:E		1	26	-	530	1871	842	62.9%
5/2	B430 north Right	U	N/A	N/A	C1:F		1	11	-	252	1868	374	67.5%
J2: Middleton Stoney Relief Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.4%**
1/1	B430 south Ahead	U	N/A	N/A	C2:C		1	15	-	151	2015	537	28.1%
3/2	B430 north Ahead	U	N/A	N/A	C2:A		1	14	-	182	1965	491	37.0%
6/1+6/2	MSRR Right	U	N/A	N/A	C2:B		1	35	-	865	1886:1886	1130+376	57.4 : 57.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	**-**	**-**	**0**	**0**	**0**	**12.6**	**6.1**	**0.0**	**18.7**	**-**	**-**	**-**	**-**
J1: Heyford Park Link Road Junction	**-**	**-**	**0**	**0**	**0**	**9.3**	**4.9**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
1/1	520	520	-	-	-	0.5	0.3	-	0.8	5.6	2.5	0.3	2.9
1/2	252	252	-	-	-	1.3	1.0	-	2.2	32.0	3.9	1.0	4.9
1/3	244	244	-	-	-	1.2	0.9	-	2.1	31.5	3.8	0.9	4.7
3/2	244	244	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	177	177	-	-	-	0.2	0.1	-	0.3	6.9	1.2	0.1	1.3
4/2+4/3	590	590	-	-	-	2.7	0.7	-	3.4	20.5	7.0	0.7	7.7
5/1	530	530	-	-	-	1.9	0.8	-	2.7	18.4	6.8	0.8	7.6
5/2	252	252	-	-	-	1.6	1.0	-	2.6	36.8	3.8	1.0	4.9
J2: Middleton Stoney Relief Road Junction	**-**	**-**	**0**	**0**	**0**	**3.3**	**1.2**	**0.0**	**4.5**	**-**	**-**	**-**	**-**
1/1	151	151	-	-	-	0.7	0.2	-	0.9	22.1	2.0	0.2	2.2
3/2	182	182	-	-	-	0.9	0.3	-	1.2	24.0	2.3	0.3	2.5
6/1+6/2	865	865	-	-	-	1.6	0.7	-	2.3	9.6	6.5	0.7	7.2

C1	PRC for Signalled Lanes (%):	26.5	Total Delay for Signalled Lanes (pcuHr):	14.16	Cycle Time (s): 60
C2	PRC for Signalled Lanes (%):	56.8	Total Delay for Signalled Lanes (pcuHr):	4.46	Cycle Time (s): 60
	PRC Over All Lanes (%):	26.5	Total Delay Over All Lanes(pcuHr):	18.70	

Scenario 4: '2034 DS3AwTP - PM peak hour' (FG4: '2034 DS3AwTP - PM', Plan 1: 'DS3 AM')
Controller :C1

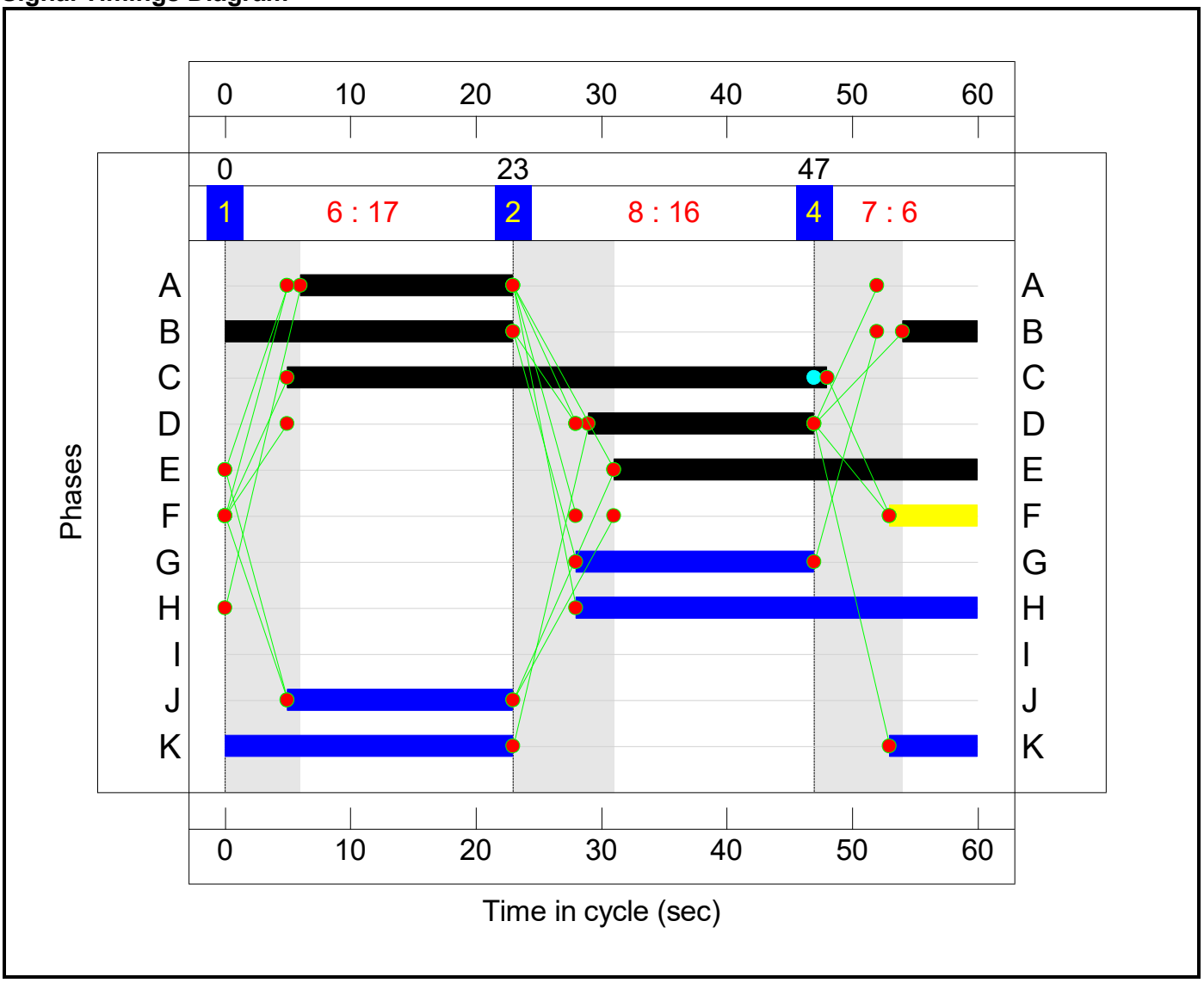
Stage Sequence Diagram



Stage Timings

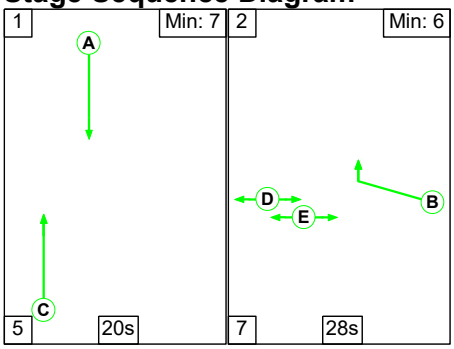
Stage	1	2	4
Duration	17	16	6
Change Point	0	23	47

Signal Timings Diagram



Controller :C2

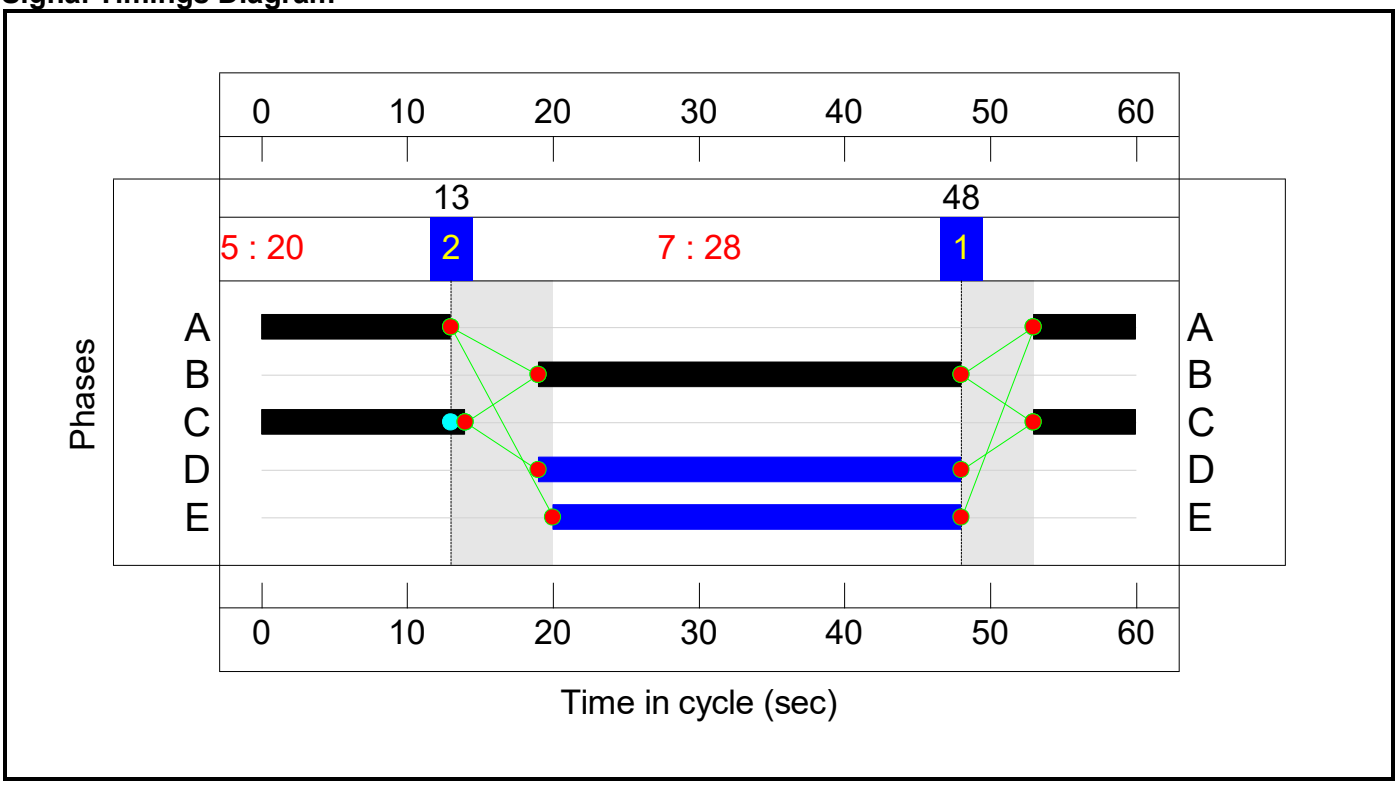
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	20	28
Change Point	48	13

Signal Timings Diagram



Network Results

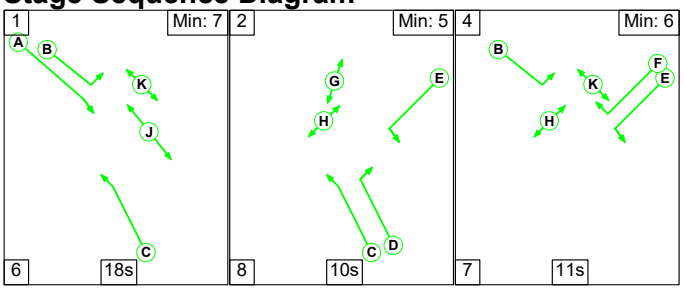
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.1%**
J1: Heyford Park Link Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.1%**
1/1	B430 south Ahead	U	N/A	N/A	C1:C		1	43	-	187	1965	1441	13.0%
1/2	B430 south Right	U	N/A	N/A	C1:D		1	18	-	340	1894	600	56.7%
1/3	B430 south Right	U	N/A	N/A	C1:D		1	18	-	328	1894	600	54.7%
3/2		U	N/A	N/A	-		-	-	-	328	1900	1900	17.3%
4/1	Heyford Park Link Road Left	U	N/A	N/A	C1:B		1	29	-	209	1786	893	23.4%
4/2+4/3	Heyford Park Link Road Ahead	U	N/A	N/A	C1:A		1	17	-	447	1980:1980	594+372	61.1 : 22.6%
5/1	B430 north Left	U	N/A	N/A	C1:E		1	29	-	559	1871	935	59.8%
5/2	B430 north Right	U	N/A	N/A	C1:F		1	7	-	130	1868	249	52.2%
J2: Middleton Stoney Relief Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**42.3%**
1/1	B430 south Ahead	U	N/A	N/A	C2:C		1	21	-	148	2015	739	20.0%
3/2	B430 north Ahead	U	N/A	N/A	C2:A		1	20	-	196	1965	688	28.5%
6/1+6/2	MSRR Right	U	N/A	N/A	C2:B		1	29	-	707	1886:1886	943+728	42.3 : 42.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	**-**	**-**	**0**	**0**	**0**	**10.7**	**4.0**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
J1: Heyford Park Link Road Junction	**-**	**-**	**0**	**0**	**0**	**7.5**	**3.3**	**0.0**	**10.8**	**-**	**-**	**-**	**-**
1/1	187	187	-	-	-	0.1	0.1	-	0.2	3.5	0.7	0.1	0.8
1/2	340	340	-	-	-	1.2	0.7	-	1.9	19.9	3.8	0.7	4.4
1/3	328	328	-	-	-	0.9	0.6	-	1.5	16.7	2.3	0.6	2.9
3/2	328	328	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	209	209	-	-	-	0.5	0.2	-	0.6	11.1	1.9	0.2	2.1
4/2+4/3	447	447	-	-	-	2.2	0.4	-	2.6	21.0	5.1	0.4	5.6
5/1	559	559	-	-	-	1.7	0.7	-	2.4	15.5	6.5	0.7	7.3
5/2	130	130	-	-	-	0.9	0.5	-	1.4	39.2	2.0	0.5	2.5
J2: Middleton Stoney Relief Road Junction	**-**	**-**	**0**	**0**	**0**	**3.2**	**0.7**	**0.0**	**3.9**	**-**	**-**	**-**	**-**
1/1	148	148	-	-	-	0.5	0.1	-	0.7	16.0	1.7	0.1	1.8
3/2	196	196	-	-	-	0.9	0.2	-	1.1	19.5	2.6	0.2	2.8
6/1+6/2	707	707	-	-	-	1.8	0.4	-	2.2	11.1	4.2	0.4	4.6

C1	PRC for Signalled Lanes (%): 47.3	Total Delay for Signalled Lanes (pcuHr): 10.65	Cycle Time (s): 60	
C2	PRC for Signalled Lanes (%): 112.7	Total Delay for Signalled Lanes (pcuHr): 3.91	Cycle Time (s): 60	
	PRC Over All Lanes (%): 47.3	Total Delay Over All Lanes(pcuHr): 14.66		

Scenario 5: '2042 DS4A - AM peak hour' (FG5: '2042 DS4A - AM', Plan 1: 'DS3 AM')
Controller :C1

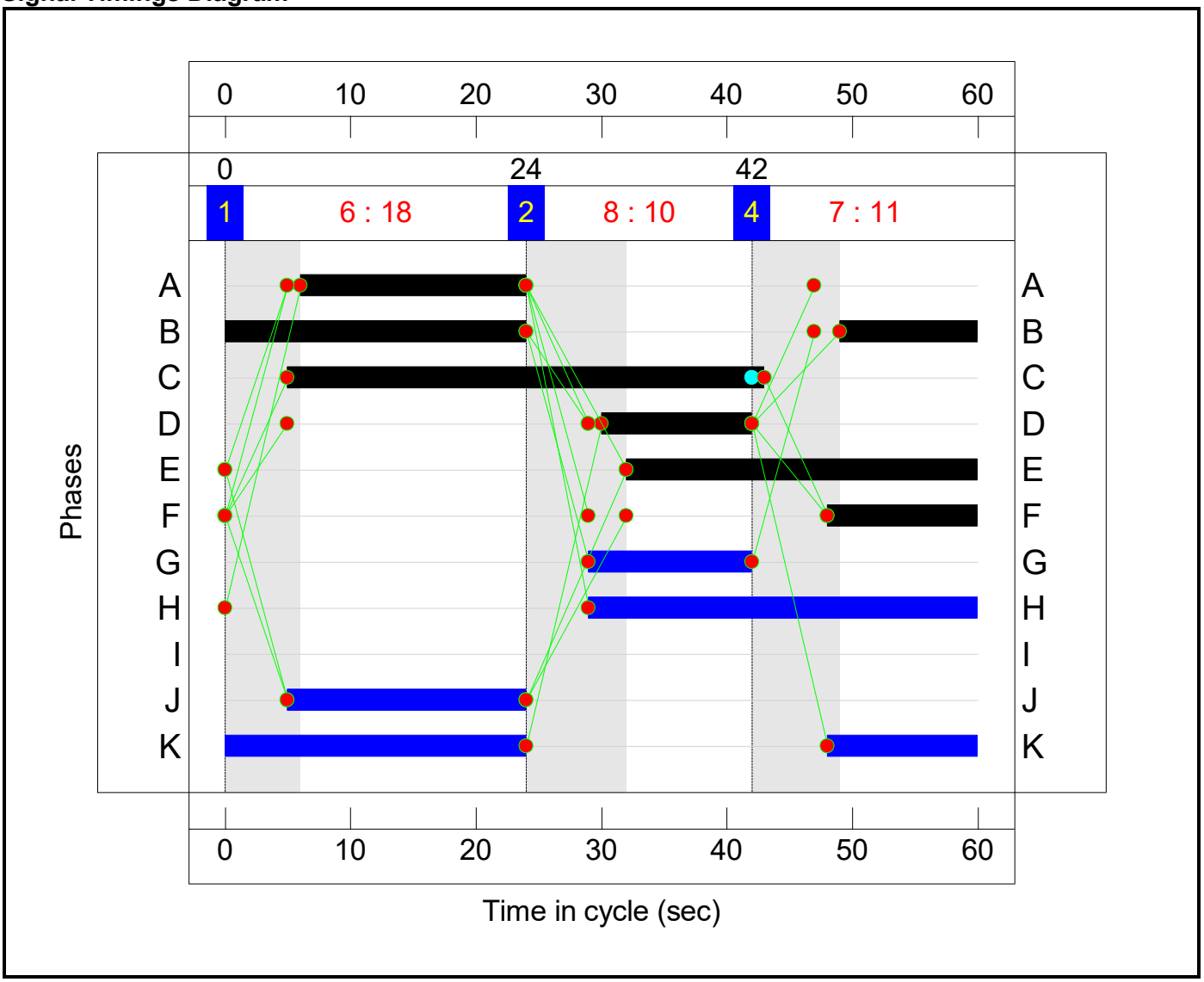
Stage Sequence Diagram



Stage Timings

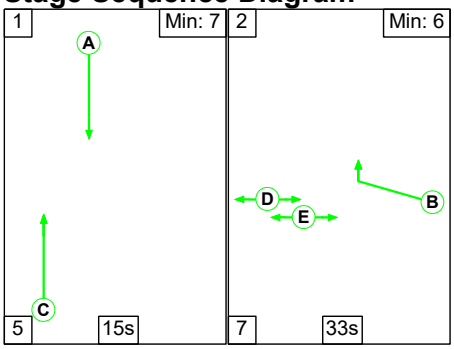
Stage	1	2	4
Duration	18	10	11
Change Point	0	24	42

Signal Timings Diagram



Controller :C2

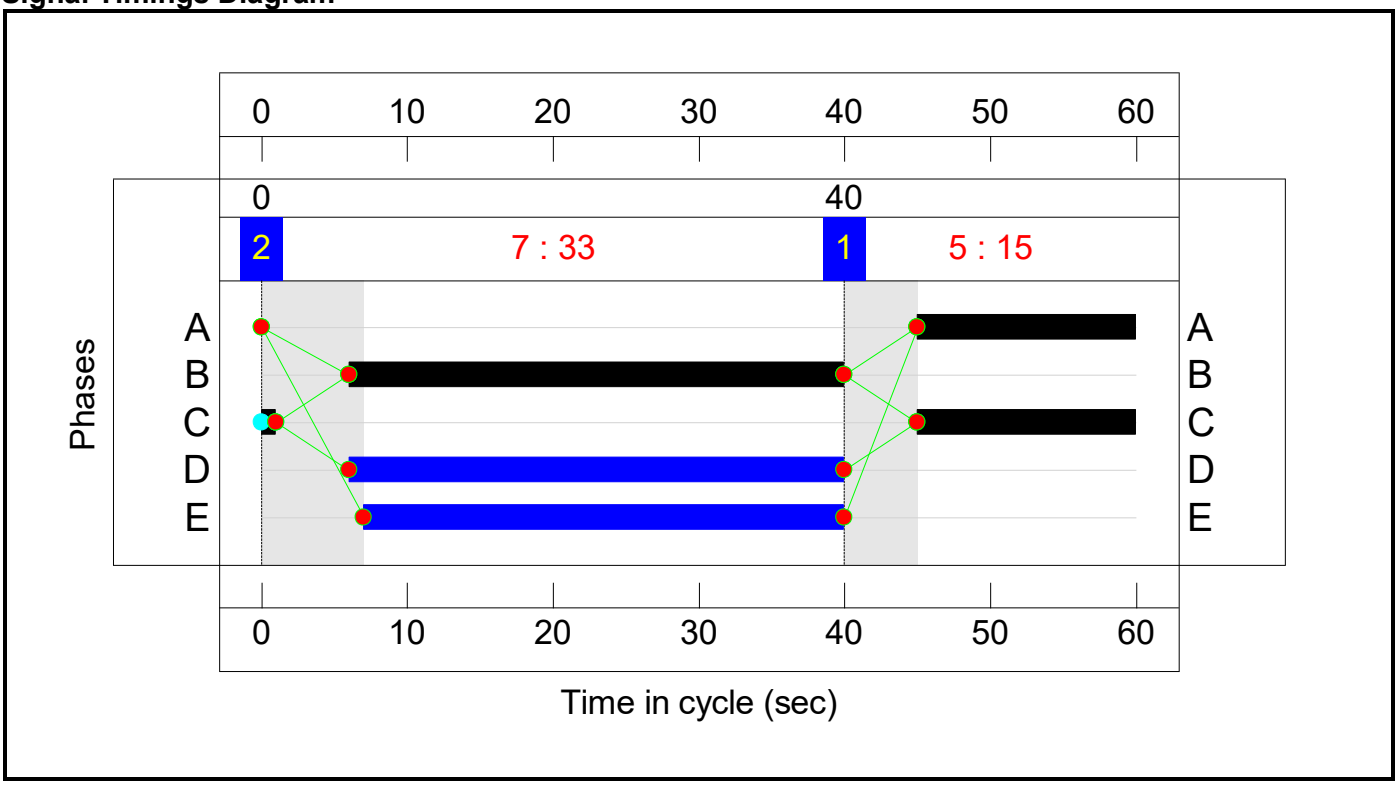
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	15	33
Change Point	40	0

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
J1: Heyford Park Link Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
1/1	B430 south Ahead	U	N/A	N/A	C1:C		1	38	-	655	1965	1277	51.3%
1/2	B430 south Right	U	N/A	N/A	C1:D		1	12	-	304	1894	410	74.1%
1/3	B430 south Right	U	N/A	N/A	C1:D		1	12	-	305	1894	410	74.3%
3/2		U	N/A	N/A	-		-	-	-	305	1900	1900	16.1%
4/1	Heyford Park Link Road Left	U	N/A	N/A	C1:B		1	35	-	236	1786	1072	22.0%
4/2+4/3	Heyford Park Link Road Ahead	U	N/A	N/A	C1:A		1	18	-	620	1980:1980	627+489	74.5 : 31.3%
5/1	B430 north Left	U	N/A	N/A	C1:E		1	28	-	707	1871	904	78.2%
5/2	B430 north Right	U	N/A	N/A	C1:F		1	12	-	301	1868	405	74.4%
J2: Middleton Stoney Relief Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.2%**
1/1	B430 south Ahead	U	N/A	N/A	C2:C		1	16	-	168	2015	571	29.4%
3/2	B430 north Ahead	U	N/A	N/A	C2:A		1	15	-	332	1965	524	63.4%
6/1+6/2	MSRR Right	U	N/A	N/A	C2:B		1	34	-	1096	1886:1886	1100+378	74.2 : 74.2%

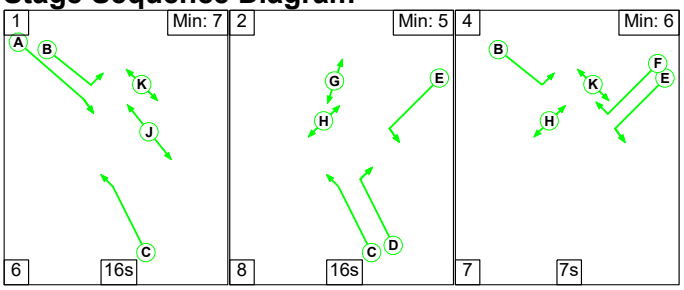
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	**-**	**-**	**0**	**0**	**0**	**16.5**	**9.9**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
J1: Heyford Park Link Road Junction	**-**	**-**	**0**	**0**	**0**	**11.3**	**7.4**	**0.0**	**18.7**	**-**	**-**	**-**	**-**
1/1	655	655	-	-	-	0.7	0.5	-	1.2	6.8	3.2	0.5	3.7
1/2	304	304	-	-	-	1.4	1.4	-	2.8	33.3	4.6	1.4	6.0
1/3	305	305	-	-	-	1.5	1.4	-	2.9	33.8	4.8	1.4	6.2
3/2	305	305	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	236	236	-	-	-	0.4	0.1	-	0.5	7.7	1.8	0.1	1.9
4/2+4/3	620	620	-	-	-	3.0	0.6	-	3.6	21.2	6.9	0.6	7.5
5/1	707	707	-	-	-	2.5	1.8	-	4.3	21.8	9.6	1.8	11.4
5/2	301	301	-	-	-	1.8	1.4	-	3.2	38.8	4.7	1.4	6.1
J2: Middleton Stoney Relief Road Junction	**-**	**-**	**0**	**0**	**0**	**5.1**	**2.5**	**0.0**	**7.6**	**-**	**-**	**-**	**-**
1/1	168	168	-	-	-	0.8	0.2	-	1.0	21.3	2.1	0.2	2.4
3/2	332	332	-	-	-	1.8	0.9	-	2.7	28.8	4.5	0.9	5.4
6/1+6/2	1096	1096	-	-	-	2.6	1.4	-	4.0	13.1	10.0	1.4	11.4

C1	PRC for Signalled Lanes (%):	15.1	Total Delay for Signalled Lanes (pcuHr):	18.59
C2	PRC for Signalled Lanes (%):	21.3	Total Delay for Signalled Lanes (pcuHr):	7.63
	PRC Over All Lanes (%):	15.1	Total Delay Over All Lanes(pcuHr):	26.32

Cycle Time (s): 60
Cycle Time (s): 60

Scenario 6: '2042 DS4A - PM peak hour' (FG6: '2042 DS4A - PM', Plan 1: 'DS3 AM')
Controller :C1

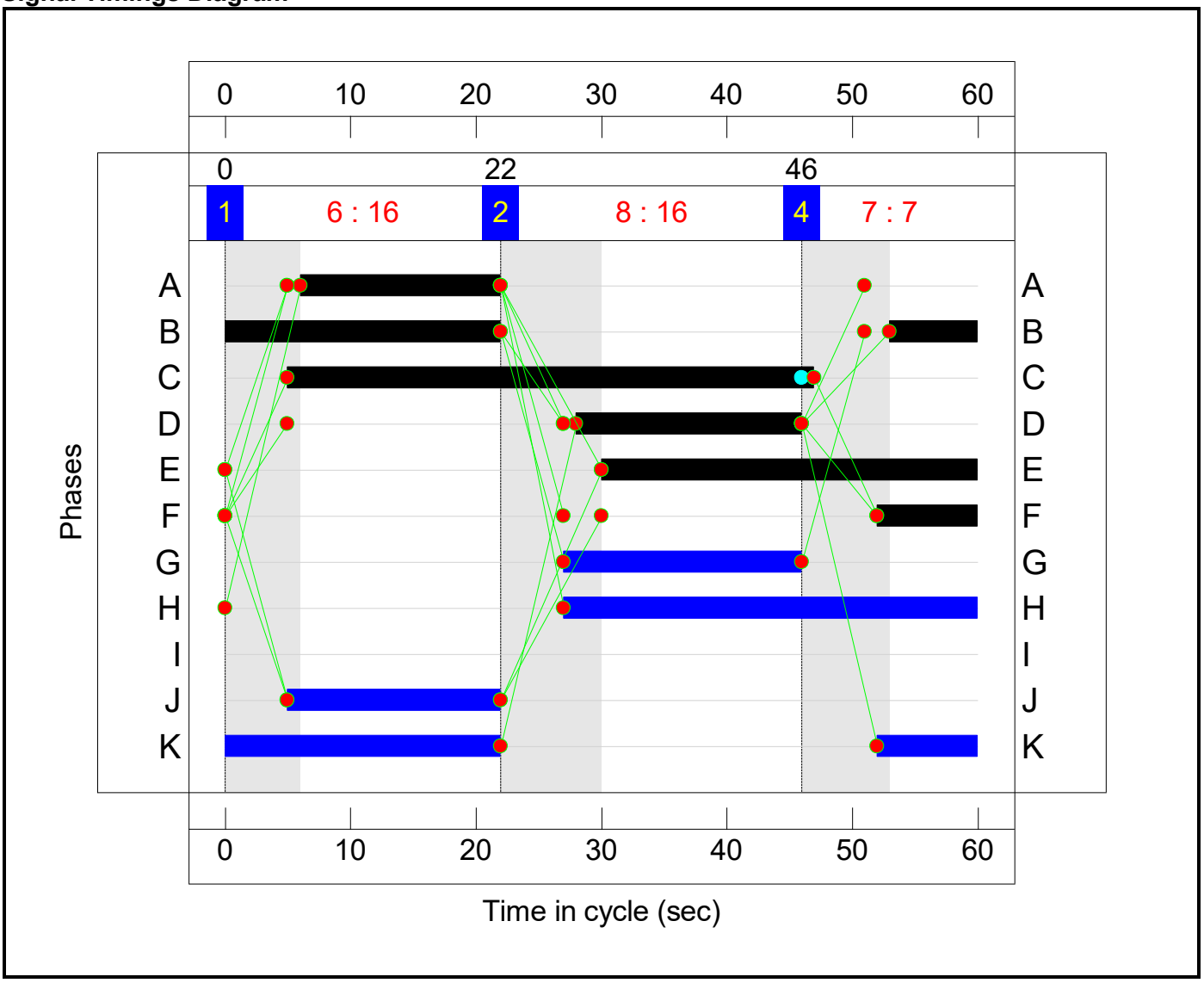
Stage Sequence Diagram



Stage Timings

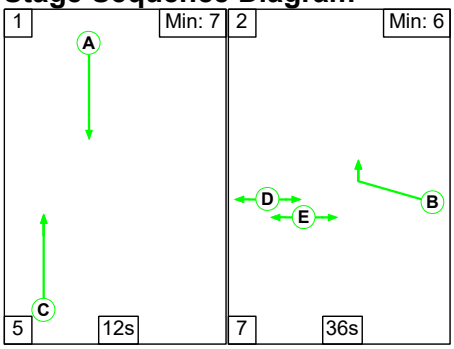
Stage	1	2	4
Duration	16	16	7
Change Point	0	22	46

Signal Timings Diagram



Controller :C2

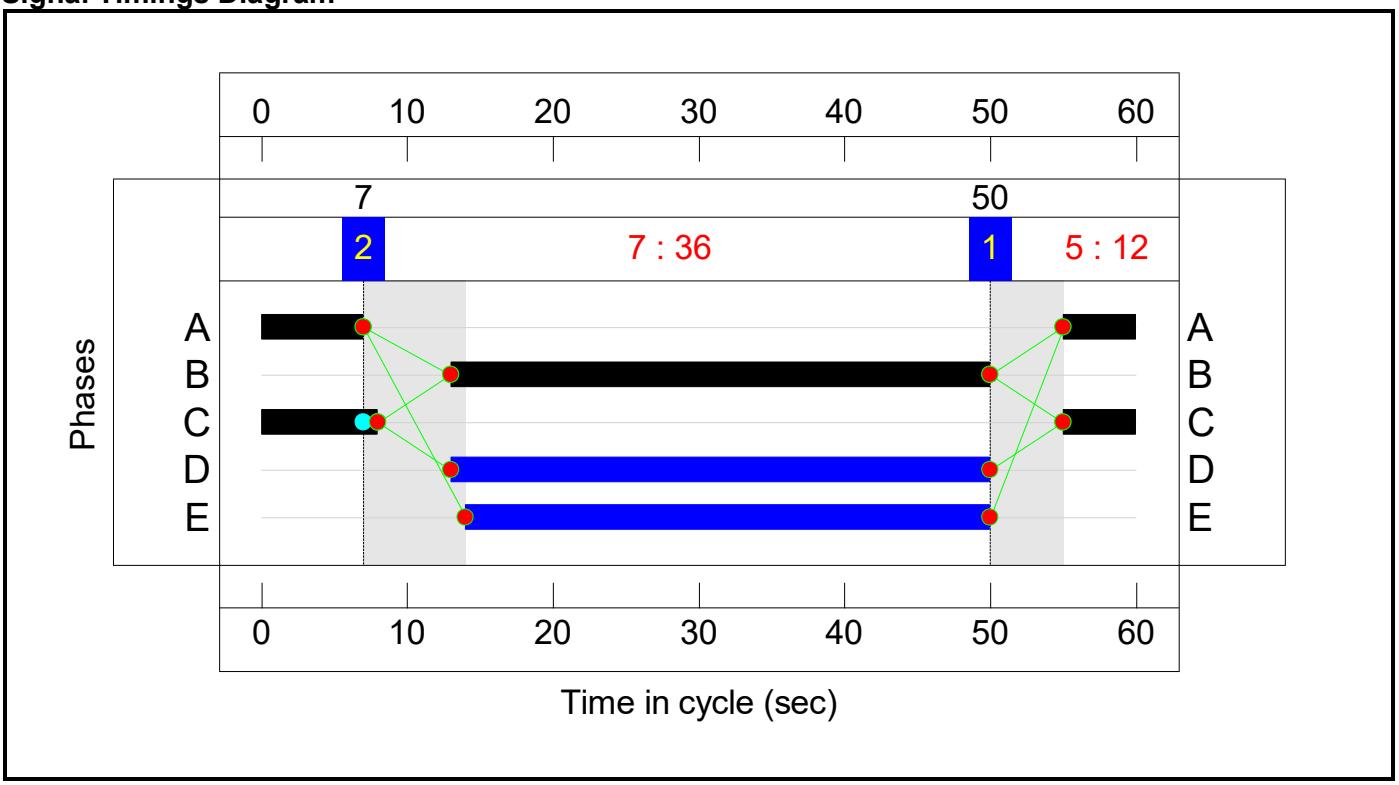
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	12	36
Change Point	50	7

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.2%**
J1: Heyford Park Link Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.2%**
1/1	B430 south Ahead	U	N/A	N/A	C1:C		1	42	-	487	1965	1408	34.6%
1/2	B430 south Right	U	N/A	N/A	C1:D		1	18	-	358	1894	600	59.7%
1/3	B430 south Right	U	N/A	N/A	C1:D		1	18	-	361	1894	600	60.2%
3/2		U	N/A	N/A	-		-	-	-	361	1900	1900	19.0%
4/1	Heyford Park Link Road Left	U	N/A	N/A	C1:B		1	29	-	250	1786	893	28.0%
4/2+4/3	Heyford Park Link Road Ahead	U	N/A	N/A	C1:A		1	16	-	485	1980:1980	561+318	72.5 : 24.5%
5/1	B430 north Left	U	N/A	N/A	C1:E		1	30	-	737	1871	967	76.2%
5/2	B430 north Right	U	N/A	N/A	C1:F		1	8	-	179	1868	280	63.9%
J2: Middleton Stoney Relief Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.5%**
1/1	B430 south Ahead	U	N/A	N/A	C2:C		1	13	-	162	2015	470	34.5%
3/2	B430 north Ahead	U	N/A	N/A	C2:A		1	12	-	213	1965	426	50.0%
6/1+6/2	MSRR Right	U	N/A	N/A	C2:B		1	37	-	1044	1886:1886	1167+530	61.5 : 61.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	**-**	**-**	**0**	**0**	**0**	**13.5**	**6.7**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
J1: Heyford Park Link Road Junction	**-**	**-**	**0**	**0**	**0**	**9.7**	**5.1**	**0.0**	**14.9**	**-**	**-**	**-**	**-**
1/1	487	487	-	-	-	0.4	0.3	-	0.6	4.6	2.3	0.3	2.6
1/2	358	358	-	-	-	1.3	0.7	-	2.1	20.7	4.5	0.7	5.2
1/3	361	361	-	-	-	1.3	0.8	-	2.1	20.9	5.0	0.8	5.7
3/2	361	361	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/1	250	250	-	-	-	0.6	0.2	-	0.8	11.5	2.4	0.2	2.6
4/2+4/3	485	485	-	-	-	2.5	0.6	-	3.2	23.4	6.1	0.6	6.7
5/1	737	737	-	-	-	2.4	1.6	-	4.0	19.3	9.6	1.6	11.2
5/2	179	179	-	-	-	1.2	0.9	-	2.1	41.5	2.8	0.9	3.7
J2: Middleton Stoney Relief Road Junction	**-**	**-**	**0**	**0**	**0**	**3.7**	**1.6**	**0.0**	**5.3**	**-**	**-**	**-**	**-**
1/1	162	162	-	-	-	0.9	0.3	-	1.1	25.0	2.3	0.3	2.5
3/2	213	213	-	-	-	1.1	0.5	-	1.6	27.3	3.1	0.5	3.6
6/1+6/2	1044	1044	-	-	-	1.7	0.8	-	2.5	8.8	7.0	0.8	7.8

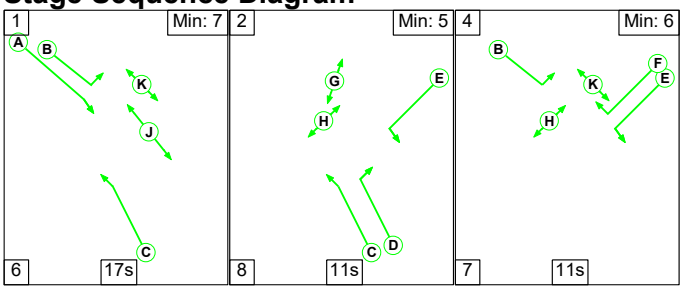
C1 PRC for Signalled Lanes (%): 18.0 Total Delay for Signalled Lanes (pcuHr): 14.74 Cycle Time (s): 60

C2 PRC for Signalled Lanes (%): 46.3 Total Delay for Signalled Lanes (pcuHr): 5.28 Cycle Time (s): 60

PRC Over All Lanes (%): 18.0 Total Delay Over All Lanes(pcuHr): 20.14

Scenario 7: '2042 DS4AwTP - AM peak hour' (FG7: '2042 DS4AwTP - AM', Plan 1: 'DS3 AM')
Controller :C1

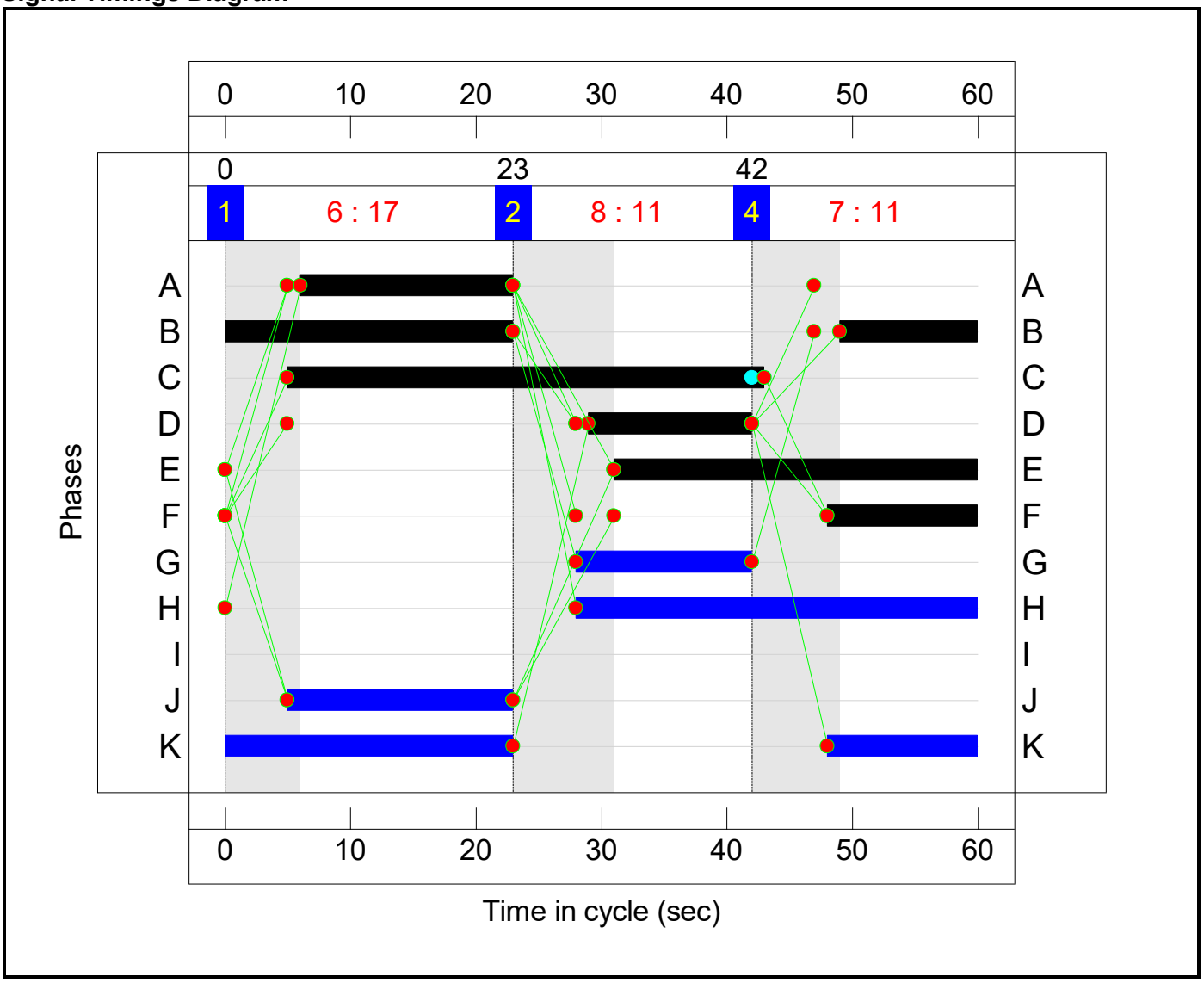
Stage Sequence Diagram



Stage Timings

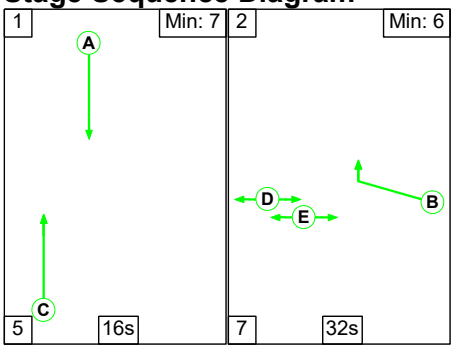
Stage	1	2	4
Duration	17	11	11
Change Point	0	23	42

Signal Timings Diagram



Controller :C2

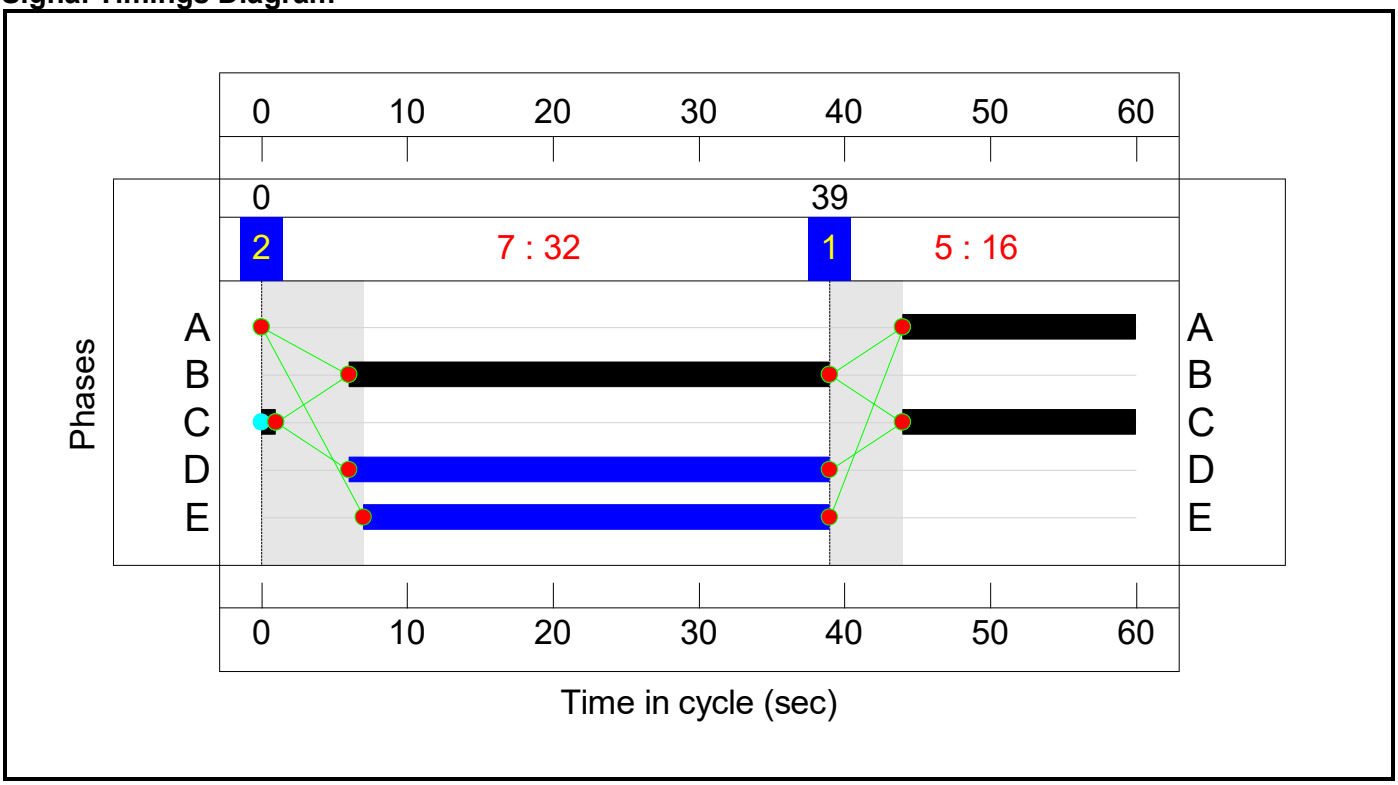
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	16	32
Change Point	39	0

Signal Timings Diagram



Network Results

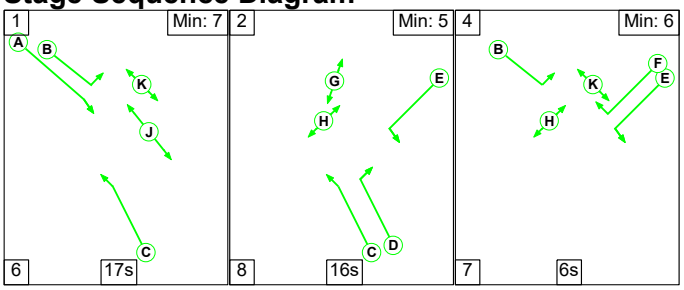
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.0%**
J1: Heyford Park Link Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.0%**
1/1	B430 south Ahead	U	N/A	N/A	C1:C		1	38	-	659	1965	1277	51.6%
1/2	B430 south Right	U	N/A	N/A	C1:D		1	13	-	267	1894	442	60.4%
1/3	B430 south Right	U	N/A	N/A	C1:D		1	13	-	268	1894	442	60.6%
3/2		U	N/A	N/A	-		-	-	-	268	1900	1900	14.1%
4/1	Heyford Park Link Road Left	U	N/A	N/A	C1:B		1	34	-	210	1786	1042	20.2%
4/2+4/3	Heyford Park Link Road Ahead	U	N/A	N/A	C1:A		1	17	-	622	1980:1980	594+509	77.8 : 31.4%
5/1	B430 north Left	U	N/A	N/A	C1:E		1	29	-	730	1871	935	78.0%
5/2	B430 north Right	U	N/A	N/A	C1:F		1	12	-	299	1868	405	73.9%
J2: Middleton Stoney Relief Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.4%**
1/1	B430 south Ahead	U	N/A	N/A	C2:C		1	17	-	161	2015	605	26.6%
3/2	B430 north Ahead	U	N/A	N/A	C2:A		1	16	-	354	1965	557	63.6%
6/1+6/2	MSRR Right	U	N/A	N/A	C2:B		1	33	-	1033	1886:1886	1069+358	72.4 : 72.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	**-**	**-**	**0**	**0**	**0**	**15.9**	**8.4**	**0.0**	**24.2**	**-**	**-**	**-**	**-**
J1: Heyford Park Link Road Junction	**-**	**-**	**0**	**0**	**0**	**10.8**	**6.0**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/1	659	659	-	-	-	0.7	0.5	-	1.2	6.7	3.1	0.5	3.6
1/2	267	267	-	-	-	1.2	0.8	-	1.9	26.2	3.8	0.8	4.6
1/3	268	268	-	-	-	1.1	0.8	-	1.9	24.9	3.9	0.8	4.7
3/2	268	268	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	210	210	-	-	-	0.3	0.1	-	0.5	8.1	1.6	0.1	1.8
4/2+4/3	622	622	-	-	-	3.2	0.6	-	3.8	22.1	6.9	0.6	7.6
5/1	730	730	-	-	-	2.5	1.7	-	4.2	20.9	9.9	1.7	11.7
5/2	299	299	-	-	-	1.8	1.4	-	3.2	38.5	4.6	1.4	5.9
J2: Middleton Stoney Relief Road Junction	**-**	**-**	**0**	**0**	**0**	**5.1**	**2.4**	**0.0**	**7.4**	**-**	**-**	**-**	**-**
1/1	161	161	-	-	-	0.7	0.2	-	0.9	20.1	2.0	0.2	2.2
3/2	354	354	-	-	-	1.8	0.9	-	2.7	27.3	4.7	0.9	5.6
6/1+6/2	1033	1033	-	-	-	2.5	1.3	-	3.8	13.3	9.5	1.3	10.8

C1	PRC for Signalled Lanes (%):	15.3	Total Delay for Signalled Lanes (pcuHr):	16.74	Cycle Time (s): 60
C2	PRC for Signalled Lanes (%):	24.3	Total Delay for Signalled Lanes (pcuHr):	7.41	Cycle Time (s): 60
	PRC Over All Lanes (%):	15.3	Total Delay Over All Lanes(pcuHr):	24.23	

Scenario 8: '2042 DS4AwTP - PM peak hour' (FG8: '2042 DS4AwTP - PM', Plan 1: 'DS3 AM')
Controller :C1

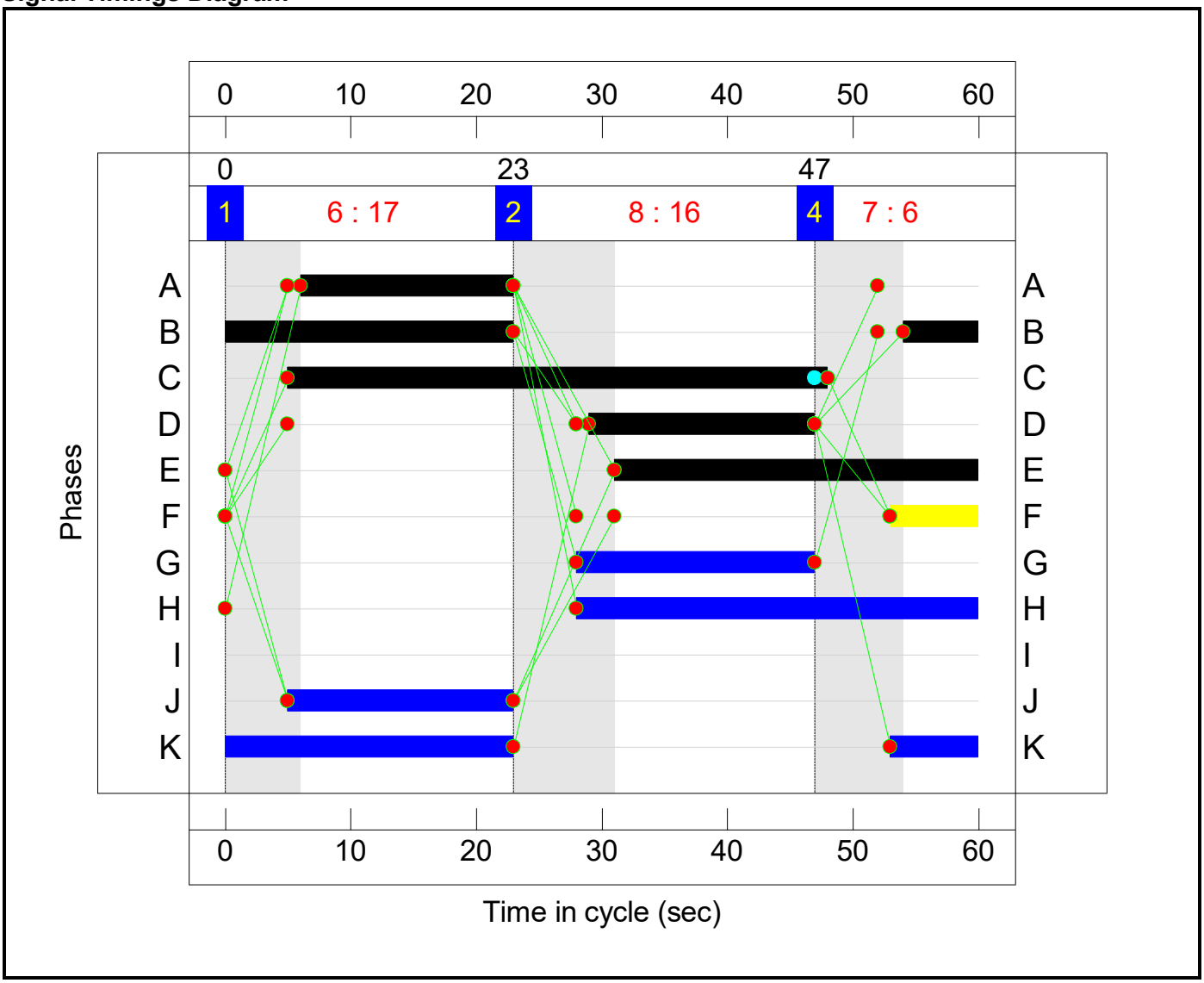
Stage Sequence Diagram



Stage Timings

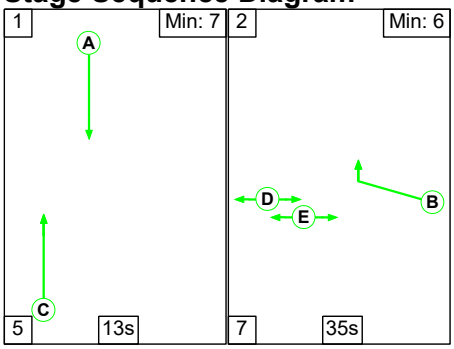
Stage	1	2	4
Duration	17	16	6
Change Point	0	23	47

Signal Timings Diagram



Controller :C2

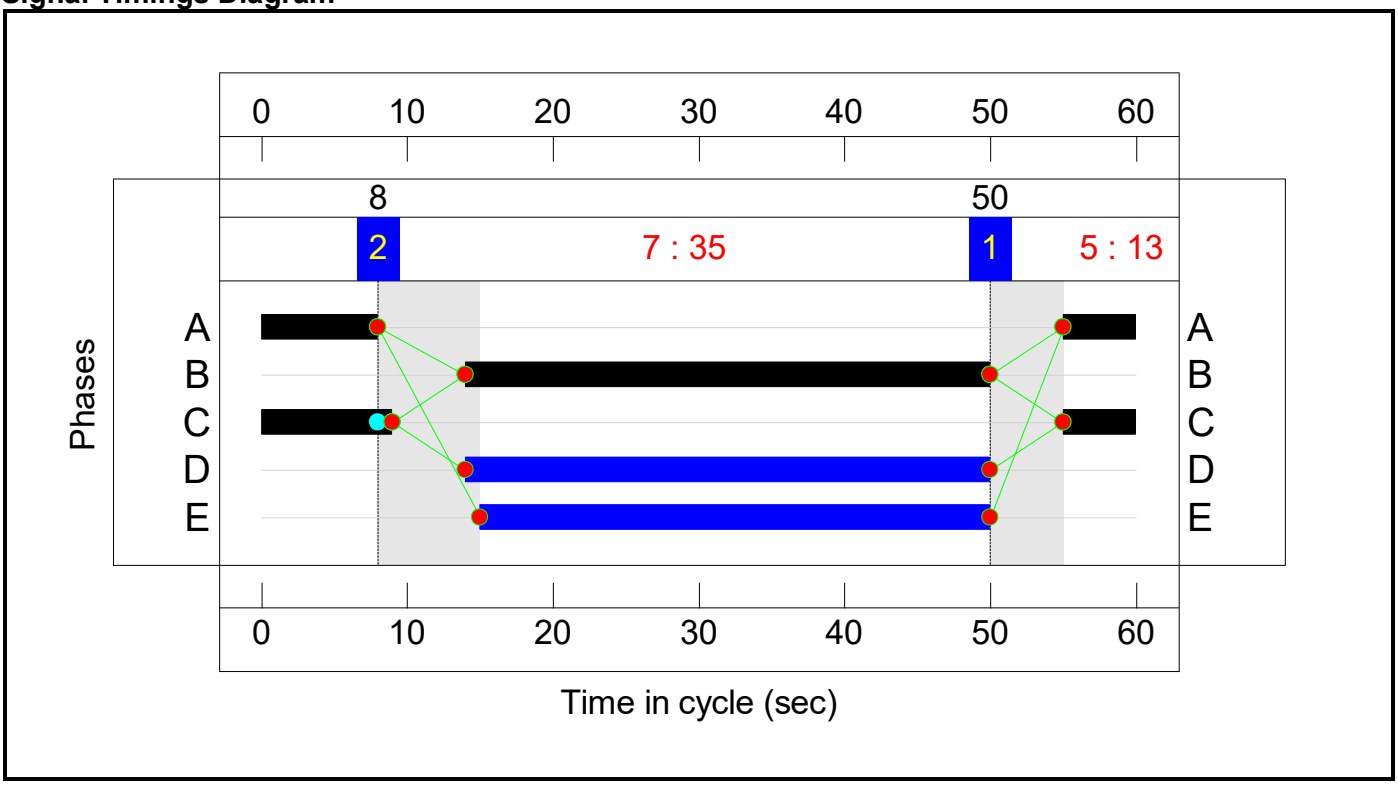
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	13	35
Change Point	50	8

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.9%**
J1: Heyford Park Link Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.9%**
1/1	B430 south Ahead	U	N/A	N/A	C1:C		1	43	-	492	1965	1441	34.1%
1/2	B430 south Right	U	N/A	N/A	C1:D		1	18	-	355	1894	600	59.2%
1/3	B430 south Right	U	N/A	N/A	C1:D		1	18	-	347	1894	600	57.9%
3/2		U	N/A	N/A	-		-	-	-	347	1900	1900	18.3%
4/1	Heyford Park Link Road Left	U	N/A	N/A	C1:B		1	29	-	241	1786	893	27.0%
4/2+4/3	Heyford Park Link Road Ahead	U	N/A	N/A	C1:A		1	17	-	497	1980:1980	594+351	68.9 : 25.1%
5/1	B430 north Left	U	N/A	N/A	C1:E		1	29	-	654	1871	935	69.9%
5/2	B430 north Right	U	N/A	N/A	C1:F		1	7	-	159	1868	249	63.8%
J2: Middleton Stoney Relief Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.8%**
1/1	B430 south Ahead	U	N/A	N/A	C2:C		1	14	-	160	2015	504	31.8%
3/2	B430 north Ahead	U	N/A	N/A	C2:A		1	13	-	212	1965	458	46.2%
6/1+6/2	MSRR Right	U	N/A	N/A	C2:B		1	36	-	1034	1886:1886	1145+529	61.8 : 61.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Propesed Heyford Park Link Road to Middleton Stoney Releif Road	**-**	**-**	**0**	**0**	**0**	**12.9**	**6.0**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
J1: Heyford Park Link Road Junction	**-**	**-**	**0**	**0**	**0**	**9.1**	**4.5**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
1/1	492	492	-	-	-	0.3	0.3	-	0.6	4.3	2.2	0.3	2.5
1/2	355	355	-	-	-	1.3	0.7	-	2.0	20.7	4.4	0.7	5.2
1/3	347	347	-	-	-	1.2	0.7	-	1.9	19.6	4.7	0.7	5.4
3/2	347	347	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/1	241	241	-	-	-	0.6	0.2	-	0.8	11.4	2.3	0.2	2.5
4/2+4/3	497	497	-	-	-	2.5	0.6	-	3.0	22.0	5.9	0.6	6.5
5/1	654	654	-	-	-	2.1	1.2	-	3.2	17.9	8.4	1.2	9.5
5/2	159	159	-	-	-	1.1	0.9	-	2.0	44.3	2.5	0.9	3.3
J2: Middleton Stoney Relief Road Junction	**-**	**-**	**0**	**0**	**0**	**3.8**	**1.5**	**0.0**	**5.3**	**-**	**-**	**-**	**-**
1/1	160	160	-	-	-	0.8	0.2	-	1.0	23.6	2.1	0.2	2.4
3/2	212	212	-	-	-	1.1	0.4	-	1.6	26.6	3.1	0.4	3.5
6/1+6/2	1034	1034	-	-	-	1.9	0.8	-	2.7	9.3	7.1	0.8	7.9

C1	PRC for Signalled Lanes (%):	28.7	Total Delay for Signalled Lanes (pcuHr):	13.52	Cycle Time (s): 60
C2	PRC for Signalled Lanes (%):	45.7	Total Delay for Signalled Lanes (pcuHr):	5.29	Cycle Time (s): 60
	PRC Over All Lanes (%):	28.7	Total Delay Over All Lanes(pcuHr):	18.92	

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260107 MSRR_B4030 roundabout.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\6. MSRR_B4030 roundabout
Report generation date: 15/01/2026 16:20:19

»Proposed MSRR/B4030 roundabout - D1 - 2034 | DS3A | AM
»Proposed MSRR/B4030 roundabout - D2 - 2034 | DS3A | PM
»Proposed MSRR/B4030 roundabout - D3 - 2034 | DS3AwTP | AM
»Proposed MSRR/B4030 roundabout - D4 - 2034 | DS3AwTP | PM
»Proposed MSRR/B4030 roundabout - D5 - 2042 | DS4A | AM
»Proposed MSRR/B4030 roundabout - D6 - 2042 | DS4A | PM
»Proposed MSRR/B4030 roundabout - D7 - 2042 | DS4AwTP | AM
»Proposed MSRR/B4030 roundabout - D8 - 2042 | DS4AwTP | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Proposed MSRR/B4030 roundabout - 2034 - DS3A									
1 - B4030 (W)	D1	0.4	4.90	0.30	A	D2	0.3	3.98	0.21	A
2 - MSRR		2.4	8.81	0.71	A		1.9	7.31	0.65	A
3 - Middleton Road		0.2	4.86	0.17	A		0.1	4.26	0.10	A
4 - B4030 (E)		2.3	7.53	0.70	A		3.5	10.12	0.78	B
	Proposed MSRR/B4030 roundabout - 2034 - DS3AwTP									
1 - B4030 (W)	D3	0.4	4.59	0.29	A	D4	0.3	4.09	0.22	A
2 - MSRR		2.4	8.86	0.71	A		1.5	6.55	0.61	A
3 - Middleton Road		0.2	4.82	0.16	A		0.1	4.11	0.09	A
4 - B4030 (E)		1.9	6.53	0.65	A		3.3	9.64	0.77	A
	Proposed MSRR/B4030 roundabout - 2042 - DS4A									
1 - B4030 (W)	D5	0.5	5.54	0.33	A	D6	0.4	5.49	0.30	A
2 - MSRR		3.0	10.45	0.75	B		3.2	10.87	0.77	B
3 - Middleton Road		0.3	5.38	0.23	A		0.2	5.06	0.18	A
4 - B4030 (E)		3.7	11.02	0.79	B		5.4	15.16	0.85	C
	Proposed MSRR/B4030 roundabout - 2042 - DS4AwTP									
1 - B4030 (W)	D7	0.5	5.26	0.32	A	D8	0.4	5.43	0.30	A
2 - MSRR		2.9	10.38	0.75	B		2.4	8.85	0.71	A
3 - Middleton Road		0.3	5.35	0.23	A		0.2	4.81	0.18	A
4 - B4030 (E)		3.0	9.31	0.75	A		4.9	13.80	0.84	B

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

File summary

File Description

Title	OxSRFI
Location	B4030/MSRR roundabout
Site number	
Date	03/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.90	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D4	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓
D5	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓
D6	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓
D7	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed MSRR/B4030 roundabout	✓	100.000	100.000

Proposed MSRR/B4030 roundabout - D1 - 2034 | DS3A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	7.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.55	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B4030 (W)		
2	MSRR		
3	Middleton Road		
4	B4030 (E)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - B4030 (W)	3.65	6.00	23.2	20.0	60.0	39.0		
2 - MSRR	3.65	7.10	29.5	20.0	60.0	28.0		
3 - Middleton Road	3.80	6.00	11.0	20.0	60.0	37.0		
4 - B4030 (E)	3.70	7.00	26.7	20.0	60.0	46.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - MSRR	1.00	3.00	2.00	1.00	6.00	7.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B4030 (W)	0.530	1592
2 - MSRR	0.590	1880
3 - Middleton Road	0.519	1520
4 - B4030 (E)	0.549	1736

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034	DS3A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	292	100.000
2 - MSRR		ONE HOUR	✓	887	100.000
3 - Middleton Road		ONE HOUR	✓	137	100.000
4 - B4030 (E)		ONE HOUR	✓	1004	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	33	34	225
	2 - MSRR	3	0	60	824
	3 - Middleton Road	92	40	0	5
	4 - B4030 (E)	177	824	3	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.11	0.12	0.77
	2 - MSRR	0.00	0.00	0.07	0.93
	3 - Middleton Road	0.67	0.29	0.00	0.04
	4 - B4030 (E)	0.18	0.82	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	1
	2 - MSRR	0	0	0	7
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	4	6	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.008
	2 - MSRR	1.000	1.000	1.000	1.056
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.032	1.048	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - B4030 (W)	220	221	
	2 - MSRR	668	703	90.34
	3 - Middleton Road	103	103	
	4 - B4030 (E)	756	790	
08:00-08:15	1 - B4030 (W)	263	264	
	2 - MSRR	797	839	107.88
	3 - Middleton Road	123	123	
	4 - B4030 (E)	903	943	
08:15-08:30	1 - B4030 (W)	321	323	
	2 - MSRR	977	1027	132.12
	3 - Middleton Road	151	151	
	4 - B4030 (E)	1105	1155	
08:30-08:45	1 - B4030 (W)	321	323	
	2 - MSRR	977	1027	132.12
	3 - Middleton Road	151	151	
	4 - B4030 (E)	1105	1155	
08:45-09:00	1 - B4030 (W)	263	264	
	2 - MSRR	797	839	107.88
	3 - Middleton Road	123	123	
	4 - B4030 (E)	903	943	
09:00-09:15	1 - B4030 (W)	220	221	
	2 - MSRR	668	703	90.34
	3 - Middleton Road	103	103	
	4 - B4030 (E)	756	790	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.30	4.90	0.4	A	268	402
2 - MSRR	0.71	8.81	2.4	A	814	1221
3 - Middleton Road	0.17	4.86	0.2	A	126	189
4 - B4030 (E)	0.70	7.53	2.3	A	921	1382

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	220	55	650		1225	0.180	219	204	0.0	0.2	3.576	A
2 - MSRR	668	167	196	90.34	1457	0.458	664	672	0.0	0.8	4.525	A
3 - Middleton Road	103	26	788		1092	0.094	103	73	0.0	0.1	3.637	A
4 - B4030 (E)	756	189	101		1608	0.470	752	790	0.0	0.9	4.193	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	263	66	778		1154	0.227	262	244	0.2	0.3	4.036	A
2 - MSRR	797	199	235	107.88	1444	0.552	796	805	0.8	1.2	5.540	A
3 - Middleton Road	123	31	944		1007	0.122	123	87	0.1	0.1	4.071	A
4 - B4030 (E)	903	226	121		1597	0.565	901	946	0.9	1.3	5.155	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	321	80	951		1058	0.304	321	299	0.3	0.4	4.878	A
2 - MSRR	977	244	288	132.12	1385	0.705	972	984	1.2	2.3	8.626	A
3 - Middleton Road	151	38	1154		893	0.169	151	106	0.1	0.2	4.845	A
4 - B4030 (E)	1105	276	148		1583	0.698	1102	1156	1.3	2.3	7.418	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	321	80	954		1057	0.304	321	299	0.4	0.4	4.896	A
2 - MSRR	977	244	288	132.12	1385	0.705	976	988	2.3	2.4	8.805	A
3 - Middleton Road	151	38	1158		891	0.169	151	107	0.2	0.2	4.863	A
4 - B4030 (E)	1105	276	149		1583	0.698	1105	1160	2.3	2.3	7.534	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	263	66	783		1151	0.228	263	245	0.4	0.3	4.054	A
2 - MSRR	797	199	236	107.88	1444	0.552	802	810	2.4	1.3	5.647	A
3 - Middleton Road	123	31	950		1004	0.123	123	88	0.2	0.1	4.091	A
4 - B4030 (E)	903	226	122		1597	0.565	906	952	2.3	1.3	5.244	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	220	55	654		1222	0.180	220	205	0.3	0.2	3.595	A
2 - MSRR	668	167	198	90.34	1489	0.448	670	677	1.3	0.8	4.401	A
3 - Middleton Road	103	26	794		1089	0.095	103	73	0.1	0.1	3.655	A
4 - B4030 (E)	756	189	102		1607	0.470	758	795	1.3	0.9	4.244	A

Proposed MSRR/B4030 roundabout - D2 - 2034 | DS3A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	8.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034	DS3A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	221	100.000
2 - MSRR		ONE HOUR	✓	839	100.000
3 - Middleton Road		ONE HOUR	✓	84	100.000
4 - B4030 (E)		ONE HOUR	✓	1143	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	2	45	174
	2 - MSRR	56	0	36	747
	3 - Middleton Road	58	13	0	13
	4 - B4030 (E)	463	675	5	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.01	0.20	0.79
	2 - MSRR	0.07	0.00	0.04	0.89
	3 - Middleton Road	0.69	0.15	0.00	0.15
	4 - B4030 (E)	0.41	0.59	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	3
	2 - MSRR	0	0	0	6
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	0	6	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.024
	2 - MSRR	1.000	1.000	1.000	1.048
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.000	1.048	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - B4030 (W)	166	170	
	2 - MSRR	632	659	90.34
	3 - Middleton Road	63	63	
	4 - B4030 (E)	861	885	
17:00-17:15	1 - B4030 (W)	199	202	
	2 - MSRR	754	786	107.88
	3 - Middleton Road	76	76	
	4 - B4030 (E)	1028	1057	
17:15-17:30	1 - B4030 (W)	243	248	
	2 - MSRR	924	963	132.12
	3 - Middleton Road	92	92	
	4 - B4030 (E)	1258	1294	
17:30-17:45	1 - B4030 (W)	243	248	
	2 - MSRR	924	963	132.12
	3 - Middleton Road	92	92	
	4 - B4030 (E)	1258	1294	
17:45-18:00	1 - B4030 (W)	199	202	
	2 - MSRR	754	786	107.88
	3 - Middleton Road	76	76	
	4 - B4030 (E)	1028	1057	
18:00-18:15	1 - B4030 (W)	166	170	
	2 - MSRR	632	659	90.34
	3 - Middleton Road	63	63	
	4 - B4030 (E)	861	885	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.21	3.98	0.3	A	203	304
2 - MSRR	0.65	7.31	1.9	A	770	1155
3 - Middleton Road	0.10	4.26	0.1	A	77	116
4 - B4030 (E)	0.78	10.12	3.5	B	1049	1573

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	166	42	519		1280	0.130	166	432	0.0	0.1	3.229	A
2 - MSRR	632	158	168	90.34	1480	0.427	629	517	0.0	0.7	4.215	A
3 - Middleton Road	63	16	732		1124	0.056	63	64	0.0	0.1	3.392	A
4 - B4030 (E)	861	215	95		1637	0.526	856	700	0.0	1.1	4.585	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	199	50	622		1224	0.162	198	518	0.1	0.2	3.509	A
2 - MSRR	754	189	201	107.88	1468	0.514	753	619	0.7	1.0	5.028	A
3 - Middleton Road	76	19	877		1046	0.072	75	77	0.1	0.1	3.709	A
4 - B4030 (E)	1028	257	114		1627	0.632	1025	838	1.1	1.7	5.958	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	243	61	759		1149	0.212	243	632	0.2	0.3	3.971	A
2 - MSRR	924	231	246	132.12	1416	0.652	921	756	1.0	1.8	7.218	A
3 - Middleton Road	92	23	1072		940	0.098	92	94	0.1	0.1	4.247	A
4 - B4030 (E)	1258	315	140		1613	0.780	1252	1025	1.7	3.4	9.772	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	243	61	763		1147	0.212	243	635	0.3	0.3	3.982	A
2 - MSRR	924	231	247	132.12	1416	0.652	924	760	1.8	1.9	7.309	A
3 - Middleton Road	92	23	1076		938	0.099	92	95	0.1	0.1	4.255	A
4 - B4030 (E)	1258	315	140		1613	0.780	1258	1028	3.4	3.5	10.115	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	199	50	627		1221	0.163	199	522	0.3	0.2	3.524	A
2 - MSRR	754	189	202	107.88	1472	0.512	757	624	1.9	1.1	5.056	A
3 - Middleton Road	76	19	882		1043	0.072	76	78	0.1	0.1	3.722	A
4 - B4030 (E)	1028	257	114		1627	0.632	1034	843	3.5	1.7	6.148	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	166	42	523		1278	0.130	167	436	0.2	0.2	3.239	A
2 - MSRR	632	158	169	90.34	1512	0.418	633	521	1.1	0.7	4.102	A
3 - Middleton Road	63	16	737		1121	0.056	63	65	0.1	0.1	3.404	A
4 - B4030 (E)	861	215	96		1637	0.526	863	705	1.7	1.1	4.667	A

Proposed MSRR/B4030 roundabout - D3 - 2034 | DS3AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	7.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2034	DS3AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	286	100.000
2 - MSRR		ONE HOUR	✓	892	100.000
3 - Middleton Road		ONE HOUR	✓	131	100.000
4 - B4030 (E)		ONE HOUR	✓	941	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	33	33	220
	2 - MSRR	3	0	60	829
	3 - Middleton Road	87	39	0	5
	4 - B4030 (E)	183	755	3	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.12	0.12	0.77
	2 - MSRR	0.00	0.00	0.07	0.93
	3 - Middleton Road	0.66	0.30	0.00	0.04
	4 - B4030 (E)	0.19	0.80	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	1
	2 - MSRR	0	0	0	7
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	4	6	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.008
	2 - MSRR	1.000	1.000	1.000	1.056
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.032	1.048	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - B4030 (W)	215	217	
	2 - MSRR	672	706	90.34
	3 - Middleton Road	99	99	
	4 - B4030 (E)	708	740	
08:00-08:15	1 - B4030 (W)	257	259	
	2 - MSRR	802	844	107.88
	3 - Middleton Road	118	118	
	4 - B4030 (E)	846	884	
08:15-08:30	1 - B4030 (W)	315	317	
	2 - MSRR	982	1033	132.12
	3 - Middleton Road	144	144	
	4 - B4030 (E)	1036	1082	
08:30-08:45	1 - B4030 (W)	315	317	
	2 - MSRR	982	1033	132.12
	3 - Middleton Road	144	144	
	4 - B4030 (E)	1036	1082	
08:45-09:00	1 - B4030 (W)	257	259	
	2 - MSRR	802	844	107.88
	3 - Middleton Road	118	118	
	4 - B4030 (E)	846	884	
09:00-09:15	1 - B4030 (W)	215	217	
	2 - MSRR	672	706	90.34
	3 - Middleton Road	99	99	
	4 - B4030 (E)	708	740	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.29	4.59	0.4	A	262	394
2 - MSRR	0.71	8.86	2.4	A	819	1228
3 - Middleton Road	0.16	4.82	0.2	A	120	180
4 - B4030 (E)	0.65	6.53	1.9	A	863	1295

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	215	54	597		1254	0.172	214	205	0.0	0.2	3.461	A
2 - MSRR	672	168	192	90.34	1459	0.460	668	620	0.0	0.8	4.533	A
3 - Middleton Road	99	25	788		1092	0.090	98	72	0.0	0.1	3.620	A
4 - B4030 (E)	708	177	97		1610	0.440	705	790	0.0	0.8	3.964	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	257	64	715		1189	0.216	257	245	0.2	0.3	3.863	A
2 - MSRR	802	200	230	107.88	1447	0.554	800	742	0.8	1.2	5.557	A
3 - Middleton Road	118	29	944		1007	0.117	118	86	0.1	0.1	4.047	A
4 - B4030 (E)	846	211	116		1600	0.529	845	946	0.8	1.1	4.754	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	315	79	875		1101	0.286	314	300	0.3	0.4	4.576	A
2 - MSRR	982	246	281	132.12	1388	0.708	978	908	1.2	2.3	8.679	A
3 - Middleton Road	144	36	1154		893	0.161	144	105	0.1	0.2	4.804	A
4 - B4030 (E)	1036	259	142		1587	0.653	1033	1156	1.1	1.8	6.466	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	315	79	877		1099	0.286	315	301	0.4	0.4	4.589	A
2 - MSRR	982	246	282	132.12	1388	0.708	982	910	2.3	2.4	8.862	A
3 - Middleton Road	144	36	1158		891	0.162	144	106	0.2	0.2	4.821	A
4 - B4030 (E)	1036	259	142		1587	0.653	1036	1160	1.8	1.9	6.534	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	257	64	719		1187	0.217	258	246	0.4	0.3	3.878	A
2 - MSRR	802	200	231	107.88	1446	0.554	806	746	2.4	1.3	5.664	A
3 - Middleton Road	118	29	950		1004	0.117	118	87	0.2	0.1	4.066	A
4 - B4030 (E)	846	211	116		1600	0.529	849	952	1.9	1.1	4.809	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	215	54	601		1251	0.172	216	206	0.3	0.2	3.478	A
2 - MSRR	672	168	193	90.34	1492	0.450	673	624	1.3	0.8	4.408	A
3 - Middleton Road	99	25	794		1089	0.091	99	72	0.1	0.1	3.636	A
4 - B4030 (E)	708	177	97		1610	0.440	710	795	1.1	0.8	4.005	A

Proposed MSRR/B4030 roundabout - D4 - 2034 | DS3AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	7.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2034	DS3AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	229	100.000
2 - MSRR		ONE HOUR	✓	773	100.000
3 - Middleton Road		ONE HOUR	✓	79	100.000
4 - B4030 (E)		ONE HOUR	✓	1136	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	2	43	184
	2 - MSRR	42	0	31	700
	3 - Middleton Road	56	13	0	10
	4 - B4030 (E)	468	663	5	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.01	0.19	0.80
	2 - MSRR	0.05	0.00	0.04	0.91
	3 - Middleton Road	0.71	0.16	0.00	0.13
	4 - B4030 (E)	0.41	0.58	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	6
	2 - MSRR	0	0	0	7
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	0	6	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.048
	2 - MSRR	1.000	1.000	1.000	1.056
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.000	1.048	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - B4030 (W)	172	179	
	2 - MSRR	582	611	90.34
	3 - Middleton Road	59	59	
	4 - B4030 (E)	855	879	
17:00-17:15	1 - B4030 (W)	206	214	
	2 - MSRR	695	730	107.88
	3 - Middleton Road	71	71	
	4 - B4030 (E)	1021	1050	
17:15-17:30	1 - B4030 (W)	252	262	
	2 - MSRR	851	894	132.12
	3 - Middleton Road	87	87	
	4 - B4030 (E)	1251	1286	
17:30-17:45	1 - B4030 (W)	252	262	
	2 - MSRR	851	894	132.12
	3 - Middleton Road	87	87	
	4 - B4030 (E)	1251	1286	
17:45-18:00	1 - B4030 (W)	206	214	
	2 - MSRR	695	730	107.88
	3 - Middleton Road	71	71	
	4 - B4030 (E)	1021	1050	
18:00-18:15	1 - B4030 (W)	172	179	
	2 - MSRR	582	611	90.34
	3 - Middleton Road	59	59	
	4 - B4030 (E)	855	879	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.22	4.09	0.3	A	210	315
2 - MSRR	0.61	6.55	1.5	A	709	1064
3 - Middleton Road	0.09	4.11	0.1	A	72	109
4 - B4030 (E)	0.77	9.64	3.3	A	1042	1564

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	172	43	510		1261	0.137	172	424	0.0	0.2	3.304	A
2 - MSRR	582	145	174	90.34	1462	0.398	579	508	0.0	0.7	4.066	A
3 - Middleton Road	59	15	694		1141	0.052	59	59	0.0	0.1	3.328	A
4 - B4030 (E)	855	214	83		1644	0.520	851	670	0.0	1.1	4.516	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	206	51	611		1207	0.171	206	508	0.2	0.2	3.595	A
2 - MSRR	695	174	208	107.88	1445	0.481	694	608	0.7	0.9	4.783	A
3 - Middleton Road	71	18	831		1066	0.067	71	71	0.1	0.1	3.618	A
4 - B4030 (E)	1021	255	100		1635	0.625	1019	803	1.1	1.6	5.822	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	252	63	746		1135	0.222	252	620	0.2	0.3	4.077	A
2 - MSRR	851	213	255	132.12	1400	0.608	849	743	0.9	1.5	6.496	A
3 - Middleton Road	87	22	1017		964	0.090	87	87	0.1	0.1	4.103	A
4 - B4030 (E)	1251	313	122		1623	0.771	1244	982	1.6	3.2	9.357	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	252	63	750		1133	0.223	252	623	0.3	0.3	4.088	A
2 - MSRR	851	213	255	132.12	1400	0.608	851	746	1.5	1.5	6.552	A
3 - Middleton Road	87	22	1019		963	0.090	87	87	0.1	0.1	4.109	A
4 - B4030 (E)	1251	313	122		1623	0.771	1250	984	3.2	3.3	9.642	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	206	51	616		1204	0.171	206	512	0.3	0.2	3.610	A
2 - MSRR	695	174	209	107.88	1457	0.477	697	613	1.5	0.9	4.755	A
3 - Middleton Road	71	18	835		1064	0.067	71	71	0.1	0.1	3.629	A
4 - B4030 (E)	1021	255	100		1635	0.625	1028	806	3.3	1.7	5.987	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	172	43	514		1259	0.137	173	427	0.2	0.2	3.314	A
2 - MSRR	582	145	175	90.34	1490	0.391	583	512	0.9	0.6	3.975	A
3 - Middleton Road	59	15	698		1138	0.052	60	60	0.1	0.1	3.338	A
4 - B4030 (E)	855	214	84		1644	0.520	858	674	1.7	1.1	4.595	A

Proposed MSRR/B4030 roundabout - D5 - 2042 | DS4A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	9.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2042	DS4A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	286	100.000
2 - MSRR		ONE HOUR	✓	948	100.000
3 - Middleton Road		ONE HOUR	✓	181	100.000
4 - B4030 (E)		ONE HOUR	✓	1126	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	33	36	217
	2 - MSRR	3	0	76	869
	3 - Middleton Road	114	62	0	5
	4 - B4030 (E)	161	962	3	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.12	0.13	0.76
	2 - MSRR	0.00	0.00	0.08	0.92
	3 - Middleton Road	0.63	0.34	0.00	0.03
	4 - B4030 (E)	0.14	0.85	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	1
	2 - MSRR	5	0	0	7
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	5	5	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.008
	2 - MSRR	1.040	1.000	1.000	1.056
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.040	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - B4030 (W)	215	217	
	2 - MSRR	714	750	90.34
	3 - Middleton Road	136	136	
	4 - B4030 (E)	848	882	
08:00-08:15	1 - B4030 (W)	257	259	
	2 - MSRR	852	896	107.88
	3 - Middleton Road	163	163	
	4 - B4030 (E)	1012	1053	
08:15-08:30	1 - B4030 (W)	315	317	
	2 - MSRR	1044	1097	132.12
	3 - Middleton Road	199	199	
	4 - B4030 (E)	1240	1289	
08:30-08:45	1 - B4030 (W)	315	317	
	2 - MSRR	1044	1097	132.12
	3 - Middleton Road	199	199	
	4 - B4030 (E)	1240	1289	
08:45-09:00	1 - B4030 (W)	257	259	
	2 - MSRR	852	896	107.88
	3 - Middleton Road	163	163	
	4 - B4030 (E)	1012	1053	
09:00-09:15	1 - B4030 (W)	215	217	
	2 - MSRR	714	750	90.34
	3 - Middleton Road	136	136	
	4 - B4030 (E)	848	882	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.33	5.54	0.5	A	262	394
2 - MSRR	0.75	10.45	3.0	B	870	1305
3 - Middleton Road	0.23	5.38	0.3	A	166	249
4 - B4030 (E)	0.79	11.02	3.7	B	1033	1550

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	215	54	769		1162	0.185	214	208	0.0	0.2	3.794	A
2 - MSRR	714	178	192	90.34	1462	0.488	710	792	0.0	0.9	4.761	A
3 - Middleton Road	136	34	816		1077	0.127	136	86	0.0	0.1	3.824	A
4 - B4030 (E)	848	212	134		1598	0.530	843	817	0.0	1.1	4.742	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	257	64	921		1079	0.238	257	249	0.2	0.3	4.375	A
2 - MSRR	852	213	230	107.88	1447	0.589	850	948	0.9	1.4	6.018	A
3 - Middleton Road	163	41	977		989	0.165	163	103	0.1	0.2	4.355	A
4 - B4030 (E)	1012	253	161		1584	0.639	1010	979	1.1	1.7	6.239	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	315	79	1124		968	0.325	314	305	0.3	0.5	5.499	A
2 - MSRR	1044	261	281	132.12	1388	0.752	1038	1157	1.4	2.9	10.117	B
3 - Middleton Road	199	50	1193		872	0.229	199	126	0.2	0.3	5.348	A
4 - B4030 (E)	1240	310	197		1565	0.792	1232	1195	1.7	3.6	10.578	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	315	79	1130		965	0.326	315	306	0.5	0.5	5.539	A
2 - MSRR	1044	261	282	132.12	1387	0.752	1044	1163	2.9	3.0	10.446	B
3 - Middleton Road	199	50	1199		868	0.229	199	127	0.3	0.3	5.379	A
4 - B4030 (E)	1240	310	197		1565	0.792	1239	1201	3.6	3.7	11.021	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	257	64	930		1074	0.239	258	251	0.5	0.3	4.413	A
2 - MSRR	852	213	231	107.88	1446	0.589	858	957	3.0	1.5	6.183	A
3 - Middleton Road	163	41	985		985	0.165	163	104	0.3	0.2	4.385	A
4 - B4030 (E)	1012	253	161		1584	0.639	1020	987	3.7	1.8	6.468	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	215	54	776		1159	0.186	216	210	0.3	0.2	3.817	A
2 - MSRR	714	178	193	90.34	1492	0.478	716	798	1.5	0.9	4.651	A
3 - Middleton Road	136	34	822		1073	0.127	136	87	0.2	0.1	3.844	A
4 - B4030 (E)	848	212	135		1598	0.531	850	824	1.8	1.1	4.835	A

Proposed MSRR/B4030 roundabout - D6 - 2042 | DS4A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	12.00	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.00	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2042	DS4A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	256	100.000
2 - MSRR		ONE HOUR	✓	984	100.000
3 - Middleton Road		ONE HOUR	✓	146	100.000
4 - B4030 (E)		ONE HOUR	✓	1203	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	3	74	179
	2 - MSRR	91	0	68	825
	3 - Middleton Road	82	50	0	14
	4 - B4030 (E)	235	962	6	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.01	0.29	0.70
	2 - MSRR	0.09	0.00	0.07	0.84
	3 - Middleton Road	0.56	0.34	0.00	0.10
	4 - B4030 (E)	0.20	0.80	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	6	0	8
	2 - MSRR	0	0	0	4
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	1	4	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.048	1.000	1.064
	2 - MSRR	1.000	1.000	1.000	1.032
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.008	1.032	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - B4030 (W)	193	201	
	2 - MSRR	741	761	90.34
	3 - Middleton Road	110	110	
	4 - B4030 (E)	906	930	
17:00-17:15	1 - B4030 (W)	230	241	
	2 - MSRR	885	908	107.88
	3 - Middleton Road	131	131	
	4 - B4030 (E)	1081	1111	
17:15-17:30	1 - B4030 (W)	282	295	
	2 - MSRR	1083	1112	132.12
	3 - Middleton Road	161	161	
	4 - B4030 (E)	1325	1360	
17:30-17:45	1 - B4030 (W)	282	295	
	2 - MSRR	1083	1112	132.12
	3 - Middleton Road	161	161	
	4 - B4030 (E)	1325	1360	
17:45-18:00	1 - B4030 (W)	230	241	
	2 - MSRR	885	908	107.88
	3 - Middleton Road	131	131	
	4 - B4030 (E)	1081	1111	
18:00-18:15	1 - B4030 (W)	193	201	
	2 - MSRR	741	761	90.34
	3 - Middleton Road	110	110	
	4 - B4030 (E)	906	930	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.30	5.49	0.4	A	235	352
2 - MSRR	0.77	10.87	3.2	B	903	1354
3 - Middleton Road	0.18	5.06	0.2	A	134	201
4 - B4030 (E)	0.85	15.16	5.4	C	1104	1656

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	193	48	762		1125	0.171	192	306	0.0	0.2	3.854	A
2 - MSRR	741	185	194	90.34	1493	0.496	737	760	0.0	1.0	4.738	A
3 - Middleton Road	110	27	820		1079	0.102	109	111	0.0	0.1	3.710	A
4 - B4030 (E)	906	226	167		1600	0.566	901	763	0.0	1.3	5.108	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	230	58	912		1047	0.220	230	366	0.2	0.3	4.407	A
2 - MSRR	885	221	233	107.88	1475	0.600	883	910	1.0	1.5	6.052	A
3 - Middleton Road	131	33	982		992	0.132	131	133	0.1	0.2	4.181	A
4 - B4030 (E)	1081	270	200		1583	0.683	1078	913	1.3	2.1	7.087	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	282	70	1111		943	0.299	281	446	0.3	0.4	5.437	A
2 - MSRR	1083	271	285	132.12	1414	0.766	1077	1108	1.5	3.1	10.479	B
3 - Middleton Road	161	40	1199		876	0.184	160	162	0.2	0.2	5.031	A
4 - B4030 (E)	1325	331	245		1559	0.850	1312	1115	2.1	5.1	13.953	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	282	70	1120		938	0.300	282	449	0.4	0.4	5.485	A
2 - MSRR	1083	271	285	132.12	1414	0.766	1083	1117	3.1	3.2	10.868	B
3 - Middleton Road	161	40	1205		872	0.184	161	163	0.2	0.2	5.059	A
4 - B4030 (E)	1325	331	245		1559	0.850	1324	1121	5.1	5.4	15.157	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	230	58	925		1040	0.221	231	370	0.4	0.3	4.452	A
2 - MSRR	885	221	233	107.88	1475	0.600	891	923	3.2	1.5	6.239	A
3 - Middleton Road	131	33	991		987	0.133	132	134	0.2	0.2	4.207	A
4 - B4030 (E)	1081	270	201		1582	0.684	1094	921	5.4	2.2	7.560	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	193	48	769		1121	0.172	193	308	0.3	0.2	3.879	A
2 - MSRR	741	185	195	90.34	1523	0.487	743	767	1.5	1.0	4.633	A
3 - Middleton Road	110	27	827		1076	0.102	110	112	0.2	0.1	3.730	A
4 - B4030 (E)	906	226	168		1600	0.566	909	769	2.2	1.3	5.238	A

Proposed MSRR/B4030 roundabout - D7 - 2042 | DS4AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	9.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2042	DS4AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	286	100.000
2 - MSRR		ONE HOUR	✓	946	100.000
3 - Middleton Road		ONE HOUR	✓	179	100.000
4 - B4030 (E)		ONE HOUR	✓	1063	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	33	36	217
	2 - MSRR	3	0	76	867
	3 - Middleton Road	111	63	0	5
	4 - B4030 (E)	163	897	3	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.12	0.13	0.76
	2 - MSRR	0.00	0.00	0.08	0.92
	3 - Middleton Road	0.62	0.35	0.00	0.03
	4 - B4030 (E)	0.15	0.84	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	0	0	1
	2 - MSRR	5	0	0	7
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	5	6	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.000	1.000	1.008
	2 - MSRR	1.040	1.000	1.000	1.056
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.040	1.048	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - B4030 (W)	215	217	
	2 - MSRR	712	749	90.34
	3 - Middleton Road	135	135	
	4 - B4030 (E)	800	838	
08:00-08:15	1 - B4030 (W)	257	259	
	2 - MSRR	850	894	107.88
	3 - Middleton Road	161	161	
	4 - B4030 (E)	956	1000	
08:15-08:30	1 - B4030 (W)	315	317	
	2 - MSRR	1042	1095	132.12
	3 - Middleton Road	197	197	
	4 - B4030 (E)	1170	1225	
08:30-08:45	1 - B4030 (W)	315	317	
	2 - MSRR	1042	1095	132.12
	3 - Middleton Road	197	197	
	4 - B4030 (E)	1170	1225	
08:45-09:00	1 - B4030 (W)	257	259	
	2 - MSRR	850	894	107.88
	3 - Middleton Road	161	161	
	4 - B4030 (E)	956	1000	
09:00-09:15	1 - B4030 (W)	215	217	
	2 - MSRR	712	749	90.34
	3 - Middleton Road	135	135	
	4 - B4030 (E)	800	838	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.32	5.26	0.5	A	262	394
2 - MSRR	0.75	10.38	2.9	B	868	1302
3 - Middleton Road	0.23	5.35	0.3	A	164	246
4 - B4030 (E)	0.75	9.31	3.0	A	975	1463

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	215	54	721		1186	0.182	214	208	0.0	0.2	3.703	A
2 - MSRR	712	178	192	90.34	1462	0.487	708	744	0.0	0.9	4.752	A
3 - Middleton Road	135	34	814		1077	0.125	134	86	0.0	0.1	3.814	A
4 - B4030 (E)	800	200	133		1589	0.504	796	816	0.0	1.0	4.521	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	257	64	864		1107	0.232	257	249	0.2	0.3	4.233	A
2 - MSRR	850	213	230	107.88	1447	0.588	849	891	0.9	1.4	5.999	A
3 - Middleton Road	161	40	975		990	0.163	161	103	0.1	0.2	4.340	A
4 - B4030 (E)	956	239	159		1575	0.607	954	977	1.0	1.5	5.773	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	315	79	1055		1002	0.314	314	304	0.3	0.5	5.233	A
2 - MSRR	1042	260	281	132.12	1388	0.751	1036	1088	1.4	2.9	10.057	B
3 - Middleton Road	197	49	1191		873	0.226	197	126	0.2	0.3	5.323	A
4 - B4030 (E)	1170	293	194		1556	0.752	1165	1193	1.5	2.9	9.067	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	315	79	1060		999	0.315	315	305	0.5	0.5	5.261	A
2 - MSRR	1042	260	282	132.12	1387	0.751	1041	1093	2.9	2.9	10.380	B
3 - Middleton Road	197	49	1197		870	0.227	197	127	0.3	0.3	5.352	A
4 - B4030 (E)	1170	293	195		1556	0.752	1170	1199	2.9	3.0	9.314	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	257	64	871		1103	0.233	258	250	0.5	0.3	4.259	A
2 - MSRR	850	213	231	107.88	1446	0.588	856	898	2.9	1.5	6.165	A
3 - Middleton Road	161	40	983		986	0.163	161	104	0.3	0.2	4.369	A
4 - B4030 (E)	956	239	160		1575	0.607	961	985	3.0	1.6	5.921	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	215	54	727		1183	0.182	216	209	0.3	0.2	3.726	A
2 - MSRR	712	178	193	90.34	1492	0.477	714	750	1.5	0.9	4.642	A
3 - Middleton Road	135	34	821		1074	0.125	135	87	0.2	0.1	3.836	A
4 - B4030 (E)	800	200	133		1588	0.504	802	822	1.6	1.0	4.593	A

Proposed MSRR/B4030 roundabout - D8 - 2042 | DS4AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4030/MSRR	Standard Roundabout		1, 2, 3, 4	10.62	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.62	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	DS4AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4030 (W)		ONE HOUR	✓	258	100.000
2 - MSRR		ONE HOUR	✓	915	100.000
3 - Middleton Road		ONE HOUR	✓	145	100.000
4 - B4030 (E)		ONE HOUR	✓	1194	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4030 (W)		
2 - MSRR	[ONEHOUR]	120.00
3 - Middleton Road		
4 - B4030 (E)		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	3	68	187
	2 - MSRR	69	0	67	779
	3 - Middleton Road	82	48	0	15
	4 - B4030 (E)	233	955	6	0

Proportions

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0.00	0.01	0.26	0.72
	2 - MSRR	0.08	0.00	0.07	0.85
	3 - Middleton Road	0.57	0.33	0.00	0.10
	4 - B4030 (E)	0.20	0.80	0.01	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	0	6	0	7
	2 - MSRR	0	0	0	4
	3 - Middleton Road	0	0	0	0
	4 - B4030 (E)	1	4	0	0

Average PCU Per Veh

		To			
		1 - B4030 (W)	2 - MSRR	3 - Middleton Road	4 - B4030 (E)
From	1 - B4030 (W)	1.000	1.048	1.000	1.056
	2 - MSRR	1.000	1.000	1.000	1.032
	3 - Middleton Road	1.000	1.000	1.000	1.000
	4 - B4030 (E)	1.008	1.032	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - B4030 (W)	194	202	
	2 - MSRR	689	708	90.34
	3 - Middleton Road	109	109	
	4 - B4030 (E)	899	923	
17:00-17:15	1 - B4030 (W)	232	241	
	2 - MSRR	823	845	107.88
	3 - Middleton Road	130	130	
	4 - B4030 (E)	1073	1103	
17:15-17:30	1 - B4030 (W)	284	296	
	2 - MSRR	1007	1035	132.12
	3 - Middleton Road	160	160	
	4 - B4030 (E)	1315	1350	
17:30-17:45	1 - B4030 (W)	284	296	
	2 - MSRR	1007	1035	132.12
	3 - Middleton Road	160	160	
	4 - B4030 (E)	1315	1350	
17:45-18:00	1 - B4030 (W)	232	241	
	2 - MSRR	823	845	107.88
	3 - Middleton Road	130	130	
	4 - B4030 (E)	1073	1103	
18:00-18:15	1 - B4030 (W)	194	202	
	2 - MSRR	689	708	90.34
	3 - Middleton Road	109	109	
	4 - B4030 (E)	899	923	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4030 (W)	0.30	5.43	0.4	A	237	355
2 - MSRR	0.71	8.85	2.4	A	840	1259
3 - Middleton Road	0.18	4.81	0.2	A	133	200
4 - B4030 (E)	0.84	13.80	4.9	B	1096	1643

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	194	49	755		1133	0.171	193	288	0.0	0.2	3.827	A
2 - MSRR	689	172	196	90.34	1489	0.463	685	753	0.0	0.9	4.464	A
3 - Middleton Road	109	27	775		1103	0.099	109	106	0.0	0.1	3.617	A
4 - B4030 (E)	899	225	149		1610	0.558	894	735	0.0	1.2	4.992	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	232	58	905		1055	0.220	232	344	0.2	0.3	4.372	A
2 - MSRR	823	206	234	107.88	1475	0.558	821	902	0.9	1.2	5.489	A
3 - Middleton Road	130	33	929		1021	0.128	130	127	0.1	0.1	4.041	A
4 - B4030 (E)	1073	268	179		1594	0.673	1070	880	1.2	2.0	6.829	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	284	71	1102		951	0.299	283	420	0.3	0.4	5.387	A
2 - MSRR	1007	252	287	132.12	1414	0.712	1003	1099	1.2	2.4	8.656	A
3 - Middleton Road	160	40	1135		910	0.175	159	155	0.1	0.2	4.793	A
4 - B4030 (E)	1315	329	219		1573	0.836	1304	1076	2.0	4.7	12.890	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	284	71	1110		947	0.300	284	423	0.4	0.4	5.430	A
2 - MSRR	1007	252	287	132.12	1414	0.713	1007	1107	2.4	2.4	8.846	A
3 - Middleton Road	160	40	1139		908	0.176	160	155	0.2	0.2	4.810	A
4 - B4030 (E)	1315	329	219		1573	0.836	1314	1080	4.7	4.9	13.804	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	232	58	916		1049	0.221	232	348	0.4	0.3	4.414	A
2 - MSRR	823	206	235	107.88	1475	0.558	827	913	2.4	1.3	5.599	A
3 - Middleton Road	130	33	935		1018	0.128	131	127	0.2	0.1	4.059	A
4 - B4030 (E)	1073	268	179		1594	0.673	1084	886	4.9	2.1	7.216	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4030 (W)	194	49	762		1129	0.172	195	290	0.3	0.2	3.851	A
2 - MSRR	689	172	197	90.34	1522	0.453	691	760	1.3	0.8	4.337	A
3 - Middleton Road	109	27	781		1100	0.099	109	106	0.1	0.1	3.634	A
4 - B4030 (E)	899	225	150		1610	0.558	902	740	2.1	1.3	5.114	A

APPENDIX 60

M40 JUNCTION 9 TRAFFIC FLOW ANALYSIS

2024 Observed - AM 1 peak

	A	B	C	D	Total
A	0	220	0	1,766	1,986
B	263	4	403	883	1,553
C	0	262	0	208	470
D	1,885	938	149	4	2,976
Total	2,148	1,424	552	2,861	6,985

2024 Observed - PM 1 peak

	A	B	C	D	Total
A	0	199	0	1,954	2,153
B	266	0	328	856	1,450
C	0	378	0	322	700
D	2,024	1,091	69	0	3,184
Total	2,290	1,668	397	3,132	7,487

2024 BTM - AM peak

	A	B	C	D	Total
A	0	134	0	1,839	1,973
B	46	0	235	1,226	1,507
C	0	167	0	252	419
D	2,076	873	578	4	3,531
Total	2,122	1,174	813	3,321	7,430

2024 BTM - PM peak

	A	B	C	D	Total
A	0	69	0	2,172	2,241
B	63	0	208	876	1,147
C	0	256	0	636	892
D	2,388	1,186	134	0	3,708
Total	2,451	1,511	342	3,684	7,988

2024 Difference - AM peak

	A	B	C	D	Total
A	0	-86	0	73	-13
B	-217	-4	-168	343	-46
C	0	-95	0	44	-51
D	191	-65	429	0	555
Total	-26	-250	261	460	445

2024 Difference - PM peak

	A	B	C	D	Total
A	0	-130	0	218	88
B	-203	0	-120	20	-303
C	0	-122	0	314	192
D	364	95	65	0	524
Total	161	-157	-55	552	501

2024 GEH - AM peak

	A	B	C	D	Total
A	0.00	6.46	0.00	1.72	0.29
B	17.46	2.83	9.41	10.56	1.18
C	0.00	6.49	0.00	2.90	2.42
D	4.29	2.16	22.50	0.00	9.73
Total	0.56	6.94	9.99	8.27	5.24

3.00	GEH less than 5
6.00	GEH between 5 and 10
11.00	GEH over 10

2024 GEH - PM peak

	A	B	C	D	Total
A	0.00	11.23	0.00	4.80	1.88
B	15.83	0.00	7.33	0.68	8.41
C	0.00	6.85	0.00	14.35	6.81
D	7.75	2.82	6.45	0.00	8.93
Total	3.31	3.94	2.86	9.46	5.70

Analysis of O-D Pairs with GEH over 10 - AM

O-D Pair	Location		GEH	Diff. (no)	O-D pair % of Entry Flow
	From	To			
B to A	A41	M40 North	17.46	-217	17%
B to D	A41	A34	10.56	343	81%
D to C	A34	M40 South	22.50	429	16%

Analysis of O-D Pairs with GEH over 10 - PM

O-D Pair	Location		GEH	Diff. (no)	O-D pair % of Entry Flow
	From	To			
A to B	M40 North	A41	11.23	-130	9%
B to A	A41	M40 North	15.83	-203	18%
C to D	M40 South	A34	14.35	314	71%

2024 BTM - AM peak

	A	B	C	D	Total
A	0	134	0	1,839	1,973
B	46	0	235	1,226	1,507
C	0	167	0	252	419
D	2,076	873	578	4	3,531
Total	2,122	1,174	813	3,321	7,430

2024 BTM - PM peak

	A	B	C	D	Total
A	0	69	0	2,172	2,241
B	63	0	208	876	1,147
C	0	256	0	636	892
D	2,388	1,186	134	0	3,708
Total	2,451	1,511	342	3,684	7,988

2031 RC1A - AM

	A	B	C	D	Tot
A	0	283	0	2,001	2,284
B	123	0	267	1,150	1,540
C	0	301	0	284	585
D	2,275	1,213	648	0	4,136
Tot	2,398	1,797	915	3,435	8,545

2031 RC1A - PM

	A	B	C	D	Tot
A	0	105	0	2,523	2,628
B	375	0	346	577	1,298
C	0	315	0	693	1,008
D	2,665	1,204	152	0	4,021
Tot	3,040	1,624	498	3,793	8,955

Absolute change - AM peak

	A	B	C	D	Total
A	0	149	0	162	311
B	77	0	32	-76	33
C	0	134	0	32	166
D	199	340	70	-4	605
Total	276	623	102	114	1,115

Absolute change - PM peak

	A	B	C	D	Total
A	0	36	0	351	387
B	312	0	138	-299	151
C	0	59	0	57	116
D	277	18	18	0	313
Total	589	113	156	109	967

2031 future baseline (adjRC1A) - AM peak

	A	B	C	D	Total
A	0	369	0	1,928	2,297
B	340	4	435	807	1,586
C	0	396	0	240	636
D	2,084	1,278	219	0	3,581
Total	2,424	2,047	654	2,975	8,100

2031 future baseline (adjRC1A) - PM peak

	A	B	C	D	Total
A	0	235	0	2,305	2,540
B	578	0	466	557	1,601
C	0	437	0	379	816
D	2,301	1,109	87	0	3,497
Total	2,879	1,781	553	3,241	8,454

2024 BTM - AM peak

	A	B	C	D	Total
A	0	134	0	1,839	1,973
B	46	0	235	1,226	1,507
C	0	167	0	252	419
D	2,076	873	578	4	3,531
Total	2,122	1,174	813	3,321	7,430

2024 BTM - PM peak

	A	B	C	D	Total
A	0	69	0	2,172	2,241
B	63	0	208	876	1,147
C	0	256	0	636	892
D	2,388	1,186	134	0	3,708
Total	2,451	1,511	342	3,684	7,988

2031 RC2A - AM

	A	B	C	D	Tot
A	0	282	0	1,987	2,269
B	123	0	267	1,150	1,540
C	0	299	0	284	583
D	2,275	1,211	642	0	4,128
Tot	2,398	1,792	909	3,421	8,520

2031 RC2A - PM

	A	B	C	D	Tot
A	0	105	0	2,521	2,626
B	207	0	346	587	1,140
C	0	315	0	692	1,007
D	2,648	1,208	152	0	4,008
Tot	2,855	1,628	498	3,800	8,781

Absolute change - AM peak

	A	B	C	D	Total
A	0	148	0	148	296
B	77	0	32	-76	33
C	0	132	0	32	164
D	199	338	64	-4	597
Total	276	618	96	100	1,090

Absolute change - PM peak

	A	B	C	D	Total
A	0	36	0	349	385
B	144	0	138	-289	-7
C	0	59	0	56	115
D	260	22	18	0	300
Total	404	117	156	116	793

2031 future baseline (adjRC2A) - AM peak

	A	B	C	D	Total
A	0	368	0	1,914	2,282
B	340	4	435	807	1,586
C	0	394	0	240	634
D	2,084	1,276	213	0	3,573
Total	2,424	2,042	648	2,961	8,075

2031 future baseline (adjRC2A) - PM peak

	A	B	C	D	Total
A	0	235	0	2,303	2,538
B	410	0	466	567	1,443
C	0	437	0	378	815
D	2,284	1,113	87	0	3,484
Total	2,694	1,785	553	3,248	8,280

2024 BTM - AM peak

	A	B	C	D	Total
A	0	134	0	1,839	1,973
B	46	0	235	1,226	1,507
C	0	167	0	252	419
D	2,076	873	578	4	3,531
Total	2,122	1,174	813	3,321	7,430

2024 BTM - PM peak

	A	B	C	D	Total
A	0	69	0	2,172	2,241
B	63	0	208	876	1,147
C	0	256	0	636	892
D	2,388	1,186	134	0	3,708
Total	2,451	1,511	342	3,684	7,988

2034 RC3A - AM

	A	B	C	D	Tot
A	0	422	0	2,143	2,565
B	139	0	305	1,232	1,676
C	0	373	0	299	672
D	2,343	1,275	703	0	4,321
Tot	2,482	2,070	1,008	3,674	9,234

2034 RC3A - PM

	A	B	C	D	Tot
A	0	145	0	2,563	2,708
B	311	0	436	635	1,382
C	0	338	0	715	1,053
D	2,717	1,162	162	0	4,041
Tot	3,028	1,645	598	3,913	9,184

Absolute change - AM peak

	A	B	C	D	Total
A	0	288	0	304	592
B	93	0	70	6	169
C	0	206	0	47	253
D	267	402	125	-4	790
Total	360	896	195	353	1,804

Absolute change - PM peak

	A	B	C	D	Total
A	0	76	0	391	467
B	248	0	228	-241	235
C	0	82	0	79	161
D	329	-24	28	0	333
Total	577	134	256	229	1,196

2034 future baseline (adjRC3A) - AM peak

	A	B	C	D	Total
A	0	508	0	2,070	2,578
B	356	4	473	889	1,722
C	0	468	0	255	723
D	2,152	1,340	274	0	3,766
Total	2,508	2,320	747	3,214	8,789

2034 future baseline (adjRC3A) - PM peak

	A	B	C	D	Total
A	0	275	0	2,345	2,620
B	514	0	556	615	1,685
C	0	460	0	401	861
D	2,353	1,067	97	0	3,517
Total	2,867	1,802	653	3,361	8,683

2024 BTM - AM peak

	A	B	C	D	Total
A	0	134	0	1,839	1,973
B	46	0	235	1,226	1,507
C	0	167	0	252	419
D	2,076	873	578	4	3,531
Total	2,122	1,174	813	3,321	7,430

2024 BTM - PM peak

	A	B	C	D	Total
A	0	69	0	2,172	2,241
B	63	0	208	876	1,147
C	0	256	0	636	892
D	2,388	1,186	134	0	3,708
Total	2,451	1,511	342	3,684	7,988

2031 DS1A - AM

	A	B	C	D	Tot
A	0	248	0	2,333	2,581
B	63	0	262	882	1,207
C	0	297	0	284	581
D	2,307	1,182	633	0	4,122
Tot	2,370	1,727	895	3,499	8,491

2031 DS1A - PM

	A	B	C	D	Tot
A	0	132	0	2,584	2,716
B	91	0	342	628	1,061
C	0	311	0	695	1,006
D	2,848	1,091	147	0	4,086
Tot	2,939	1,534	489	3,907	8,869

Absolute change - AM peak

	A	B	C	D	Total
A	0	114	0	494	608
B	17	0	27	-344	-300
C	0	130	0	32	162
D	231	309	55	-4	591
Total	248	553	82	178	1,061

Absolute change - PM peak

	A	B	C	D	Total
A	0	63	0	412	475
B	28	0	134	-248	-86
C	0	55	0	59	114
D	460	-95	13	0	378
Total	488	23	147	223	881

2031 future Do Something (adjDS1A) - AM peak

	A	B	C	D	Total
A	0	334	0	2,260	2,594
B	280	4	430	539	1,253
C	0	392	0	240	632
D	2,116	1,247	204	0	3,567
Total	2,396	1,977	634	3,039	8,046

2031 future Do Something (adjDS1A) - PM peak

	A	B	C	D	Total
A	0	262	0	2,366	2,628
B	294	0	462	608	1,364
C	0	433	0	381	814
D	2,484	996	82	0	3,562
Total	2,778	1,691	544	3,355	8,368

2024 BTM - AM peak

	A	B	C	D	Total
A	0	134	0	1,839	1,973
B	46	0	235	1,226	1,507
C	0	167	0	252	419
D	2,076	873	578	4	3,531
Total	2,122	1,174	813	3,321	7,430

2024 BTM - PM peak

	A	B	C	D	Total
A	0	69	0	2,172	2,241
B	63	0	208	876	1,147
C	0	256	0	636	892
D	2,388	1,186	134	0	3,708
Total	2,451	1,511	342	3,684	7,988

2031 DS2A - AM

	A	B	C	D	Tot
A	0	294	0	2,092	2,386
B	103	0	264	853	1,220
C	0	295	0	284	579
D	2,282	1,205	654	0	4,141
Tot	2,385	1,794	918	3,229	8,326

2031 DS2A - PM

	A	B	C	D	Tot
A	0	126	0	2,578	2,704
B	130	0	343	599	1,072
C	0	315	0	691	1,006
D	2,793	1,124	152	0	4,069
Tot	2,923	1,565	495	3,868	8,851

Absolute change - AM peak

	A	B	C	D	Total
A	0	160	0	253	413
B	57	0	29	-373	-287
C	0	128	0	32	160
D	206	332	76	-4	610
Total	263	620	105	-92	896

Absolute change - PM peak

	A	B	C	D	Total
A	0	57	0	406	463
B	67	0	135	-277	-75
C	0	59	0	55	114
D	405	-62	18	0	361
Total	472	54	153	184	863

2031 future Do Something (adjDS2A) - AM peak

	A	B	C	D	Total
A	0	380	0	2,019	2,399
B	320	4	432	510	1,266
C	0	390	0	240	630
D	2,091	1,270	225	0	3,586
Total	2,411	2,044	657	2,769	7,881

2031 future Do Something (adjDS2A) - PM peak

	A	B	C	D	Total
A	0	256	0	2,360	2,616
B	333	0	463	579	1,375
C	0	437	0	377	814
D	2,429	1,029	87	0	3,545
Total	2,762	1,722	550	3,316	8,350

2024 BTM - AM peak

	A	B	C	D	Total
A	0	134	0	1,839	1,973
B	46	0	235	1,226	1,507
C	0	167	0	252	419
D	2,076	873	578	4	3,531
Total	2,122	1,174	813	3,321	7,430

2024 BTM - PM peak

	A	B	C	D	Total
A	0	69	0	2,172	2,241
B	63	0	208	876	1,147
C	0	256	0	636	892
D	2,388	1,186	134	0	3,708
Total	2,451	1,511	342	3,684	7,988

2034 DS3A - AM

	A	B	C	D	Tot
A	0	422	0	2,525	2,947
B	71	0	296	990	1,357
C	0	299	0	341	640
D	2,385	1,229	657	0	4,271
Tot	2,456	1,950	953	3,856	9,215

2034 DS3A - PM

	A	B	C	D	Tot
A	0	176	0	2,662	2,838
B	162	0	442	637	1,241
C	0	330	0	721	1,051
D	2,953	926	156	0	4,035
Tot	3,115	1,432	598	4,020	9,165

Absolute change - AM peak

	A	B	C	D	Total
A	0	288	0	686	974
B	25	0	61	-236	-150
C	0	132	0	89	221
D	309	356	79	-4	740
Total	334	776	140	535	1,785

Absolute change - PM peak

	A	B	C	D	Total
A	0	107	0	490	597
B	99	0	234	-239	94
C	0	74	0	85	159
D	565	-260	22	0	327
Total	664	-79	256	336	1,177

2043 future Do Something (adjDS3A) - AM peak

	A	B	C	D	Total
A	0	508	0	2,452	2,960
B	288	4	464	647	1,403
C	0	394	0	297	691
D	2,194	1,294	228	0	3,716
Total	2,482	2,200	692	3,396	8,770

2034 future Do Something (adjDS3A) - PM peak

	A	B	C	D	Total
A	0	306	0	2,444	2,750
B	365	0	562	617	1,544
C	0	452	0	407	859
D	2,589	831	91	0	3,511
Total	2,954	1,589	653	3,468	8,664

APPENDIX 61

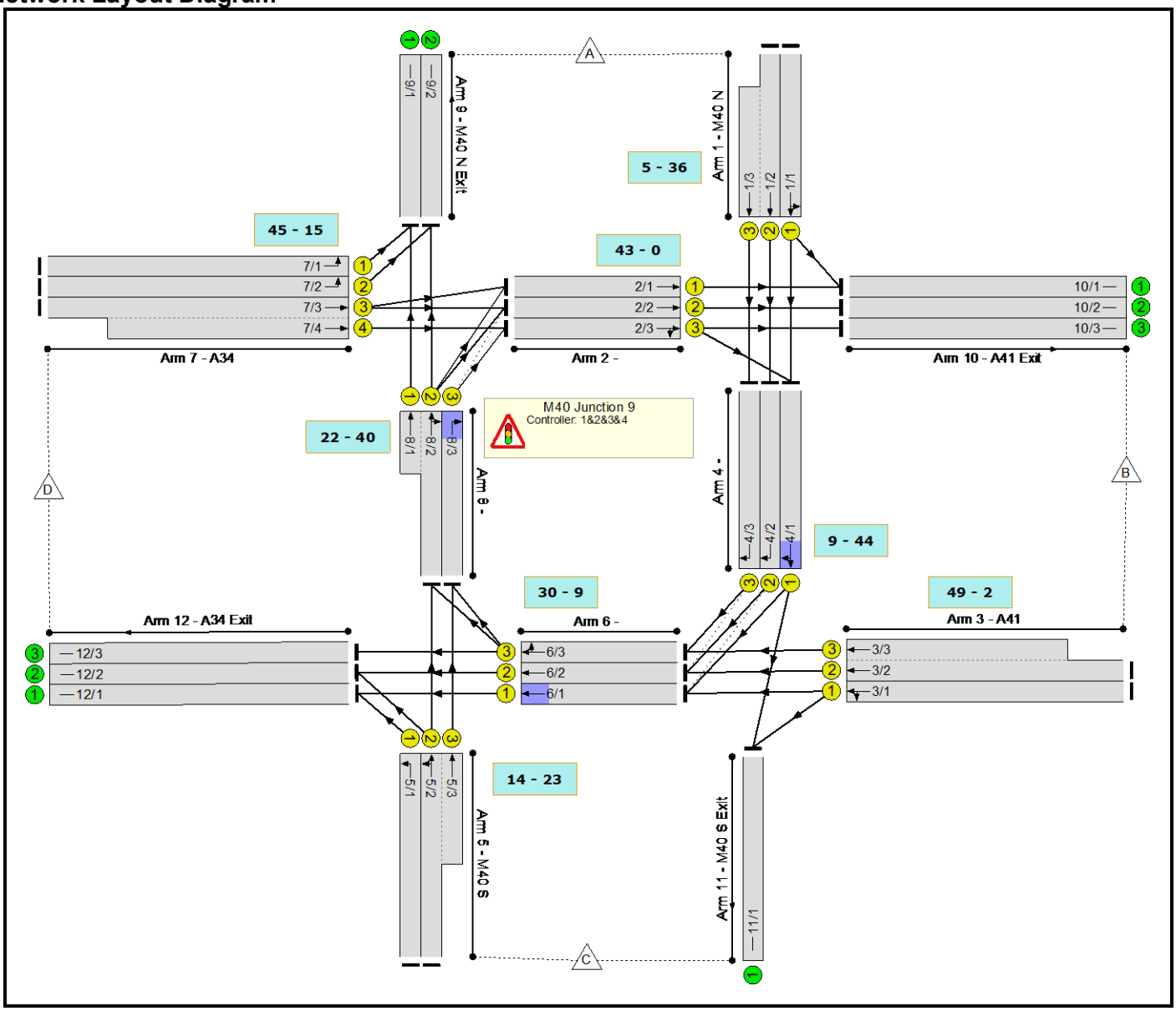
M40 JUNCTION 9 MODELLING RESULTS
RC1A, RC2A, DS2A

Full Input Data And Results

User and Project Details

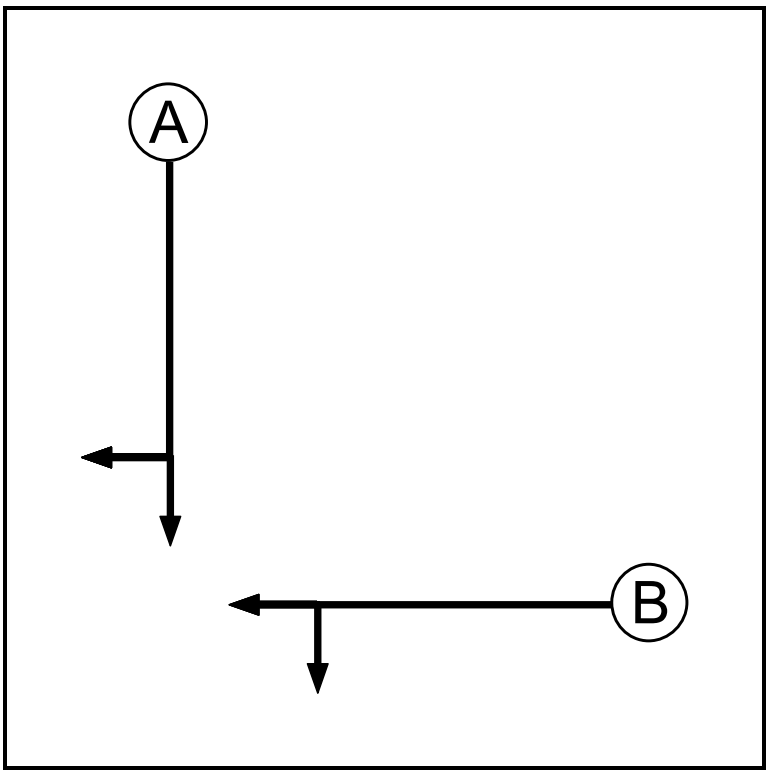
Project:	**OxSRFI**
Title:	**M40 Junction 9**
Location:	M40 Junction 9, Wendlebury
Additional detail:	2031 adjRC1A, adjRC2A and adjDS2A - existing layout with adjusted flow sets
File name:	260305 M40 Junction 9 - RC1A.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

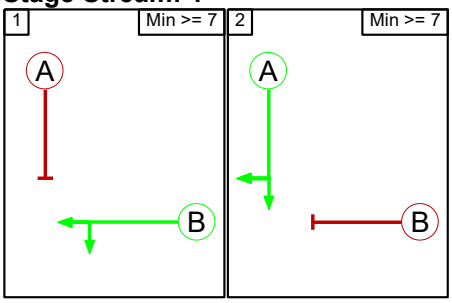
		Starting Phase	
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

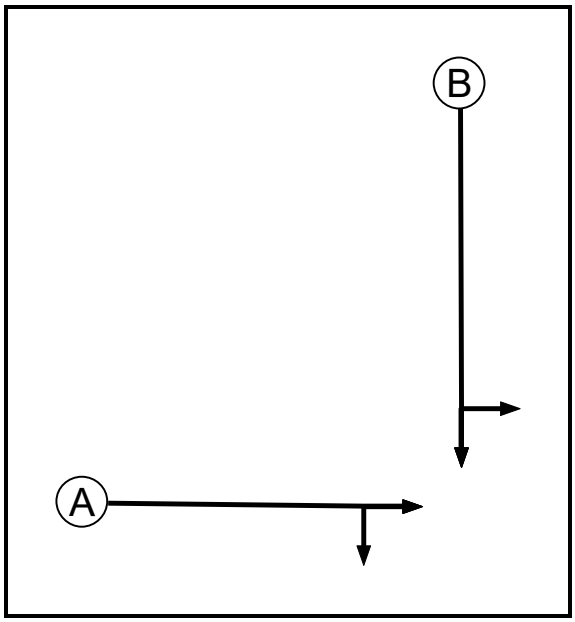
Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	5	

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

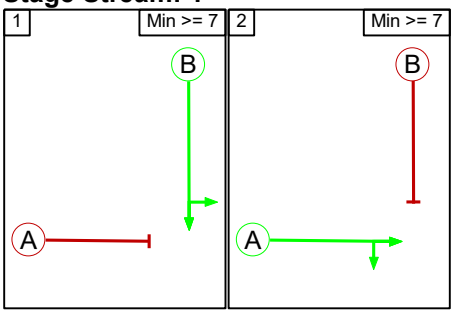
	Starting Phase		
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

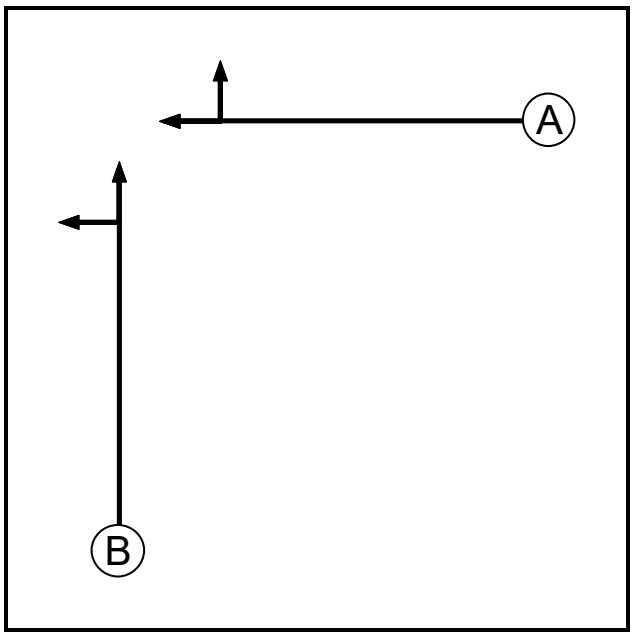
Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2
1		7
2	5	

Controller :C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

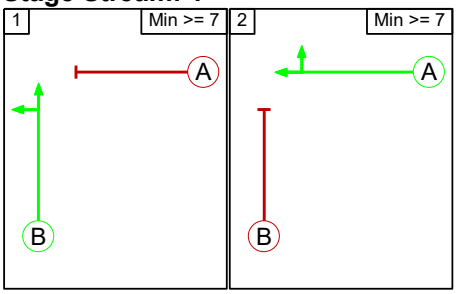
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



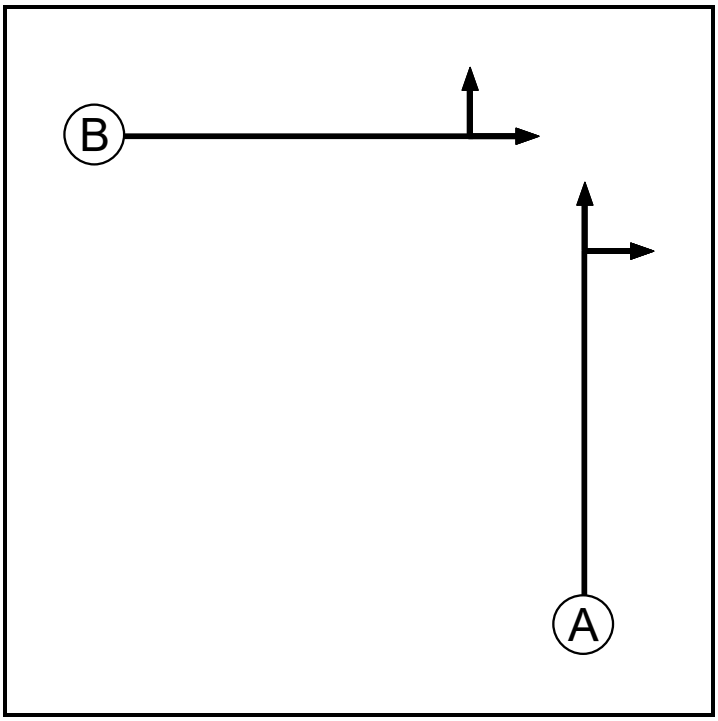
Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	5	

Controller :C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

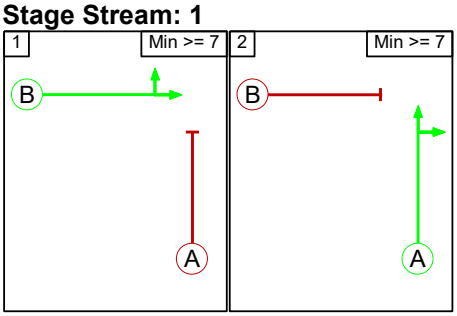
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	5	

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	B	2	3	54.8	User	1906	-	-	-	-	-
1/2 (M40 N)	U	B	2	3	54.8	User	1825	-	-	-	-	-
1/3 (M40 N)	U	B	2	3	28.0	User	1845	-	-	-	-	-
2/1	U	A	2	3	20.0	User	1945	-	-	-	-	-
2/2	U	A	2	3	26.0	User	1977	-	-	-	-	-
2/3	U	A	2	3	26.0	User	1869	-	-	-	-	-
3/1 (A41)	U	B	2	3	60.0	User	1905	-	-	-	-	-
3/2 (A41)	U	B	2	3	60.0	User	1965	-	-	-	-	-
3/3 (A41)	U	B	2	3	34.8	User	1960	-	-	-	-	-
4/1	U	A	2	3	5.0	User	1906	-	-	-	-	-
4/2	U	A	2	3	5.0	User	1825	-	-	-	-	-
4/3	U	A	2	3	6.0	User	1845	-	-	-	-	-
5/1 (M40 S)	U	B	2	3	43.5	Geom	-	3.65	0.00	Y	Arm 12 Left	60.00
5/2 (M40 S)	U	B	2	3	43.5	Geom	-	3.20	0.00	Y	Arm 8 Ahead	60.00
											Arm 12 Left	60.00
5/3 (M40 S)	U	B	2	3	8.0	Geom	-	3.20	0.00	Y	Arm 8 Ahead	60.00
6/1	U	A	2	3	20.0	User	1906	-	-	-	-	-
6/2	U	A	2	3	31.0	User	1981	-	-	-	-	-
6/3	U	A	2	3	31.0	User	1960	-	-	-	-	-
7/1 (A34)	U	B	2	3	60.0	User	1851	-	-	-	-	-
7/2 (A34)	U	B	2	3	60.0	User	2025	-	-	-	-	-
7/3 (A34)	U	B	2	3	60.0	User	1973	-	-	-	-	-
7/4 (A34)	U	B	2	3	28.0	User	1869	-	-	-	-	-
8/1	U	A	2	3	4.5	Geom	-	3.80	0.00	Y	Arm 9 Ahead	55.00
8/2	U	A	2	3	6.0	Geom	-	3.80	0.00	Y	Arm 2 Right	55.00
											Arm 9 Ahead	55.00
8/3	U	A	2	3	6.0	Geom	-	3.80	0.00	N	Arm 2 Right	55.00
9/1 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 adjRC1A - AM'	08:00	09:00	01:00	
2: '2031 adjRC1A - PM'	17:00	18:00	01:00	
3: '2031 adjRC2A - AM'	08:00	09:00	01:00	
4: '2031 adjRC2A - PM'	17:00	18:00	01:00	
5: '2031 adjDS2A - AM'	08:00	09:00	01:00	
6: '2031 adjDS2A - PM'	17:00	18:00	01:00	

Scenario 1: '2031 adjRC1A - AM' (FG1: '2031 adjRC1A - AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	369	0	1928	2297
	B	340	4	435	807	1586
	C	0	396	0	240	636
	D	2084	1278	219	0	3581
	Tot.	2424	2047	654	2975	8100

Traffic Lane Flows

Lane	Scenario 1: 2031 adjRC1A - AM
Junction: M40 Junction 9	
1/1	750
1/2 (with short)	1547(In) 769(Out)
1/3 (short)	778
2/1	612
2/2	669
2/3	616
3/1	476
3/2 (with short)	1110(In) 547(Out)
3/3 (short)	563
4/1	600
4/2	769
4/3	778
5/1	240
5/2 (with short)	396(In) 122(Out)
5/3 (short)	274
6/1	725
6/2	1161
6/3	1193
7/1	990
7/2	1094
7/3 (with short)	1497(In) 1011(Out)
7/4 (short)	486
8/1 (short)	170
8/2 (with short)	462(In) 292(Out)
8/3	278
9/1	1160
9/2	1264
10/1	981
10/2	669
10/3	397
11/1	654
12/1	965
12/2	1161
12/3	849

Lane Saturation Flows

Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1906	1906
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1825	1825
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1965	1965
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1825	1825
4/3	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
				Arm 12 Left	60.00	0.0 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						1973	1973
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 2 Right	55.00	41.8 %	1942	1942
				Arm 9 Ahead	55.00	58.2 %		
8/3	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 2: '2031 adjRC1A - PM' (FG2: '2031 adjRC1A - PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	235	0	2305	2540
	B	578	0	466	557	1601
	C	0	437	0	379	816
	D	2301	1109	87	0	3497
	Tot.	2879	1781	553	3241	8454

Traffic Lane Flows

Lane	Scenario 2: 2031 adjRC1A - PM
Junction: M40 Junction 9	
1/1	844
1/2 (with short)	1696(In) 832(Out)
1/3 (short)	864
2/1	492
2/2	605
2/3	536
3/1	492
3/2 (with short)	1109(In) 521(Out)
3/3 (short)	588
4/1	696
4/2	832
4/3	864
5/1	265
5/2 (with short)	551(In) 273(Out)
5/3 (short)	278
6/1	1204
6/2	1156
6/3	1080
7/1	1099
7/2	1202
7/3 (with short)	1196(In) 704(Out)
7/4 (short)	492
8/1 (short)	289
8/2 (with short)	737(In) 448(Out)
8/3	278
9/1	1388
9/2	1491
10/1	727
10/2	605
10/3	449
11/1	553
12/1	1469
12/2	1270
12/3	502

Lane Saturation Flows

Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1906	1906
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1825	1825
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1965	1965
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1825	1825
4/3	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	58.2 %	1888	1888
				Arm 12 Left	60.00	41.8 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						1973	1973
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 2 Right	55.00	35.5 %	1942	1942
				Arm 9 Ahead	55.00	64.5 %		
8/3	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 3: '2031 adjRC2A - AM' (FG3: '2031 adjRC2A - AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	368	0	1914	2282
	B	340	4	435	807	1586
	C	0	394	0	240	634
	D	2084	1276	213	0	3573
	Tot.	2424	2042	648	2961	8075

Traffic Lane Flows

Lane	Scenario 3: 2031 adjRC2A - AM
Junction: M40 Junction 9	
1/1	743
1/2 (with short)	1539(In) 766(Out)
1/3 (short)	773
2/1	606
2/2	668
2/3	613
3/1	476
3/2 (with short)	1110(In) 546(Out)
3/3 (short)	564
4/1	588
4/2	766
4/3	773
5/1	240
5/2 (with short)	394(In) 120(Out)
5/3 (short)	274
6/1	719
6/2	1156
6/3	1190
7/1	990
7/2	1094
7/3 (with short)	1489(In) 1006(Out)
7/4 (short)	483
8/1 (short)	170
8/2 (with short)	460(In) 290(Out)
8/3	278
9/1	1160
9/2	1264
10/1	974
10/2	668
10/3	400
11/1	648
12/1	959
12/2	1156
12/3	846

Lane Saturation Flows

Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1906	1906
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1825	1825
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1965	1965
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1825	1825
4/3	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
				Arm 12 Left	60.00	0.0 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						1973	1973
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 2 Right	55.00	41.4 %	1942	1942
				Arm 9 Ahead	55.00	58.6 %		
8/3	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 4: '2031 adjRC2A - PM' (FG4: '2031 adjRC2A - PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	235	0	2303	2538
	B	410	0	466	567	1443
	C	0	437	0	378	815
	D	2284	1113	87	0	3484
	Tot.	2694	1785	553	3248	8280

Traffic Lane Flows

Lane	Scenario 4: 2031 adjRC2A - PM
Junction: M40 Junction 9	
1/1	844
1/2 (with short)	1694(In) 841(Out)
1/3 (short)	853
2/1	513
2/2	605
2/3	519
3/1	467
3/2 (with short)	976(In) 478(Out)
3/3 (short)	498
4/1	696
4/2	841
4/3	853
5/1	265
5/2 (with short)	550(In) 282(Out)
5/3 (short)	268
6/1	1100
6/2	1068
6/3	1112
7/1	1090
7/2	1194
7/3 (with short)	1200(In) 722(Out)
7/4 (short)	478
8/1 (short)	205
8/2 (with short)	579(In) 374(Out)
8/3	268
9/1	1295
9/2	1399
10/1	748
10/2	605
10/3	432
11/1	553
12/1	1365
12/2	1181
12/3	702

Lane Saturation Flows

Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1906	1906
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1825	1825
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1965	1965
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1825	1825
4/3	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	59.9 %	1888	1888
				Arm 12 Left	60.00	40.1 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						1973	1973
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 2 Right	55.00	45.2 %	1942	1942
				Arm 9 Ahead	55.00	54.8 %		
8/3	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 5: '2031 adjDS2A - AM' (FG5: '2031 adjDS2A - AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	380	0	2019	2399
	B	320	4	432	510	1266
	C	0	390	0	240	630
	D	2091	1270	225	0	3586
	Tot.	2411	2044	657	2769	7881

Traffic Lane Flows

Lane	Scenario 5: 2031 adjDS2A - AM
Junction: M40 Junction 9	
1/1	787
1/2 (with short)	1612(In) 798(Out)
1/3 (short)	814
2/1	612
2/2	666
2/3	611
3/1	432
3/2 (with short)	834(In) 399(Out)
3/3 (short)	435
4/1	632
4/2	798
4/3	814
5/1	234
5/2 (with short)	396(In) 134(Out)
5/3 (short)	262
6/1	702
6/2	1062
6/3	1089
7/1	994
7/2	1097
7/3 (with short)	1495(In) 1009(Out)
7/4 (short)	486
8/1 (short)	160
8/2 (with short)	448(In) 288(Out)
8/3	266
9/1	1154
9/2	1257
10/1	992
10/2	666
10/3	386
11/1	657
12/1	936
12/2	1068
12/3	765

Lane Saturation Flows

Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1906	1906
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1825	1825
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1965	1965
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1825	1825
4/3	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	95.5 %	1888	1888
				Arm 12 Left	60.00	4.5 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						1973	1973
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 2 Right	55.00	44.4 %	1942	1942
				Arm 9 Ahead	55.00	55.6 %		
8/3	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 6: '2031 adjDS2A - PM' (FG6: '2031 adjDS2A - PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	256	0	2360	2616
	B	333	0	463	579	1375
	C	0	437	0	377	814
	D	2429	1029	87	0	3545
	Tot.	2762	1722	550	3316	8350

Traffic Lane Flows

Lane	Scenario 6: 2031 adjDS2A - PM
Junction: M40 Junction 9	
1/1	879
1/2 (with short)	1737(In) 864(Out)
1/3 (short)	873
2/1	487
2/2	576
2/3	490
3/1	463
3/2 (with short)	912(In) 449(Out)
3/3 (short)	463
4/1	710
4/2	864
4/3	873
5/1	265
5/2 (with short)	549(In) 280(Out)
5/3 (short)	269
6/1	1081
6/2	1061
6/3	1130
7/1	1160
7/2	1269
7/3 (with short)	1116(In) 664(Out)
7/4 (short)	452
8/1 (short)	167
8/2 (with short)	501(In) 334(Out)
8/3	269
9/1	1327
9/2	1435
10/1	743
10/2	576
10/3	403
11/1	550
12/1	1346
12/2	1173
12/3	797

Lane Saturation Flows

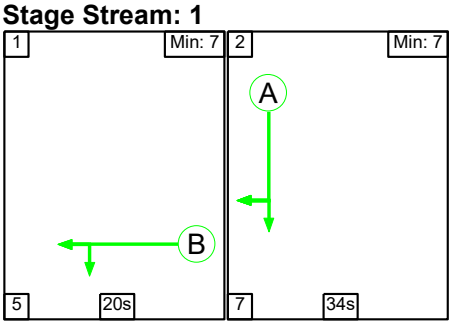
Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1906	1906
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1825	1825
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1965	1965
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1825	1825
4/3	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	60.0 %	1888	1888
				Arm 12 Left	60.00	40.0 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						1973	1973
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 2 Right	55.00	50.3 %	1942	1942
				Arm 9 Ahead	55.00	49.7 %		
8/3	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 1: '2031 adjRC1A - AM' (FG1: '2031 adjRC1A - AM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

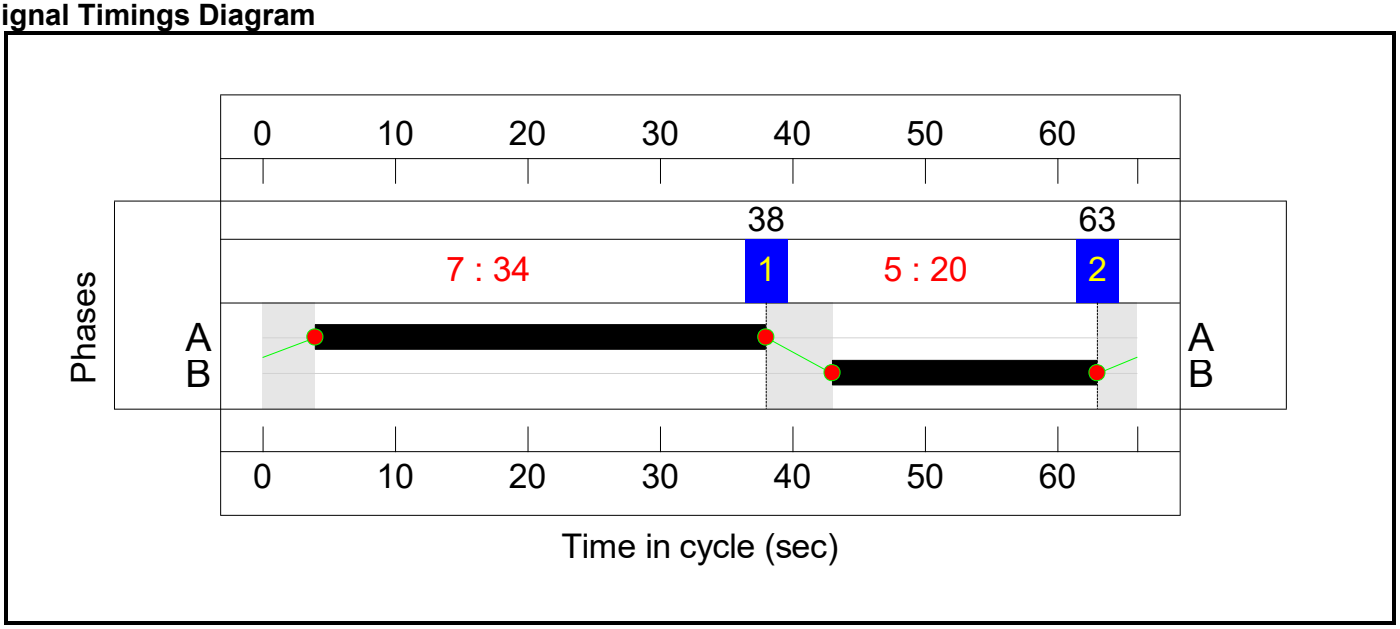


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	34
Change Point	38	63

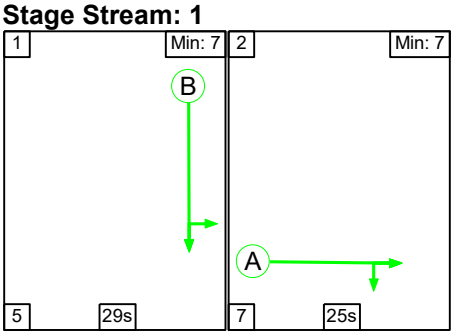
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

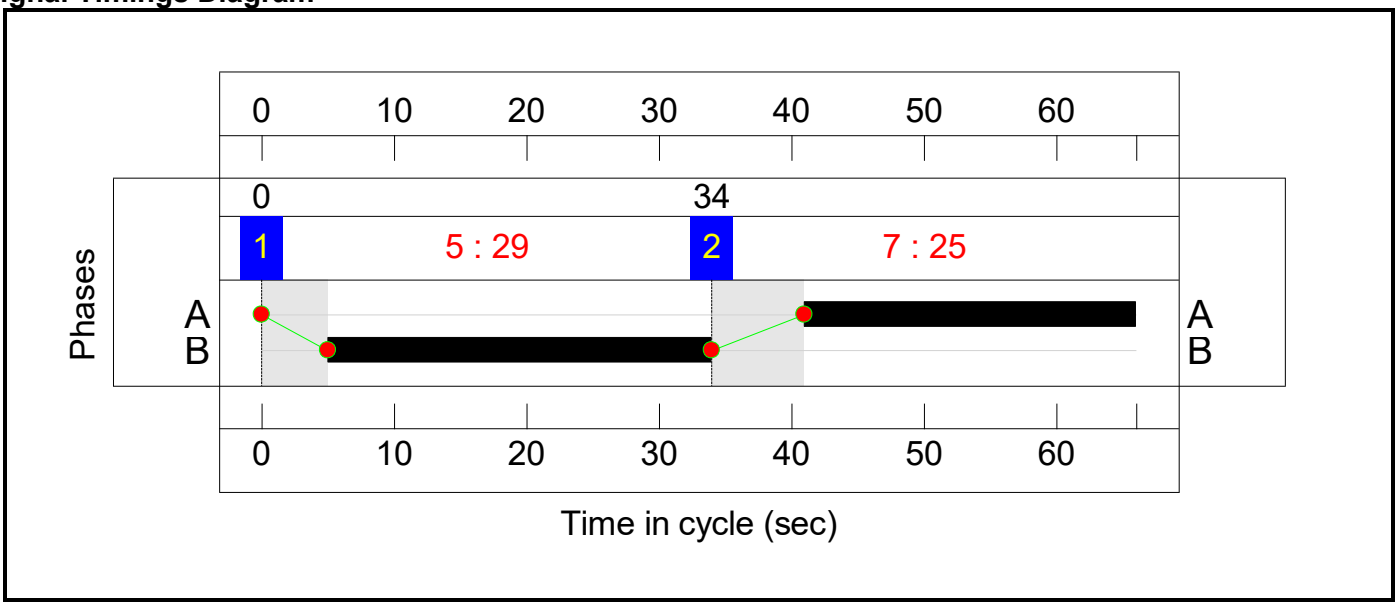


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	25
Change Point	0	34

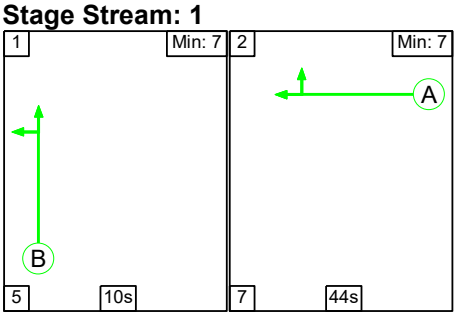
Signal Timings Diagram



Controller :C3

Stage Sequence Diagram

Stage Stream: 1

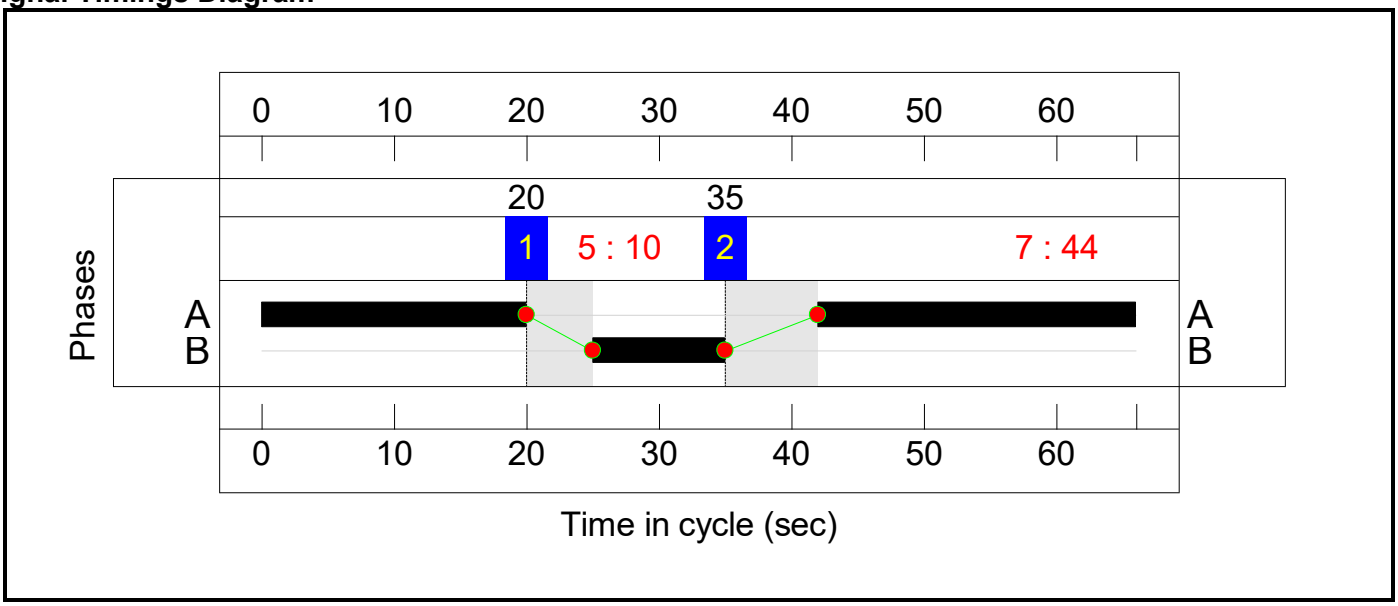


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	10	44
Change Point	20	35

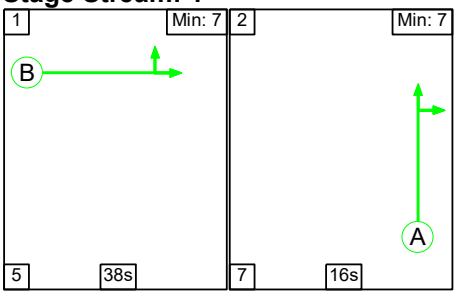
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

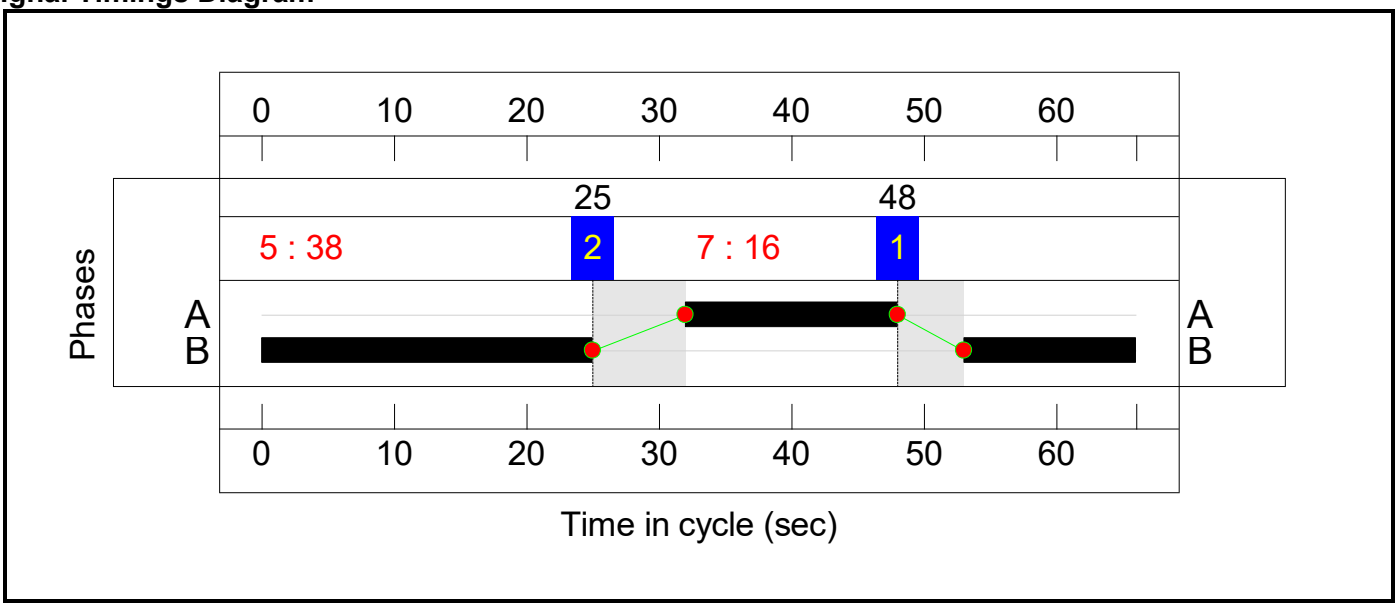


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	38	16
Change Point	48	25

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.8%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	29	-	750	1906	866	86.6%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	29	-	1547	1825:1845	830+839	92.7 : 92.8%
2/1	Ahead	U	2:1	N/A	C2:A		1	25	-	612	1945	766	79.9%
2/2	Ahead	U	2:1	N/A	C2:A		1	25	-	669	1977	779	85.9%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	25	-	616	1869	736	83.7%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	20	-	476	1905	606	78.5%
3/2+3/3	A41 Ahead	U	1:1	N/A	C1:B		1	20	-	1110	1965:1960	625+624	87.5 : 90.3%
4/1	Right Ahead	U	1:1	N/A	C1:A		1	34	-	600	1906	1011	59.4%
4/2	Right	U	1:1	N/A	C1:A		1	34	-	769	1825	968	79.5%
4/3	Right	U	1:1	N/A	C1:A		1	34	-	778	1845	978	79.5%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	10	-	240	1932	322	74.5%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	10	-	396	1888:1888	140+315	87.1 : 87.1%
6/1	Ahead	U	3:1	N/A	C3:A		1	44	-	725	1906	1300	55.8%
6/2	Ahead	U	3:1	N/A	C3:A		1	44	-	1161	1981	1351	86.0%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	44	-	1193	1960	1336	89.3%
7/1	A34 Left	U	4:1	N/A	C4:B		1	38	-	990	1851	1094	90.5%
7/2	A34 Left	U	4:1	N/A	C4:B		1	38	-	1094	2025	1197	91.4%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	38	-	1497	1973:1869	1166+602	86.7 : 80.8%
8/2+8/1	Right Ahead	U	4:1	N/A	C4:A		1	16	-	462	1942:1942	424+247	68.8 : 68.8%
8/3	Right	U	4:1	N/A	C4:A		1	16	-	278	2078	535	51.9%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	965	2100	2100	46.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1161	2100	2100	55.3%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	849	2100	2100	40.4%

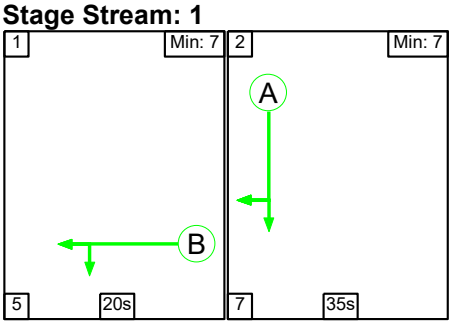
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**56.0**	**32.3**	**0.0**	**88.3**	**-**	**-**	**-**	**-**
1/1	750	750	-	-	-	3.4	3.1	-	6.4	30.9	12.3	3.1	15.4
1/2+1/3	1547	1547	-	-	-	7.3	5.8	-	13.1 (6.5+6.6)	30.5 (30.5:30.5)	13.4	5.8	19.2
2/1	612	612	-	-	-	3.6	0.0	-	3.6	21.0	10.6	0.0	10.6
2/2	669	669	-	-	-	3.7	0.0	-	3.7	20.0	11.9	0.0	11.9
2/3	616	616	-	-	-	4.0	0.0	-	4.0	23.7	11.0	0.0	11.0
3/1	476	476	-	-	-	2.7	1.8	-	4.5	33.9	7.8	1.8	9.6
3/2+3/3	1110	1110	-	-	-	6.6	3.8	-	10.4 (5.1+5.3)	33.7 (33.6:33.8)	9.9	3.8	13.6
4/1	600	600	-	-	-	1.2	0.0	-	1.2	7.4	4.6	0.0	4.6
4/2	769	769	-	-	-	0.5	0.0	-	0.5	2.5	1.2	0.0	1.2
4/3	778	778	-	-	-	0.5	0.0	-	0.5	2.5	1.2	0.0	1.2
5/1	240	240	-	-	-	1.7	1.4	-	3.2	47.4	4.1	1.4	5.5
5/2+5/3	396	396	-	-	-	2.9	3.1	-	5.9 (1.8+4.2)	53.9 (52.3:54.6)	4.9	3.1	7.9
6/1	725	725	-	-	-	1.4	0.0	-	1.4	7.2	12.0	0.0	12.0
6/2	1161	1161	-	-	-	1.4	0.0	-	1.4	4.5	12.1	0.0	12.1
6/3	1193	1193	-	-	-	1.6	0.0	-	1.6	4.8	14.2	0.0	14.2
7/1	990	990	-	-	-	3.3	4.4	-	7.7	27.9	16.0	4.4	20.3
7/2	1094	1094	-	-	-	3.7	4.9	-	8.5	28.0	17.6	4.9	22.5
7/3+7/4	1497	1497	-	-	-	4.2	2.7	-	6.9 (5.0+1.9)	16.6 (17.8:14.0)	15.4	2.7	18.2
8/2+8/1	462	462	-	-	-	2.1	0.0	-	2.1 (1.1+1.0)	16.7 (14.0:21.2)	5.5	0.0	5.5
8/3	278	278	-	-	-	0.1	0.0	-	0.1	0.7	0.3	0.0	0.3
12/1	965	965	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	1161	1161	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
12/3	849	849	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1	Stream: 1	PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	17.17	Cycle Time (s):	66
C2	Stream: 1	PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	30.89	Cycle Time (s):	66
C3	Stream: 1	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	13.56	Cycle Time (s):	66
C4	Stream: 1	PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	25.27	Cycle Time (s):	66
		PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	88.28		

Scenario 2: '2031 adjRC1A - PM' (FG2: '2031 adjRC1A - PM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

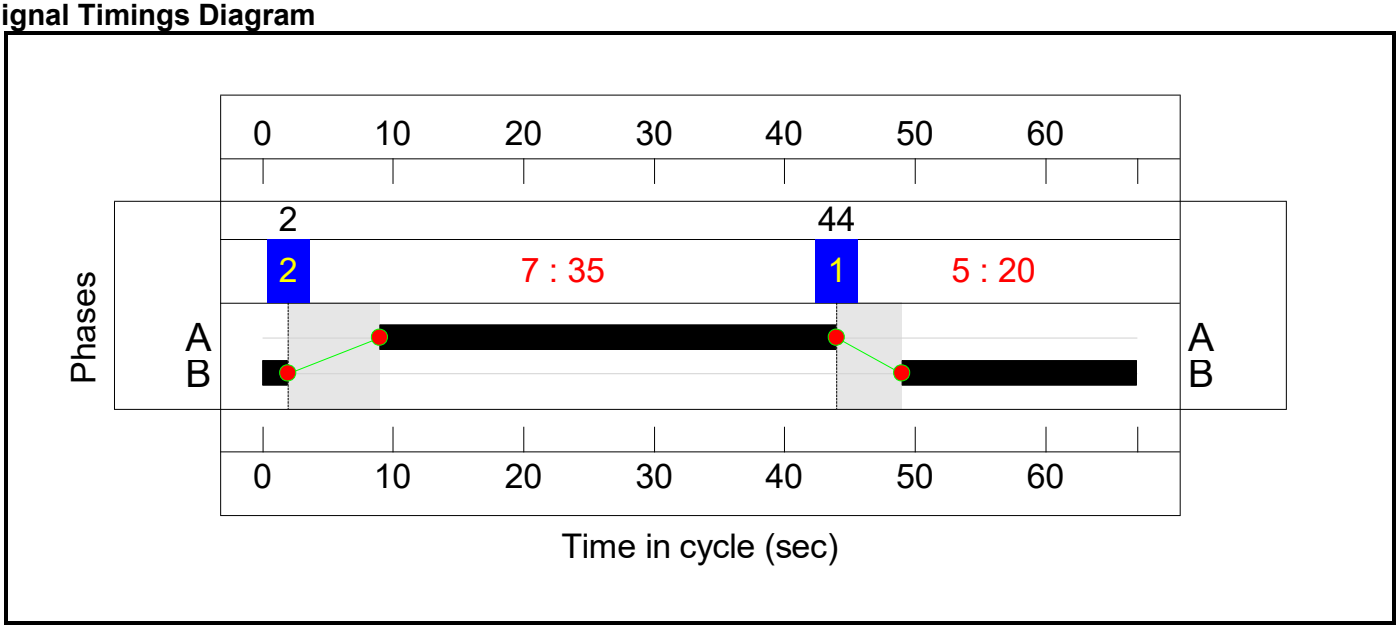


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	35
Change Point	44	2

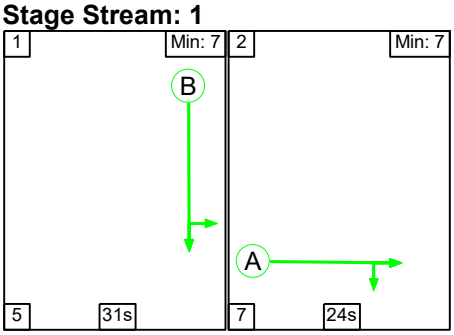
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

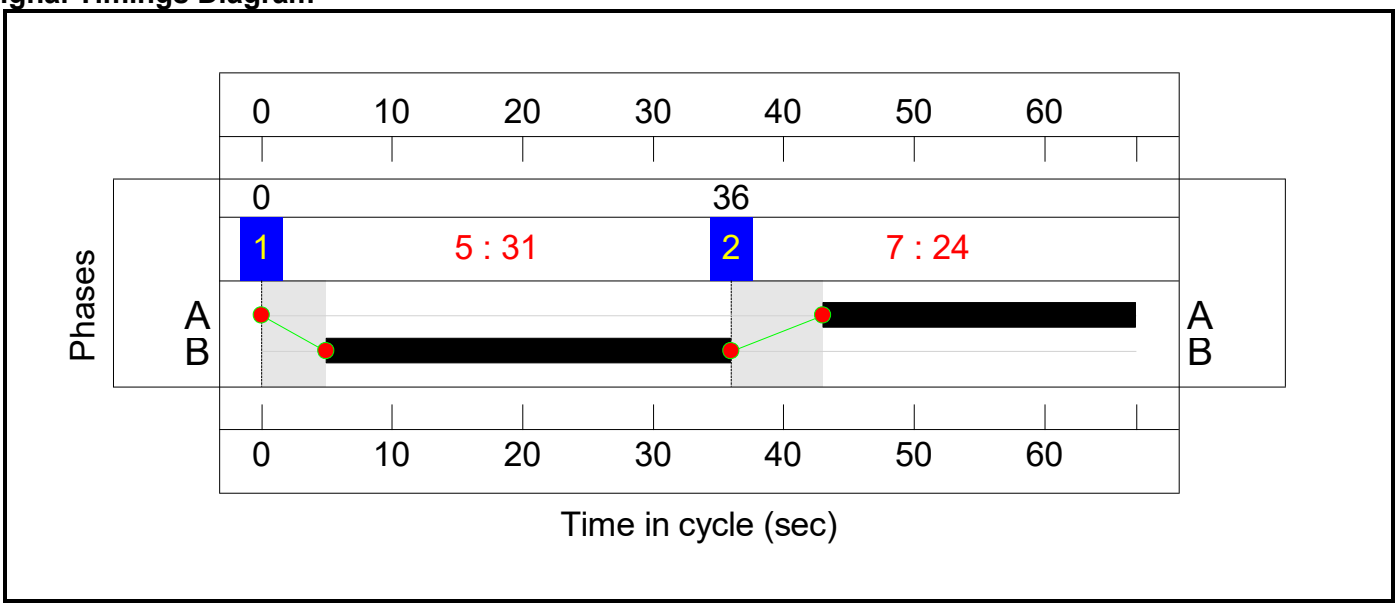


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	24
Change Point	0	36

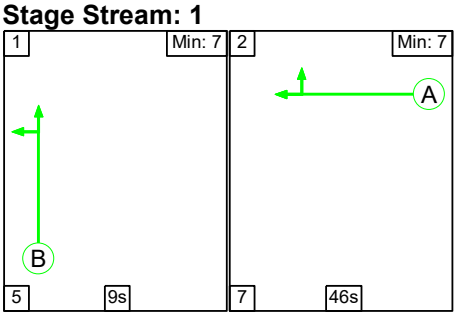
Signal Timings Diagram



Controller :C3

Stage Sequence Diagram

Stage Stream: 1

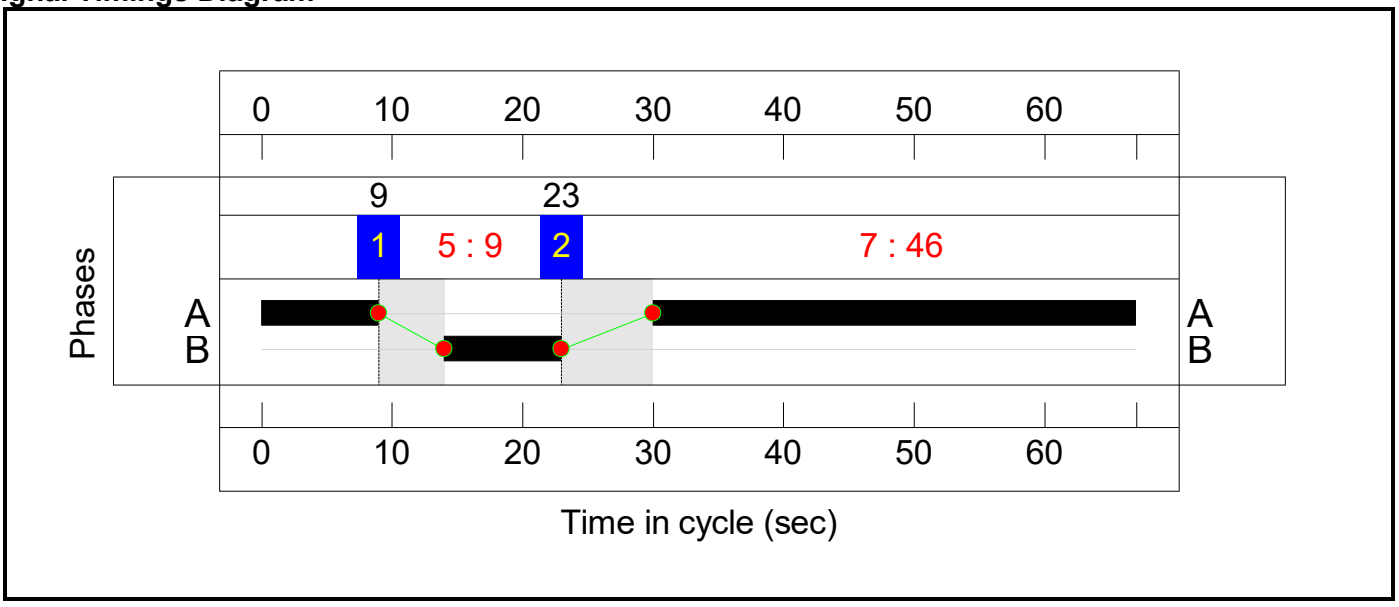


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	9	46
Change Point	9	23

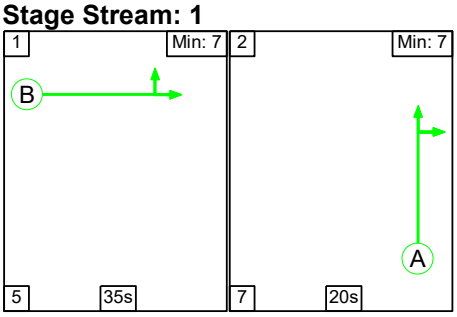
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

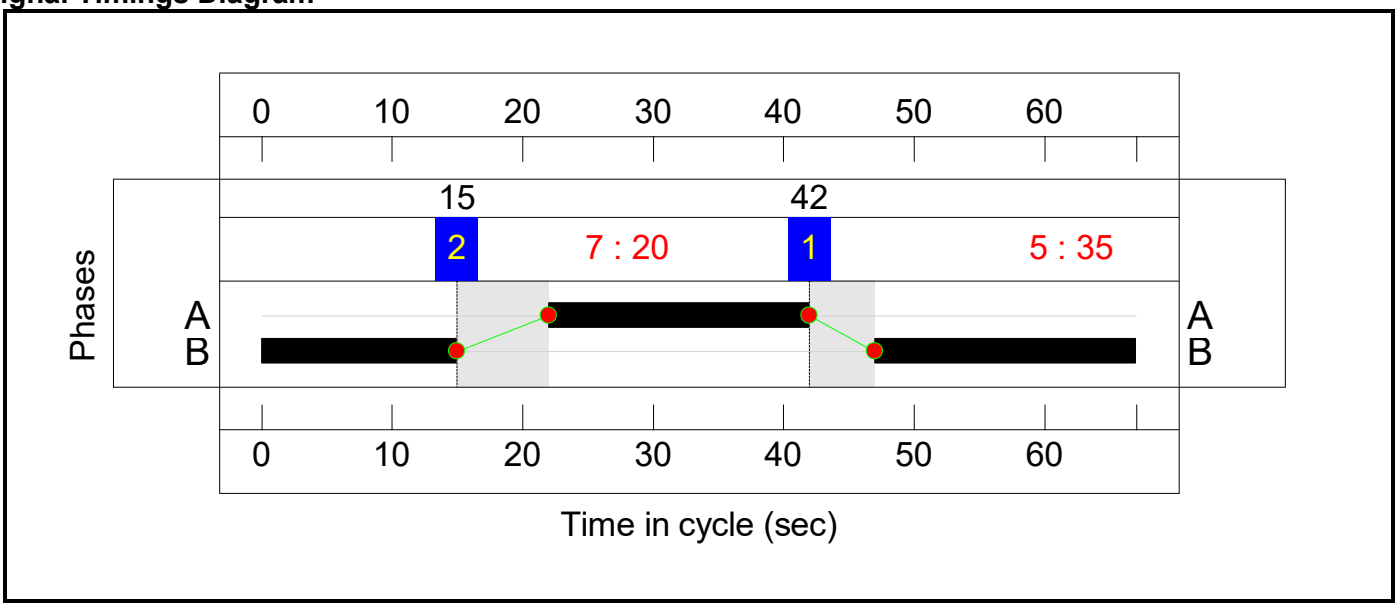


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	20
Change Point	42	15

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.5%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	31	-	844	1906	910	92.7%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	31	-	1696	1825:1845	872+881	95.5 : 98.0%
2/1	Ahead	U	2:1	N/A	C2:A		1	24	-	492	1945	726	67.8%
2/2	Ahead	U	2:1	N/A	C2:A		1	24	-	605	1977	738	82.0%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	24	-	536	1869	697	76.9%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	20	-	492	1905	597	82.4%
3/2+3/3	A41 Ahead	U	1:1	N/A	C1:B		1	20	-	1109	1965:1960	616+614	84.6 : 95.7%
4/1	Right Ahead	U	1:1	N/A	C1:A		1	35	-	696	1906	1024	68.0%
4/2	Right	U	1:1	N/A	C1:A		1	35	-	832	1825	981	84.8%
4/3	Right	U	1:1	N/A	C1:A		1	35	-	864	1845	991	87.2%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	9	-	265	1932	288	91.9%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	9	-	551	1888:1888	282+282	96.9 : 98.7%
6/1	Ahead	U	3:1	N/A	C3:A		1	46	-	1204	1906	1337	90.0%
6/2	Ahead	U	3:1	N/A	C3:A		1	46	-	1156	1981	1390	83.2%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	46	-	1080	1960	1375	78.5%
7/1	A34 Left	U	4:1	N/A	C4:B		1	35	-	1099	1851	995	110.5%
7/2	A34 Left	U	4:1	N/A	C4:B		1	35	-	1202	2025	1088	110.5%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	35	-	1196	1973:1869	1060+793	66.4 : 62.0%
8/2+8/1	Right Ahead	U	4:1	N/A	C4:A		1	20	-	737	1942:1942	482+311	93.0 : 93.0%
8/3	Right	U	4:1	N/A	C4:A		1	20	-	278	2078	651	42.7%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	1469	2100	2100	70.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1270	2100	2100	60.5%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	502	2100	2100	23.9%

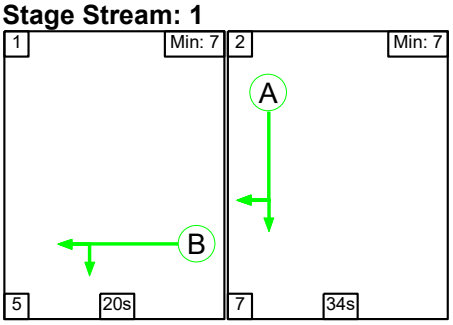
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**71.6**	**157.8**	**0.0**	**229.4**	**-**	**-**	**-**	**-**
1/1	844	844	-	-	-	3.8	5.5	-	9.3	39.7	14.5	5.5	20.0
1/2+1/3	1696	1696	-	-	-	8.0	10.8	-	18.8 (9.2+9.6)	39.9 (39.7:40.1)	15.6	10.8	26.4
2/1	492	492	-	-	-	3.1	0.0	-	3.1	22.8	8.3	0.0	8.3
2/2	605	605	-	-	-	3.7	0.0	-	3.7	21.9	10.6	0.0	10.6
2/3	536	536	-	-	-	4.5	0.0	-	4.5	30.1	9.0	0.0	9.0
3/1	492	492	-	-	-	2.9	2.2	-	5.2	37.7	8.5	2.2	10.7
3/2+3/3	1109	1109	-	-	-	6.8	4.3	-	11.1 (5.1+6.0)	35.9 (35.4:36.4)	10.6	4.3	14.9
4/1	696	696	-	-	-	0.5	0.0	-	0.5	2.6	1.9	0.0	1.9
4/2	832	832	-	-	-	0.1	0.0	-	0.1	0.6	0.3	0.0	0.3
4/3	864	864	-	-	-	0.2	0.0	-	0.2	0.7	0.4	0.0	0.4
5/1	265	265	-	-	-	2.1	4.2	-	6.2	84.9	4.9	4.2	9.0
5/2+5/3	551	551	-	-	-	4.3	9.0	-	13.4 (6.6+6.7)	87.2 (87.2:87.3)	5.1	9.0	14.1
6/1	1204	1204	-	-	-	0.9	0.0	-	0.9	2.7	15.0	0.0	15.0
6/2	1156	1156	-	-	-	2.3	0.0	-	2.3	7.0	14.4	0.0	14.4
6/3	1080	1080	-	-	-	2.6	0.0	-	2.6	8.6	13.2	0.0	13.2
7/1	1099	995	-	-	-	8.6	57.0	-	65.7	215.1	22.4	57.0	79.4
7/2	1202	1088	-	-	-	9.4	61.8	-	71.3	213.4	24.5	61.8	86.3
7/3+7/4	1196	1196	-	-	-	3.5	0.9	-	4.4 (2.7+1.7)	13.3 (13.9:12.5)	9.4	0.9	10.3
8/2+8/1	737	737	-	-	-	4.2	0.0	-	4.2 (2.2+2.0)	20.4 (17.7:24.6)	7.1	0.0	7.1
8/3	278	278	-	-	-	0.0	0.0	-	0.0	0.2	0.5	0.0	0.5
12/1	1469	1469	-	-	-	0.0	1.2	-	1.2	2.8	0.0	1.2	1.2
12/2	1270	1270	-	-	-	0.0	0.8	-	0.8	2.2	0.0	0.8	0.8
12/3	502	502	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1	Stream: 1	PRC for Signalled Lanes (%):	-6.3	Total Delay for Signalled Lanes (pcuHr):	17.04	Cycle Time (s):	67
C2	Stream: 1	PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	39.41	Cycle Time (s):	67
C3	Stream: 1	PRC for Signalled Lanes (%):	-9.6	Total Delay for Signalled Lanes (pcuHr):	25.35	Cycle Time (s):	67
C4	Stream: 1	PRC for Signalled Lanes (%):	-22.8	Total Delay for Signalled Lanes (pcuHr):	145.54	Cycle Time (s):	67
		PRC Over All Lanes (%):	-22.8	Total Delay Over All Lanes(pcuHr):	229.42		

Scenario 3: '2031 adjRC2A - AM' (FG3: '2031 adjRC2A - AM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

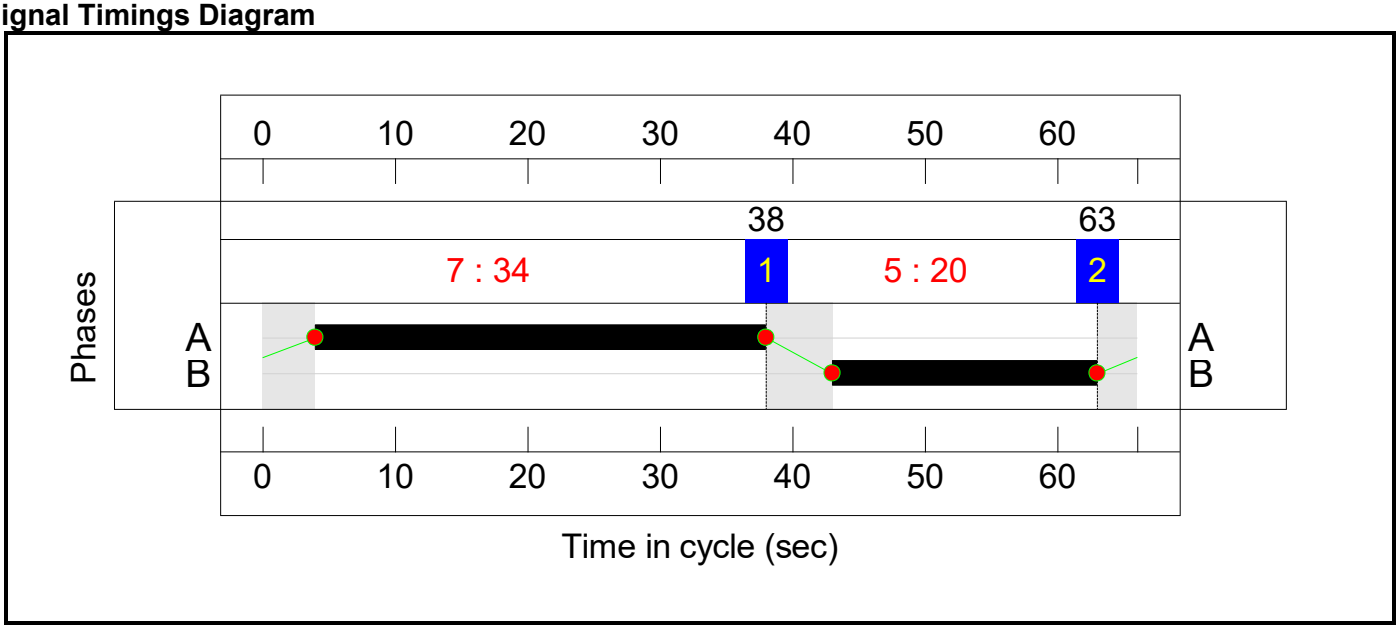


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	34
Change Point	38	63

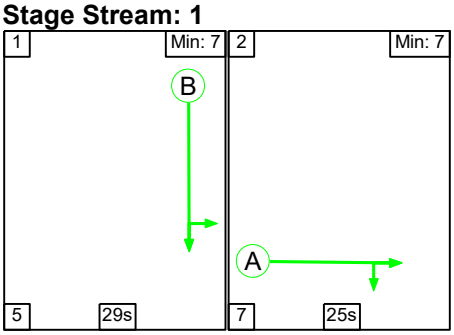
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

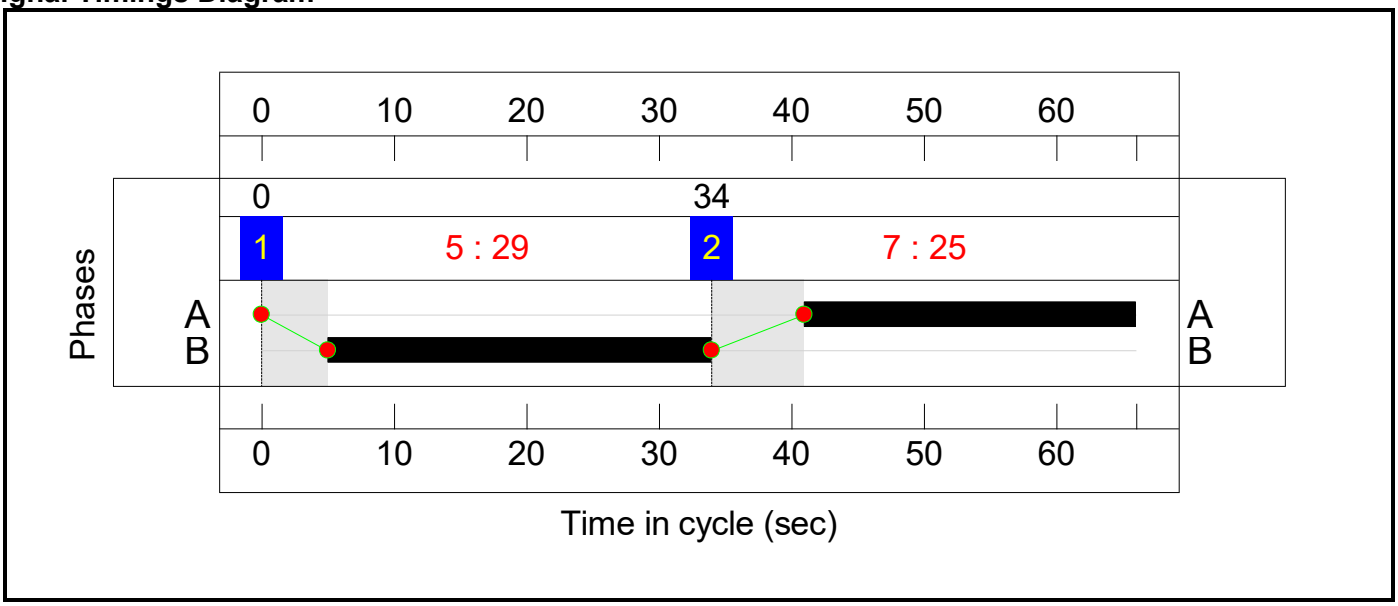
Stage Stream: 1



Stage Timings
Stage Stream: 1

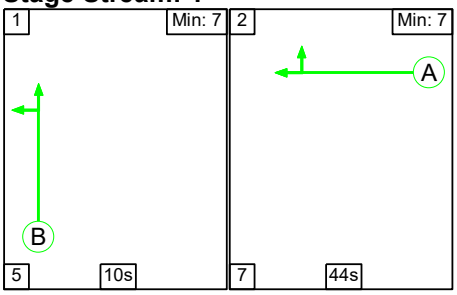
Stage	1	2
Duration	29	25
Change Point	0	34

Signal Timings Diagram



Controller :C3

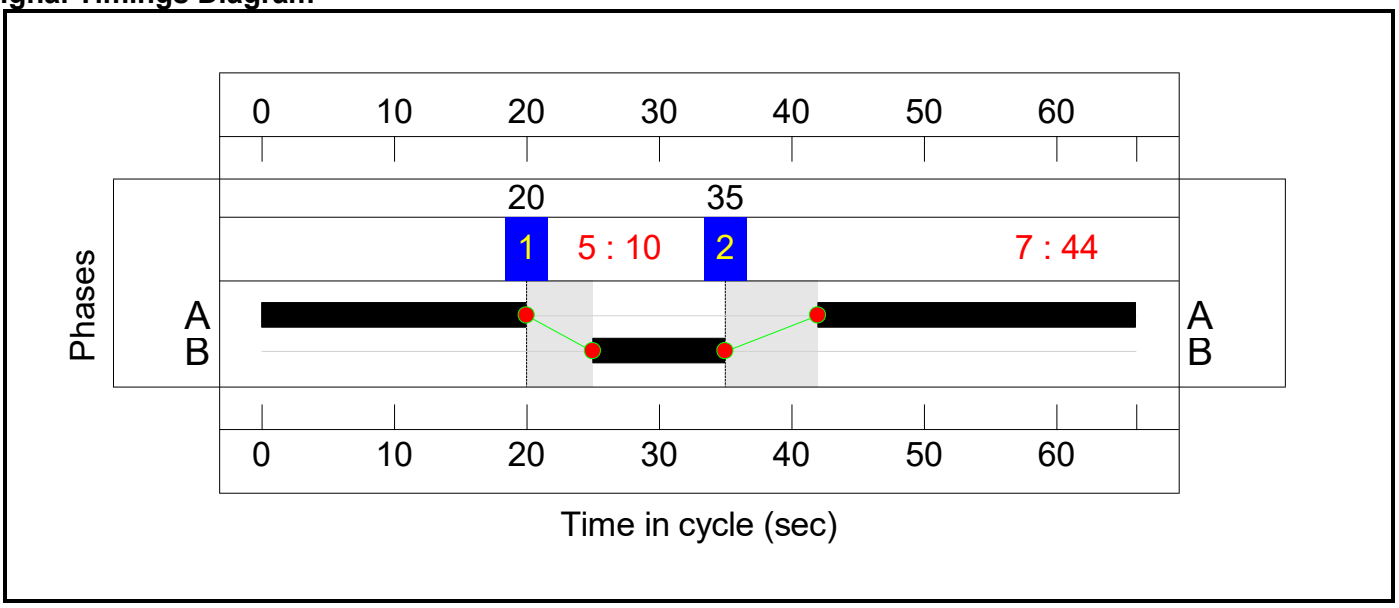
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

Stage	1	2
Duration	10	44
Change Point	20	35

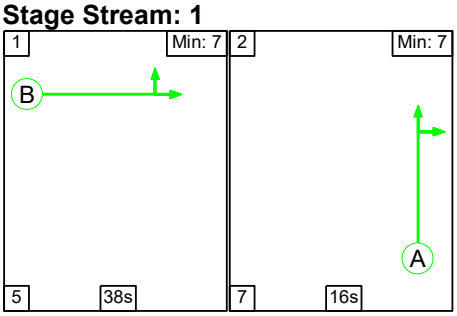
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

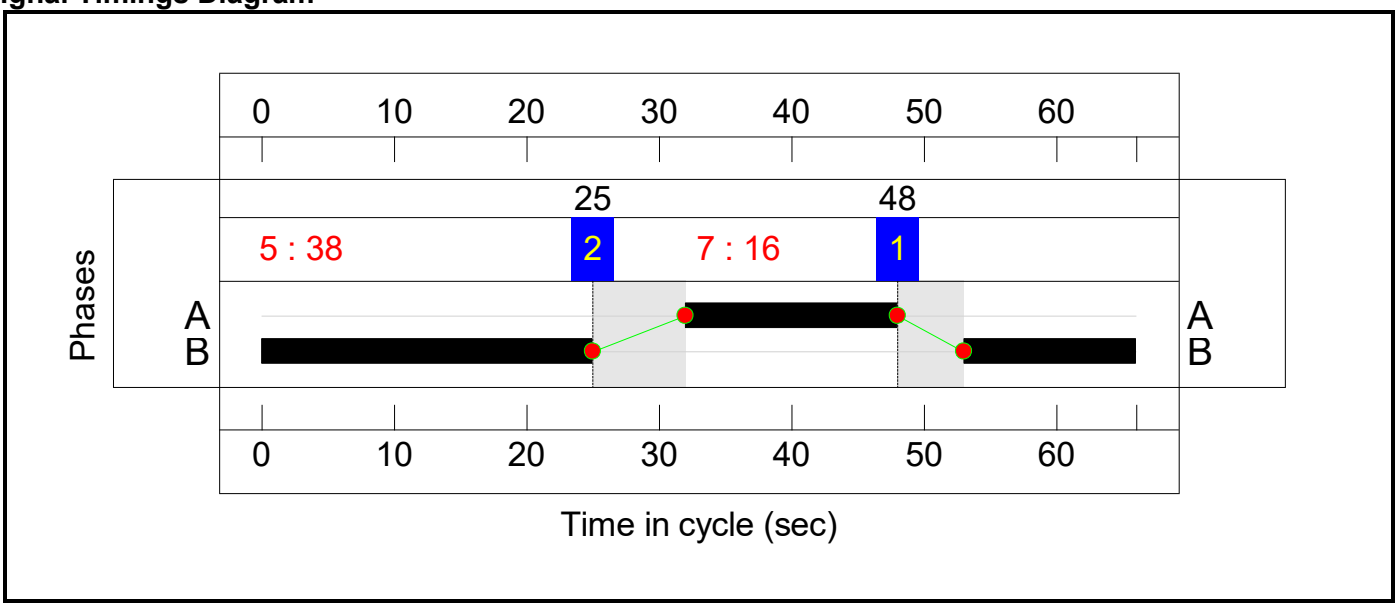


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	38	16
Change Point	48	25

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	29	-	743	1906	866	85.8%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	29	-	1539	1825:1845	830+839	92.3 : 92.2%
2/1	Ahead	U	2:1	N/A	C2:A		1	25	-	606	1945	766	79.1%
2/2	Ahead	U	2:1	N/A	C2:A		1	25	-	668	1977	779	85.8%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	25	-	613	1869	736	83.3%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	20	-	476	1905	606	78.5%
3/2+3/3	A41 Ahead	U	1:1	N/A	C1:B		1	20	-	1110	1965:1960	625+624	87.3 : 90.4%
4/1	Right Ahead	U	1:1	N/A	C1:A		1	34	-	588	1906	1011	58.2%
4/2	Right	U	1:1	N/A	C1:A		1	34	-	766	1825	968	79.1%
4/3	Right	U	1:1	N/A	C1:A		1	34	-	773	1845	978	79.0%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	10	-	240	1932	322	74.5%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	10	-	394	1888:1888	138+315	87.1 : 87.1%
6/1	Ahead	U	3:1	N/A	C3:A		1	44	-	719	1906	1300	55.3%
6/2	Ahead	U	3:1	N/A	C3:A		1	44	-	1156	1981	1351	85.6%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	44	-	1190	1960	1336	89.0%
7/1	A34 Left	U	4:1	N/A	C4:B		1	38	-	990	1851	1094	90.5%
7/2	A34 Left	U	4:1	N/A	C4:B		1	38	-	1094	2025	1197	91.4%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	38	-	1489	1973:1869	1166+601	86.3 : 80.4%
8/2+8/1	Right Ahead	U	4:1	N/A	C4:A		1	16	-	460	1942:1942	424+248	68.4 : 68.4%
8/3	Right	U	4:1	N/A	C4:A		1	16	-	278	2078	535	51.9%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	959	2100	2100	45.7%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1156	2100	2100	55.0%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	846	2100	2100	40.3%

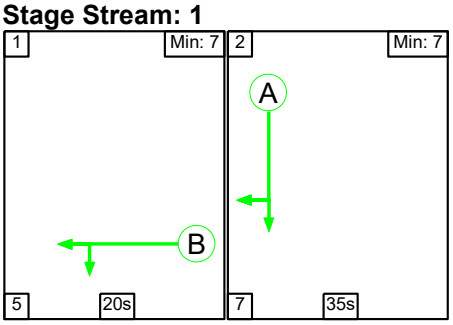
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**55.6**	**31.7**	**0.0**	**87.3**	**-**	**-**	**-**	**-**
1/1	743	743	-	-	-	3.3	2.9	-	6.2	30.0	12.0	2.9	14.8
1/2+1/3	1539	1539	-	-	-	7.2	5.5	-	12.7 (6.3+6.4)	29.8 (29.8:29.7)	13.2	5.5	18.7
2/1	606	606	-	-	-	3.5	0.0	-	3.5	21.1	10.6	0.0	10.6
2/2	668	668	-	-	-	3.7	0.0	-	3.7	20.0	11.8	0.0	11.8
2/3	613	613	-	-	-	4.0	0.0	-	4.0	23.6	10.9	0.0	10.9
3/1	476	476	-	-	-	2.7	1.8	-	4.5	33.9	7.8	1.8	9.6
3/2+3/3	1110	1110	-	-	-	6.6	3.8	-	10.4 (5.1+5.3)	33.7 (33.5:33.8)	9.9	3.8	13.7
4/1	588	588	-	-	-	1.2	0.0	-	1.2	7.3	4.5	0.0	4.5
4/2	766	766	-	-	-	0.5	0.0	-	0.5	2.4	1.2	0.0	1.2
4/3	773	773	-	-	-	0.5	0.0	-	0.5	2.4	1.2	0.0	1.2
5/1	240	240	-	-	-	1.7	1.4	-	3.2	47.4	4.1	1.4	5.5
5/2+5/3	394	394	-	-	-	2.9	3.1	-	5.9 (1.7+4.2)	54.0 (52.4:54.7)	4.9	3.1	7.9
6/1	719	719	-	-	-	1.4	0.0	-	1.4	7.1	11.9	0.0	11.9
6/2	1156	1156	-	-	-	1.4	0.0	-	1.4	4.4	11.7	0.0	11.7
6/3	1190	1190	-	-	-	1.6	0.0	-	1.6	4.8	13.7	0.0	13.7
7/1	990	990	-	-	-	3.3	4.4	-	7.7	27.9	16.0	4.4	20.3
7/2	1094	1094	-	-	-	3.7	4.9	-	8.5	28.0	17.6	4.9	22.5
7/3+7/4	1489	1489	-	-	-	4.1	2.6	-	6.8 (4.9+1.9)	16.4 (17.6:13.8)	15.4	2.6	18.0
8/2+8/1	460	460	-	-	-	2.1	0.0	-	2.1 (1.1+1.0)	16.7 (14.1:21.2)	5.5	0.0	5.5
8/3	278	278	-	-	-	0.1	0.0	-	0.1	0.7	0.3	0.0	0.3
12/1	959	959	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	1156	1156	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
12/3	846	846	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1	Stream: 1	PRC for Signalled Lanes (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	17.09	Cycle Time (s):	66
C2	Stream: 1	PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	30.19	Cycle Time (s):	66
C3	Stream: 1	PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	13.48	Cycle Time (s):	66
C4	Stream: 1	PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	25.16	Cycle Time (s):	66
		PRC Over All Lanes (%):	-2.6	Total Delay Over All Lanes(pcuHr):	87.28		

Scenario 4: '2031 adjRC2A - PM' (FG4: '2031 adjRC2A - PM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

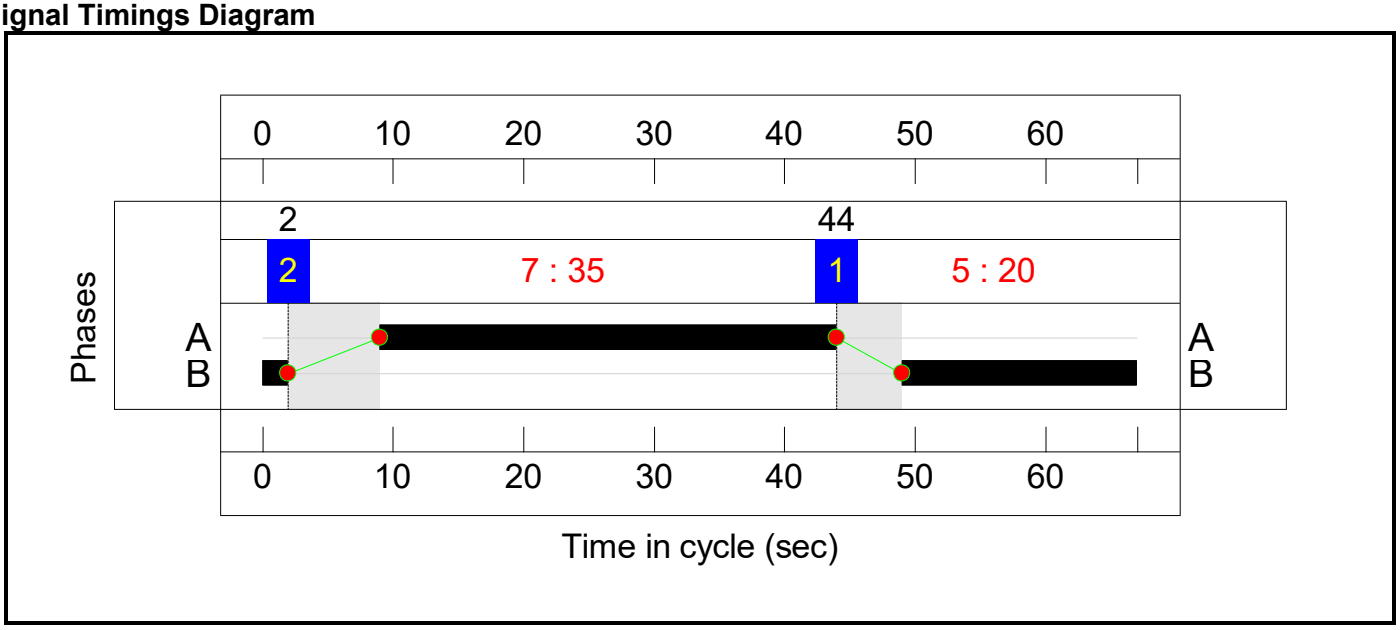


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	35
Change Point	44	2

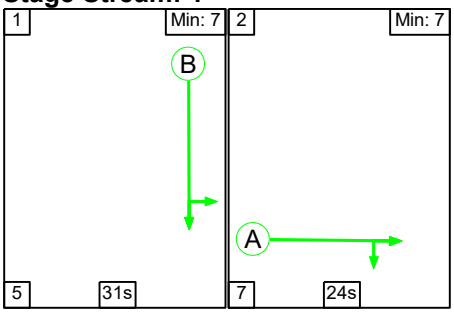
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

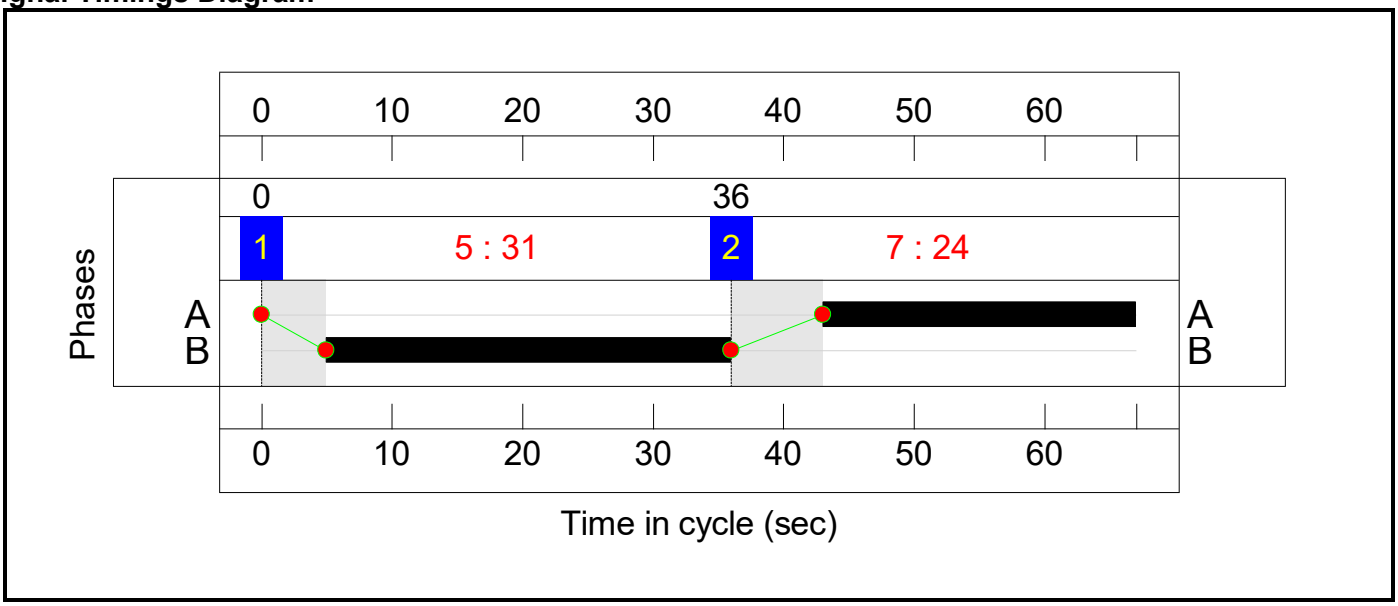
Stage Stream: 1



Stage Timings
Stage Stream: 1

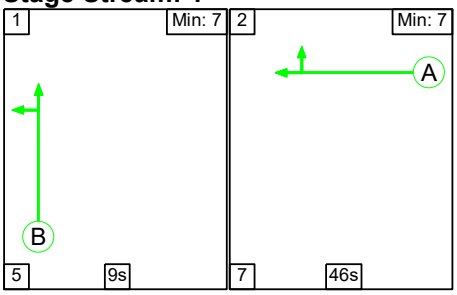
Stage	1	2
Duration	31	24
Change Point	0	36

Signal Timings Diagram



Controller :C3

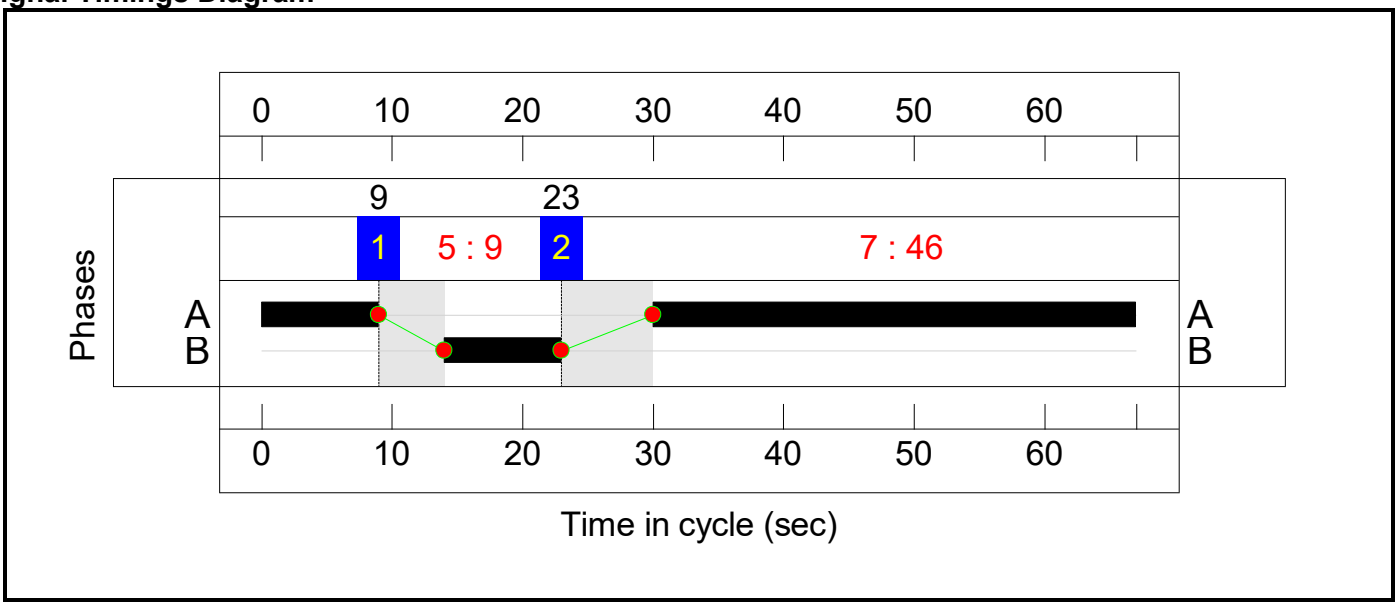
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

Stage	1	2
Duration	9	46
Change Point	9	23

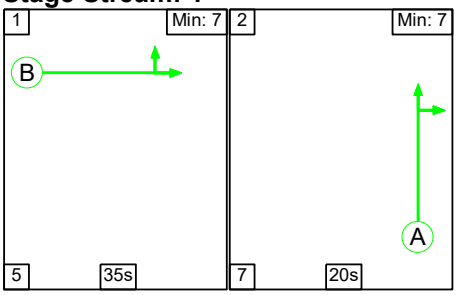
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

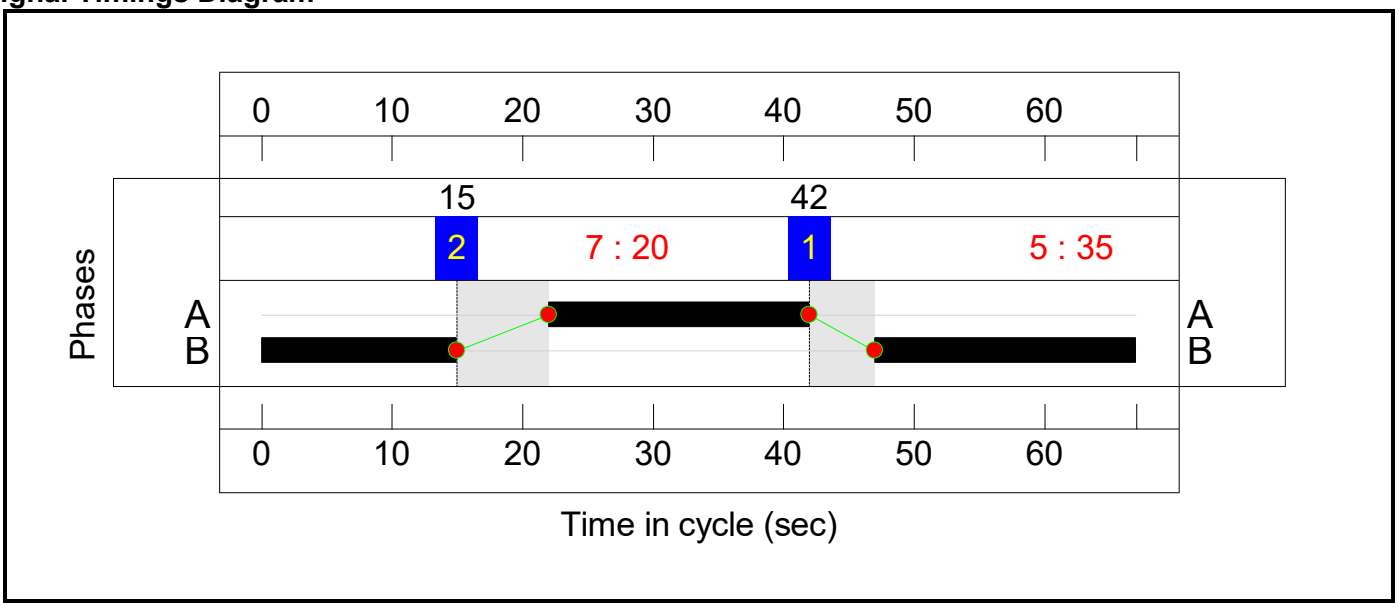


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	20
Change Point	42	15

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**109.7%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	31	-	844	1906	910	92.7%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	31	-	1694	1825:1845	872+881	96.5 : 96.8%
2/1	Ahead	U	2:1	N/A	C2:A		1	24	-	513	1945	726	70.7%
2/2	Ahead	U	2:1	N/A	C2:A		1	24	-	605	1977	738	82.0%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	24	-	519	1869	697	74.4%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	20	-	467	1905	597	78.2%
3/2+3/3	A41 Ahead	U	1:1	N/A	C1:B		1	20	-	976	1965:1960	616+614	77.6 : 81.1%
4/1	Right Ahead	U	1:1	N/A	C1:A		1	35	-	696	1906	1024	68.0%
4/2	Right	U	1:1	N/A	C1:A		1	35	-	841	1825	981	85.8%
4/3	Right	U	1:1	N/A	C1:A		1	35	-	853	1845	991	86.0%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	9	-	265	1932	288	91.9%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	9	-	550	1888:1888	282+282	100.1 : 95.1%
6/1	Ahead	U	3:1	N/A	C3:A		1	46	-	1100	1906	1337	82.3%
6/2	Ahead	U	3:1	N/A	C3:A		1	46	-	1068	1981	1390	76.9%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	46	-	1112	1960	1375	80.9%
7/1	A34 Left	U	4:1	N/A	C4:B		1	35	-	1090	1851	995	109.6%
7/2	A34 Left	U	4:1	N/A	C4:B		1	35	-	1194	2025	1088	109.7%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	35	-	1200	1973:1869	1060+769	68.1 : 62.2%
8/2+8/1	Right Ahead	U	4:1	N/A	C4:A		1	20	-	579	1942:1942	497+272	75.3 : 75.3%
8/3	Right	U	4:1	N/A	C4:A		1	20	-	268	2078	651	41.1%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	1365	2100	2100	65.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1181	2100	2100	56.2%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	702	2100	2100	33.4%

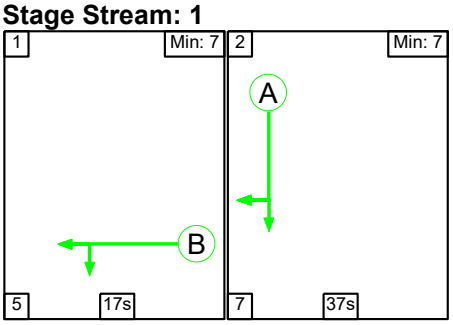
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**66.6**	**146.5**	**0.0**	**213.1**	**-**	**-**	**-**	**-**
1/1	844	844	-	-	-	3.8	5.5	-	9.3	39.7	14.5	5.5	20.0
1/2+1/3	1694	1694	-	-	-	8.0	10.6	-	18.6 (9.2+9.4)	39.5 (39.5:39.5)	15.4	10.6	26.0
2/1	513	513	-	-	-	3.3	0.0	-	3.3	23.2	8.8	0.0	8.8
2/2	605	605	-	-	-	3.8	0.0	-	3.8	22.4	10.6	0.0	10.6
2/3	519	519	-	-	-	4.3	0.0	-	4.3	29.8	8.6	0.0	8.6
3/1	467	467	-	-	-	2.7	1.7	-	4.5	34.4	7.8	1.7	9.5
3/2+3/3	976	976	-	-	-	5.7	1.9	-	7.6 (3.7+3.9)	28.0 (27.8:28.2)	8.4	1.9	10.3
4/1	696	696	-	-	-	0.5	0.0	-	0.5	2.7	1.9	0.0	1.9
4/2	841	841	-	-	-	0.1	0.0	-	0.1	0.6	0.3	0.0	0.3
4/3	853	853	-	-	-	0.2	0.0	-	0.2	0.6	0.4	0.0	0.4
5/1	265	265	-	-	-	2.1	4.2	-	6.2	84.9	4.9	4.2	9.0
5/2+5/3	550	550	-	-	-	4.3	8.9	-	13.3 (6.9+6.4)	86.8 (87.6:85.9)	5.3	8.9	14.2
6/1	1100	1100	-	-	-	0.5	0.0	-	0.5	1.7	11.8	0.0	11.8
6/2	1068	1068	-	-	-	1.8	0.0	-	1.8	6.0	10.7	0.0	10.7
6/3	1112	1112	-	-	-	2.0	0.0	-	2.0	6.6	12.7	0.0	12.7
7/1	1090	995	-	-	-	8.3	52.9	-	61.1	201.9	22.1	52.9	74.9
7/2	1194	1088	-	-	-	9.1	58.1	-	67.2	202.6	24.2	58.1	82.3
7/3+7/4	1200	1200	-	-	-	3.5	1.0	-	4.5 (2.8+1.7)	13.5 (14.2:12.5)	9.6	1.0	10.6
8/2+8/1	579	579	-	-	-	2.5	0.0	-	2.5 (1.3+1.2)	15.4 (12.6:20.6)	5.7	0.0	5.7
8/3	268	268	-	-	-	0.0	0.0	-	0.0	0.2	0.5	0.0	0.5
12/1	1365	1365	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.9	0.9
12/2	1181	1181	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
12/3	702	702	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3

C1	Stream: 1	PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	12.87	Cycle Time (s):	67
C2	Stream: 1	PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	39.26	Cycle Time (s):	67
C3	Stream: 1	PRC for Signalled Lanes (%):	-11.2	Total Delay for Signalled Lanes (pcuHr):	23.84	Cycle Time (s):	67
C4	Stream: 1	PRC for Signalled Lanes (%):	-21.9	Total Delay for Signalled Lanes (pcuHr):	135.33	Cycle Time (s):	67
		PRC Over All Lanes (%):	-21.9	Total Delay Over All Lanes(pcuHr):	213.11		

Scenario 5: '2031 adjDS2A - AM' (FG5: '2031 adjDS2A - AM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

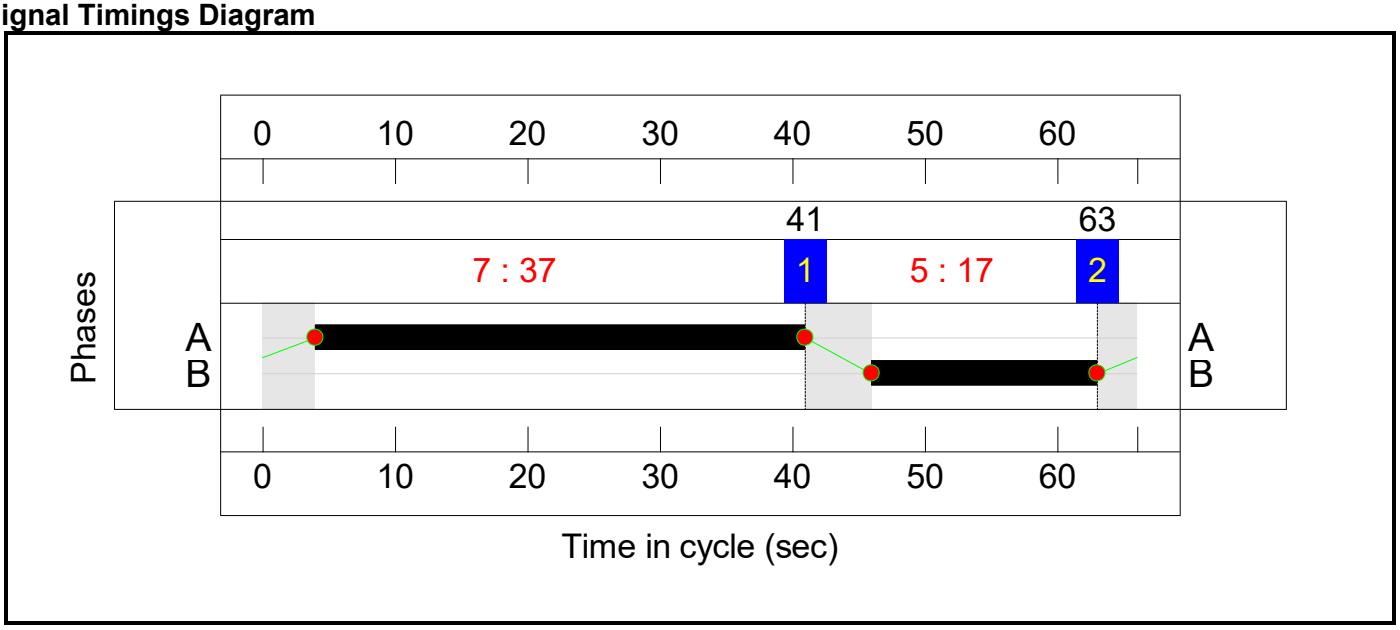


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	37
Change Point	41	63

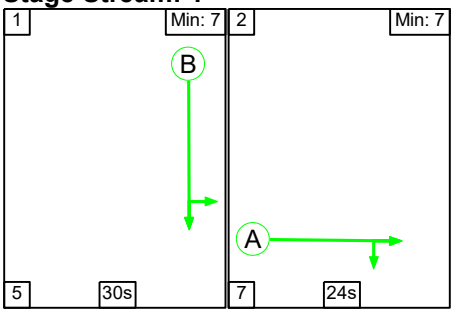
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

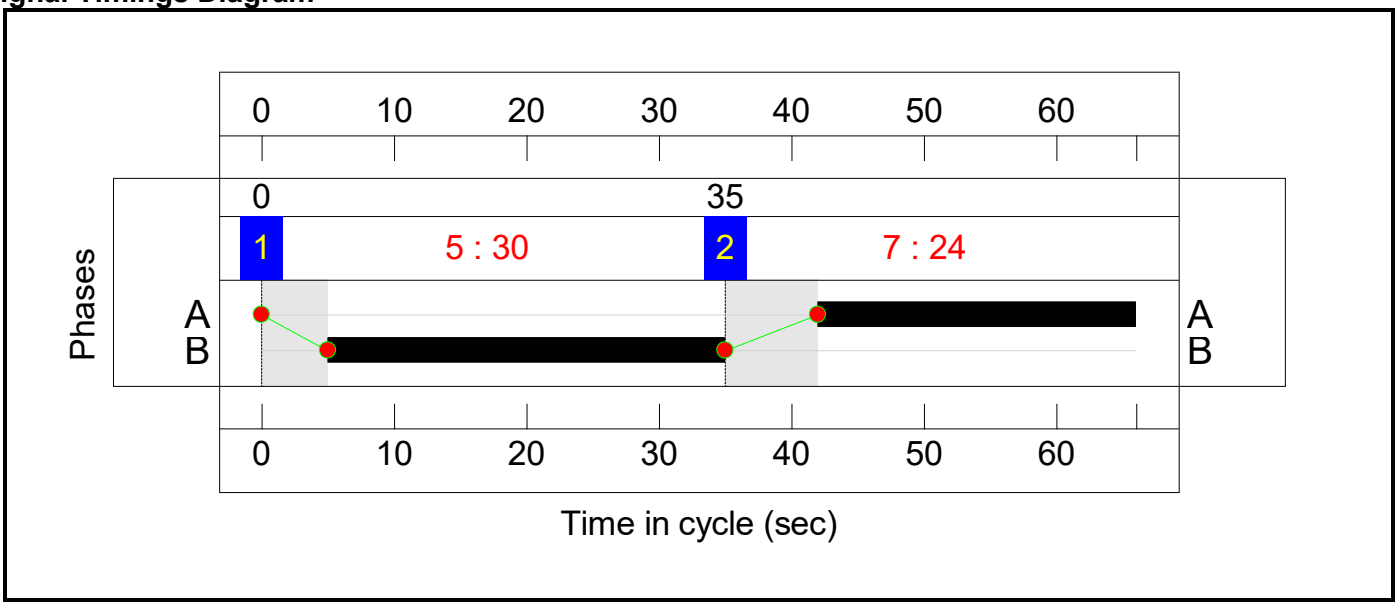
Stage Stream: 1



Stage Timings
Stage Stream: 1

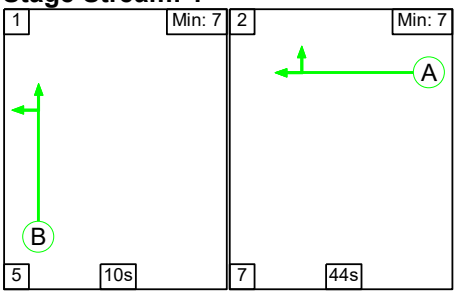
Stage	1	2
Duration	30	24
Change Point	0	35

Signal Timings Diagram



Controller :C3

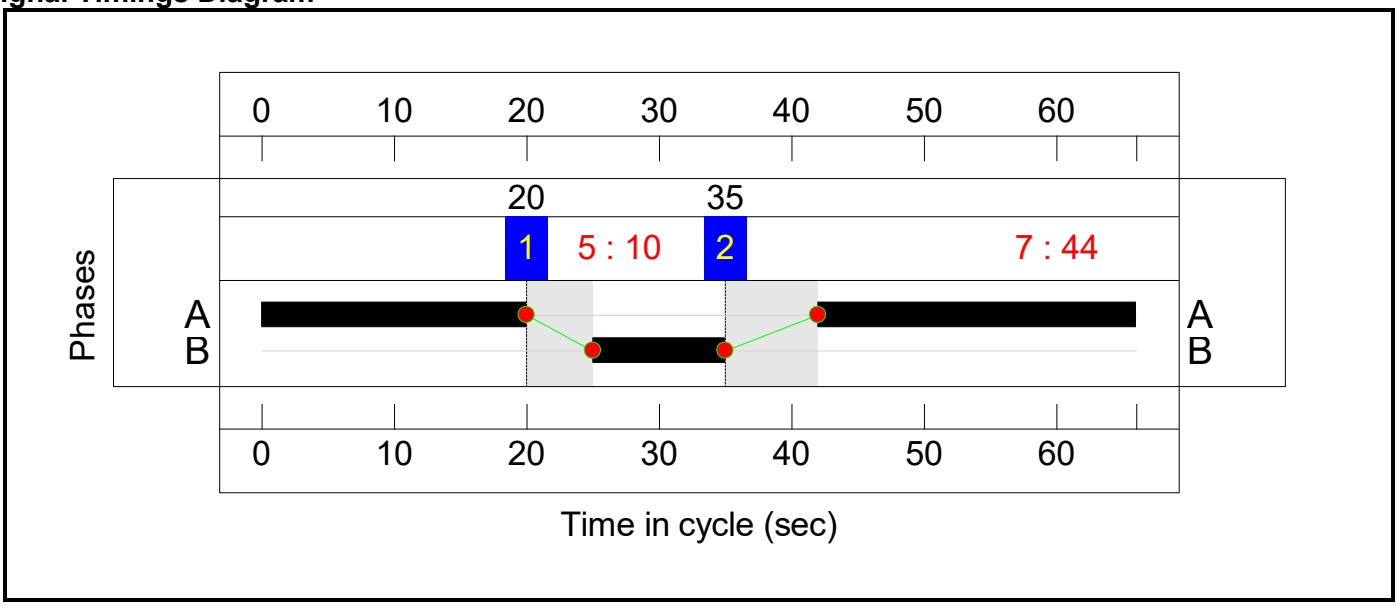
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

Stage	1	2
Duration	10	44
Change Point	20	35

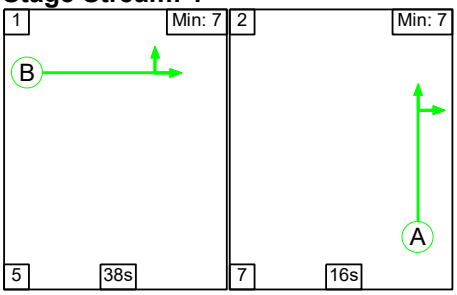
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

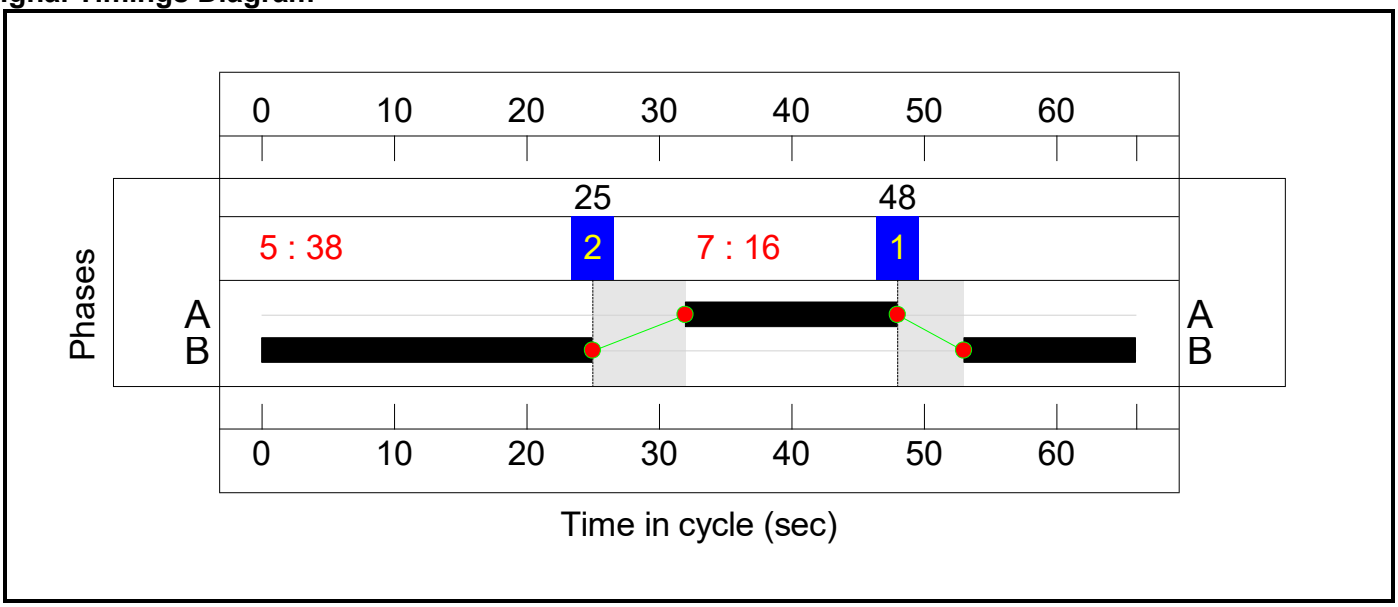


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	38	16
Change Point	48	25

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.9%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	30	-	787	1906	895	87.9%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	30	-	1612	1825:1845	857+867	93.1 : 93.9%
2/1	Ahead	U	2:1	N/A	C2:A		1	24	-	612	1945	737	83.1%
2/2	Ahead	U	2:1	N/A	C2:A		1	24	-	666	1977	749	88.9%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	24	-	611	1869	708	86.3%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	17	-	432	1905	520	83.1%
3/2+3/3	A41 Ahead	U	1:1	N/A	C1:B		1	17	-	834	1965:1960	536+535	74.5 : 81.4%
4/1	Right Ahead	U	1:1	N/A	C1:A		1	37	-	632	1906	1097	57.6%
4/2	Right	U	1:1	N/A	C1:A		1	37	-	798	1825	1051	75.9%
4/3	Right	U	1:1	N/A	C1:A		1	37	-	814	1845	1062	76.6%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	10	-	234	1932	322	72.7%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	10	-	396	1888:1888	161+315	83.3 : 83.3%
6/1	Ahead	U	3:1	N/A	C3:A		1	44	-	702	1906	1300	54.0%
6/2	Ahead	U	3:1	N/A	C3:A		1	44	-	1062	1981	1351	78.6%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	44	-	1089	1960	1336	81.5%
7/1	A34 Left	U	4:1	N/A	C4:B		1	38	-	994	1851	1094	90.9%
7/2	A34 Left	U	4:1	N/A	C4:B		1	38	-	1097	2025	1197	91.7%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	38	-	1495	1973:1869	1166+604	86.5 : 80.5%
8/2+8/1	Right Ahead	U	4:1	N/A	C4:A		1	16	-	448	1942:1942	427+237	67.4 : 67.4%
8/3	Right	U	4:1	N/A	C4:A		1	16	-	266	2078	535	49.7%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	936	2100	2100	44.6%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1068	2100	2100	50.9%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	765	2100	2100	36.4%

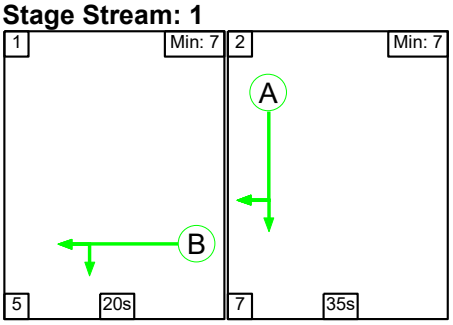
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
-	-	0	0	0	53.4	31.0	0.0	84.4	-	-	-	-	
M40 Junction 9	-	-	0	0	0	53.4	31.0	0.0	84.4	-	-	-	-
1/1	787	787	-	-	-	3.5	3.4	-	6.9	31.5	12.9	3.4	16.3
1/2+1/3	1612	1612	-	-	-	7.4	6.5	-	13.9 (6.9+7.0)	31.0 (30.9:31.0)	14.0	6.5	20.5
2/1	612	612	-	-	-	3.7	0.0	-	3.7	21.9	10.9	0.0	10.9
2/2	666	666	-	-	-	3.9	0.0	-	3.9	21.0	11.9	0.0	11.9
2/3	611	611	-	-	-	4.2	0.0	-	4.2	24.7	11.0	0.0	11.0
3/1	432	432	-	-	-	2.7	2.3	-	5.1	42.1	7.4	2.3	9.8
3/2+3/3	834	834	-	-	-	5.1	1.7	-	6.9 (3.3+3.6)	29.7 (29.4:29.9)	7.4	1.7	9.1
4/1	632	632	-	-	-	1.1	0.0	-	1.1	6.1	4.5	0.0	4.5
4/2	798	798	-	-	-	0.2	0.0	-	0.2	1.1	0.6	0.0	0.6
4/3	814	814	-	-	-	0.3	0.0	-	0.3	1.1	0.6	0.0	0.6
5/1	234	234	-	-	-	1.7	1.3	-	3.0	46.0	4.0	1.3	5.3
5/2+5/3	396	396	-	-	-	2.9	2.3	-	5.2 (1.7+3.5)	47.3 (46.0:48.0)	4.6	2.3	6.9
6/1	702	702	-	-	-	1.2	0.0	-	1.2	6.0	11.9	0.0	11.9
6/2	1062	1062	-	-	-	1.2	0.0	-	1.2	4.1	11.6	0.0	11.6
6/3	1089	1089	-	-	-	1.2	0.0	-	1.2	4.1	11.6	0.0	11.6
7/1	994	994	-	-	-	3.3	4.6	-	7.9	28.5	16.0	4.6	20.6
7/2	1097	1097	-	-	-	3.7	5.0	-	8.7	28.5	17.7	5.0	22.7
7/3+7/4	1495	1495	-	-	-	4.2	2.7	-	6.8 (5.0+1.9)	16.5 (17.7:13.9)	15.4	2.7	18.1
8/2+8/1	448	448	-	-	-	1.9	0.0	-	1.9 (1.0+0.9)	15.6 (13.0:20.4)	5.2	0.0	5.2
8/3	266	266	-	-	-	0.0	0.0	-	0.0	0.7	0.3	0.0	0.3
12/1	936	936	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
12/2	1068	1068	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
12/3	765	765	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3

C1	Stream: 1	PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	13.48	Cycle Time (s):	66
C2	Stream: 1	PRC for Signalled Lanes (%):	-4.4	Total Delay for Signalled Lanes (pcuHr):	32.56	Cycle Time (s):	66
C3	Stream: 1	PRC for Signalled Lanes (%):	8.1	Total Delay for Signalled Lanes (pcuHr):	11.81	Cycle Time (s):	66
C4	Stream: 1	PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	25.37	Cycle Time (s):	66
		PRC Over All Lanes (%):	-4.4	Total Delay Over All Lanes(pcuHr):	84.43		

Scenario 6: '2031 adjDS2A - PM' (FG6: '2031 adjDS2A - PM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

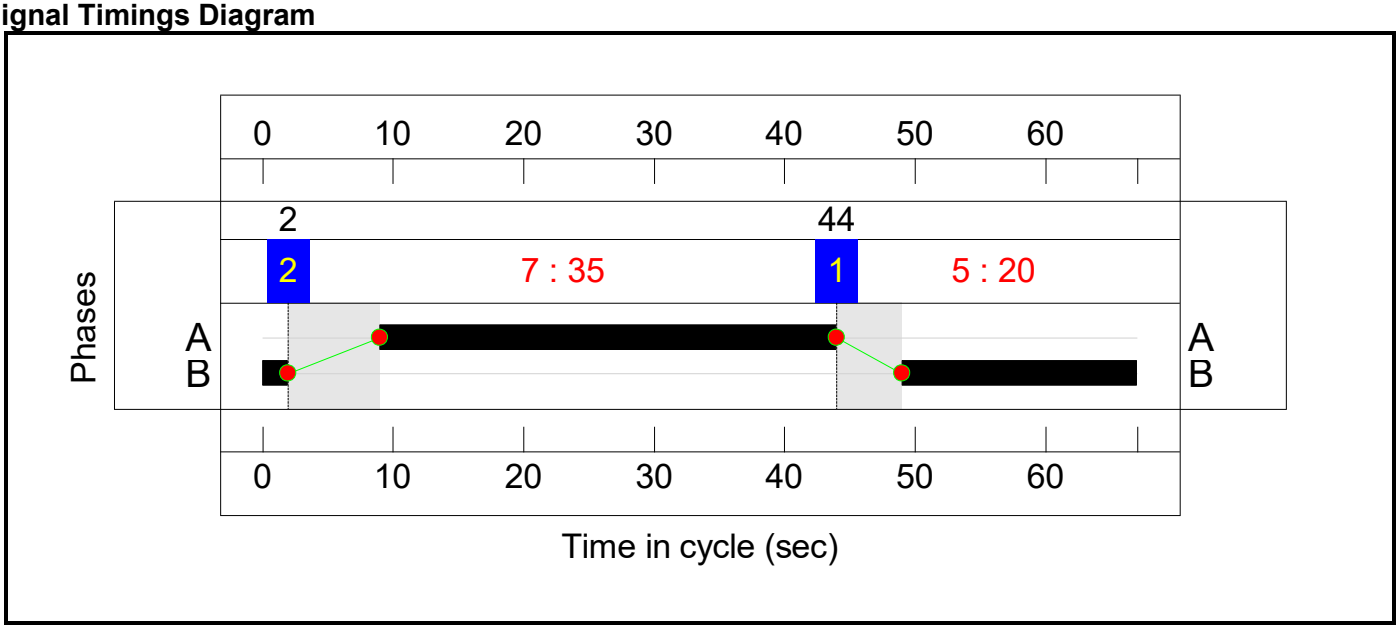


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	35
Change Point	44	2

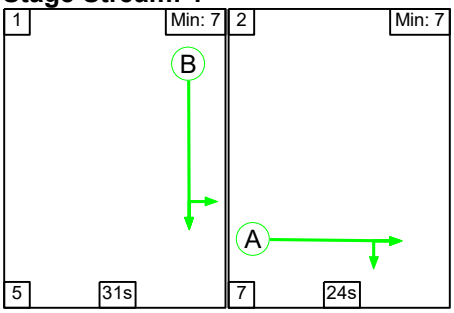
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

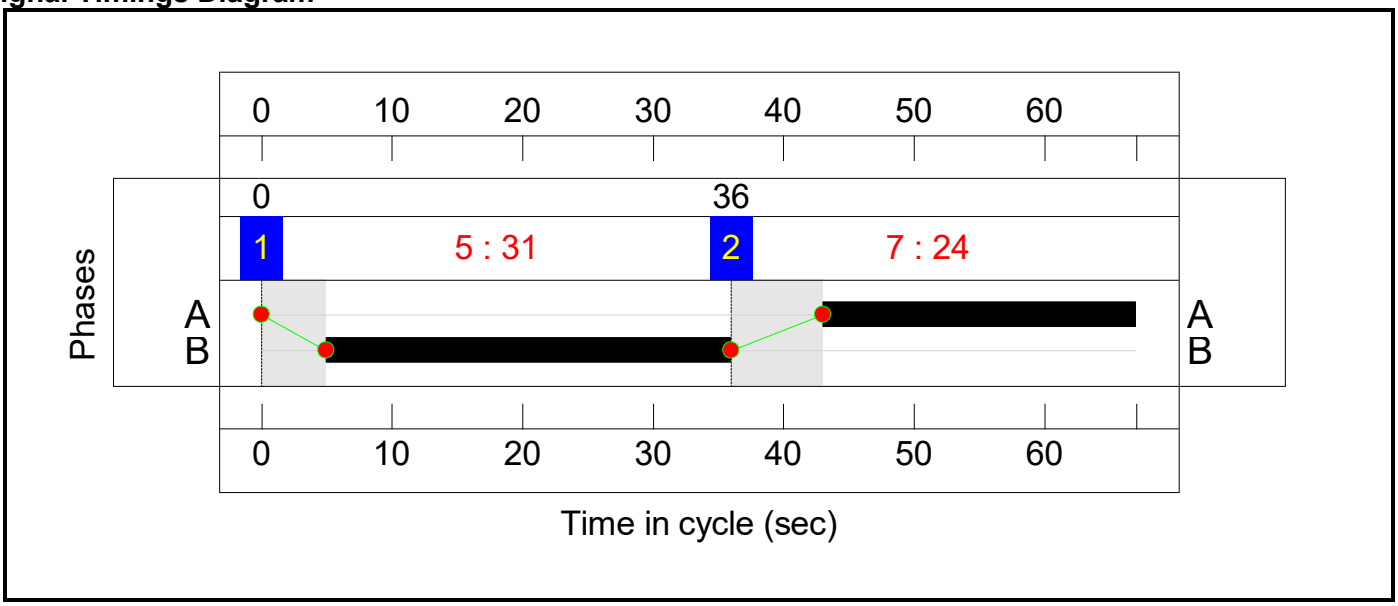
Stage Stream: 1



Stage Timings
Stage Stream: 1

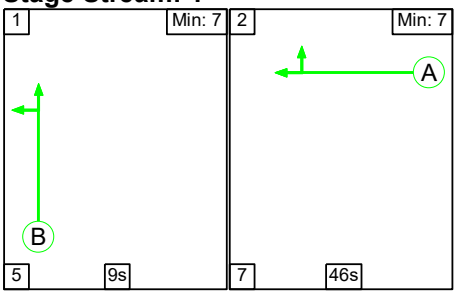
Stage	1	2
Duration	31	24
Change Point	0	36

Signal Timings Diagram



Controller :C3

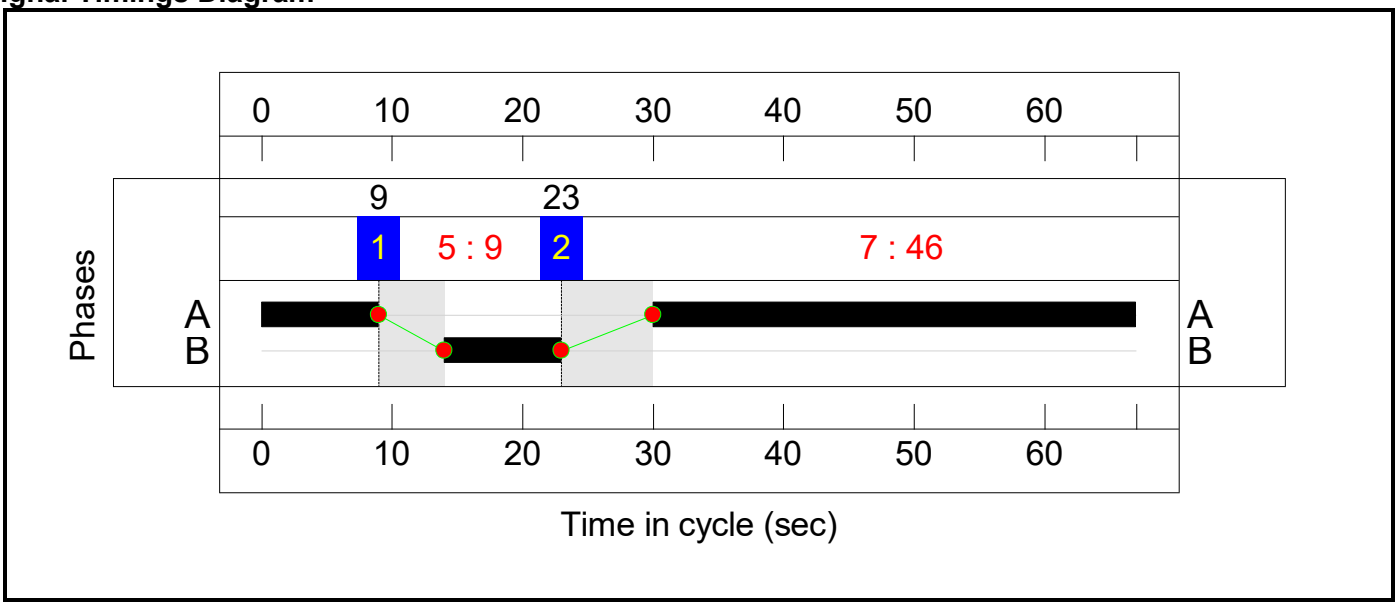
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

Stage	1	2
Duration	9	46
Change Point	9	23

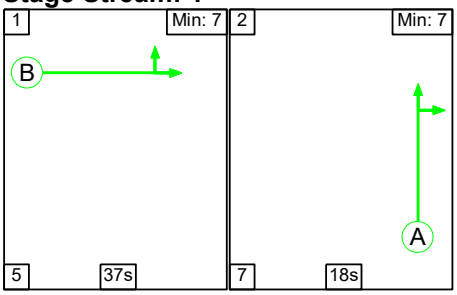
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

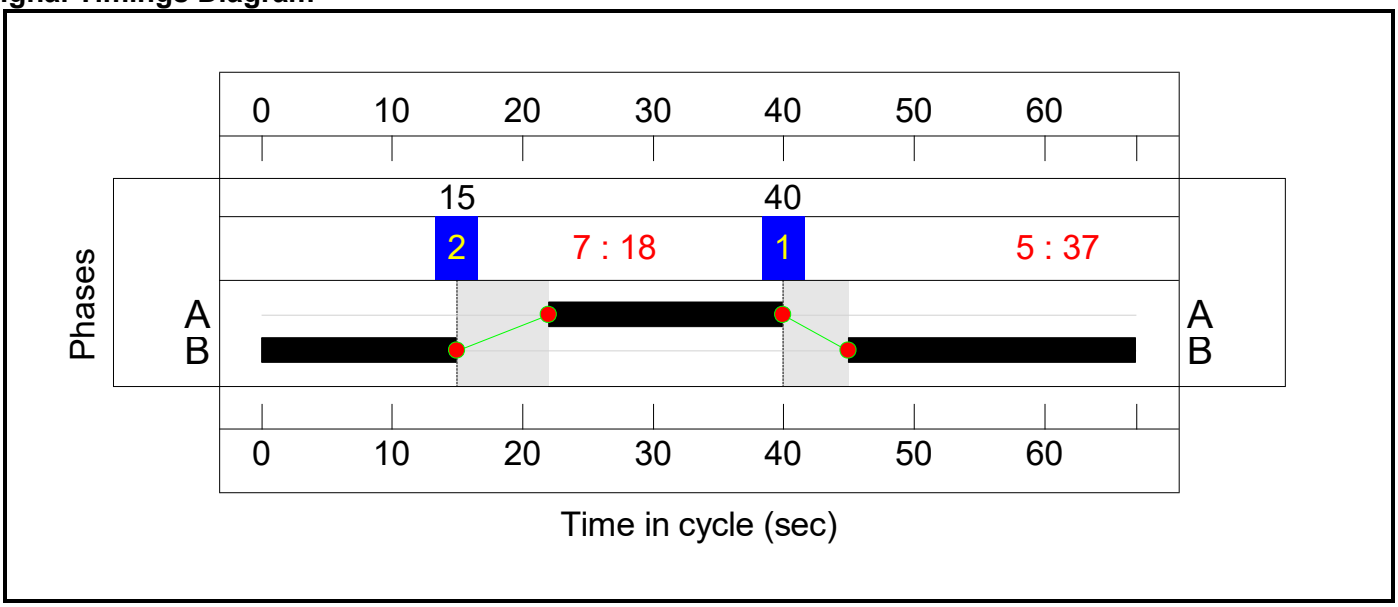


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	37	18
Change Point	40	15

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.5%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	31	-	879	1906	910	96.6%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	31	-	1737	1825:1845	872+881	99.1 : 99.1%
2/1	Ahead	U	2:1	N/A	C2:A		1	24	-	487	1945	726	67.1%
2/2	Ahead	U	2:1	N/A	C2:A		1	24	-	576	1977	738	78.1%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	24	-	490	1869	697	70.3%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	20	-	463	1905	597	77.5%
3/2+3/3	A41 Ahead	U	1:1	N/A	C1:B		1	20	-	912	1965:1960	616+614	72.9 : 75.4%
4/1	Right Ahead	U	1:1	N/A	C1:A		1	35	-	710	1906	1024	69.3%
4/2	Right	U	1:1	N/A	C1:A		1	35	-	864	1825	981	88.1%
4/3	Right	U	1:1	N/A	C1:A		1	35	-	873	1845	991	88.1%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	9	-	265	1932	288	91.9%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	9	-	549	1888:1888	282+282	99.4 : 95.5%
6/1	Ahead	U	3:1	N/A	C3:A		1	46	-	1081	1906	1337	80.8%
6/2	Ahead	U	3:1	N/A	C3:A		1	46	-	1061	1981	1390	76.3%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	46	-	1130	1960	1375	82.2%
7/1	A34 Left	U	4:1	N/A	C4:B		1	37	-	1160	1851	1050	110.5%
7/2	A34 Left	U	4:1	N/A	C4:B		1	37	-	1269	2025	1149	110.5%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	37	-	1116	1973:1869	1119+781	59.3 : 57.8%
8/2+8/1	Right Ahead	U	4:1	N/A	C4:A		1	18	-	501	1942:1942	466+233	71.7 : 71.7%
8/3	Right	U	4:1	N/A	C4:A		1	18	-	269	2078	589	45.6%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	1346	2100	2100	64.1%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1173	2100	2100	55.9%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	797	2100	2100	38.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**64.7**	**169.7**	**0.0**	**234.4**	**-**	**-**	**-**	**-**
1/1	879	879	-	-	-	4.1	8.9	-	13.1	53.6	15.6	8.9	24.6
1/2+1/3	1737	1737	-	-	-	8.4	17.3	-	25.6 (12.7+12.9)	53.1 (53.1:53.1)	16.0	17.3	33.3
2/1	487	487	-	-	-	2.8	0.0	-	2.8	20.8	7.9	0.0	7.9
2/2	576	576	-	-	-	3.2	0.0	-	3.2	20.2	9.7	0.0	9.7
2/3	490	490	-	-	-	3.5	0.0	-	3.5	25.8	7.4	0.0	7.4
3/1	463	463	-	-	-	2.7	1.7	-	4.4	34.0	7.7	1.7	9.4
3/2+3/3	912	912	-	-	-	5.2	1.4	-	6.6 (3.3+3.4)	26.2 (26.1:26.3)	7.7	1.4	9.1
4/1	710	710	-	-	-	0.5	0.0	-	0.5	2.7	2.0	0.0	2.0
4/2	864	864	-	-	-	0.2	0.0	-	0.2	0.8	0.4	0.0	0.4
4/3	873	873	-	-	-	0.2	0.0	-	0.2	0.8	0.4	0.0	0.4
5/1	265	265	-	-	-	2.1	4.2	-	6.2	84.9	4.9	4.2	9.0
5/2+5/3	549	549	-	-	-	4.3	8.6	-	13.0 (6.6+6.3)	84.9 (85.0:84.8)	5.1	8.6	13.8
6/1	1081	1081	-	-	-	0.4	0.0	-	0.4	1.3	9.7	0.0	9.7
6/2	1061	1061	-	-	-	1.6	0.0	-	1.6	5.4	9.9	0.0	9.9
6/3	1130	1130	-	-	-	1.8	0.0	-	1.8	5.8	12.1	0.0	12.1
7/1	1160	1050	-	-	-	8.8	59.9	-	68.7	213.4	23.6	59.9	83.6
7/2	1269	1149	-	-	-	9.6	65.1	-	74.8	212.1	25.9	65.1	91.0
7/3+7/4	1116	1116	-	-	-	2.8	0.7	-	3.5 (2.2+1.3)	11.3 (11.8:10.6)	7.9	0.7	8.6
8/2+8/1	501	501	-	-	-	2.4	0.0	-	2.4 (1.2+1.1)	17.2 (13.5:24.6)	5.5	0.0	5.5
8/3	269	269	-	-	-	0.0	0.0	-	0.0	0.3	0.5	0.0	0.5
12/1	1346	1346	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.9	0.9
12/2	1173	1173	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
12/3	797	797	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1	Stream: 1	PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	11.92	Cycle Time (s):	67
C2	Stream: 1	PRC for Signalled Lanes (%):	-10.1	Total Delay for Signalled Lanes (pcuHr):	48.26	Cycle Time (s):	67
C3	Stream: 1	PRC for Signalled Lanes (%):	-10.4	Total Delay for Signalled Lanes (pcuHr):	22.97	Cycle Time (s):	67
C4	Stream: 1	PRC for Signalled Lanes (%):	-22.8	Total Delay for Signalled Lanes (pcuHr):	149.42	Cycle Time (s):	67
		PRC Over All Lanes (%):	-22.8	Total Delay Over All Lanes(pcuHr):	234.40		

APPENDIX 62

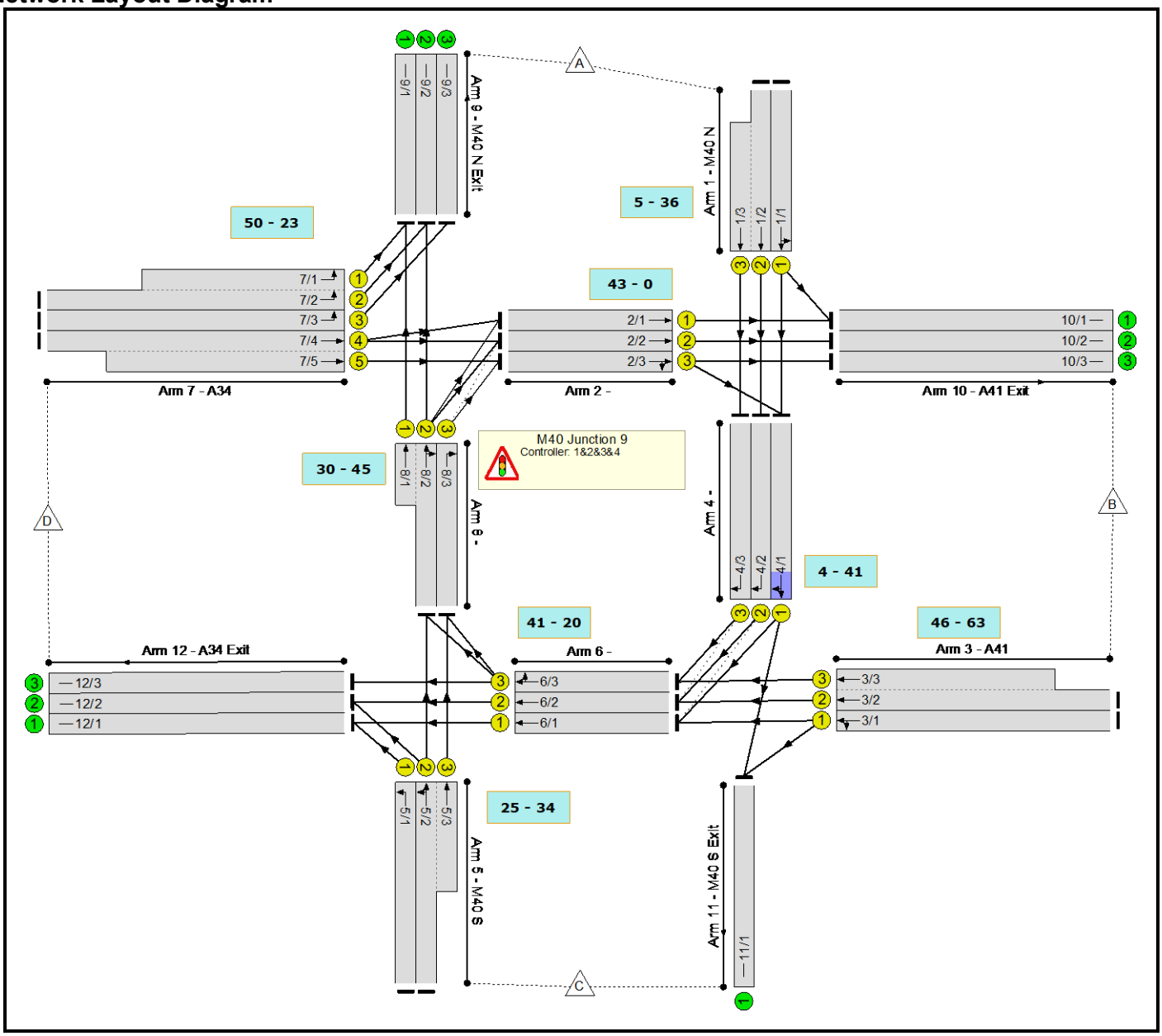
M40 JUNCTION 9 MODELLING RESULTS DS1A

Full Input Data And Results

User and Project Details

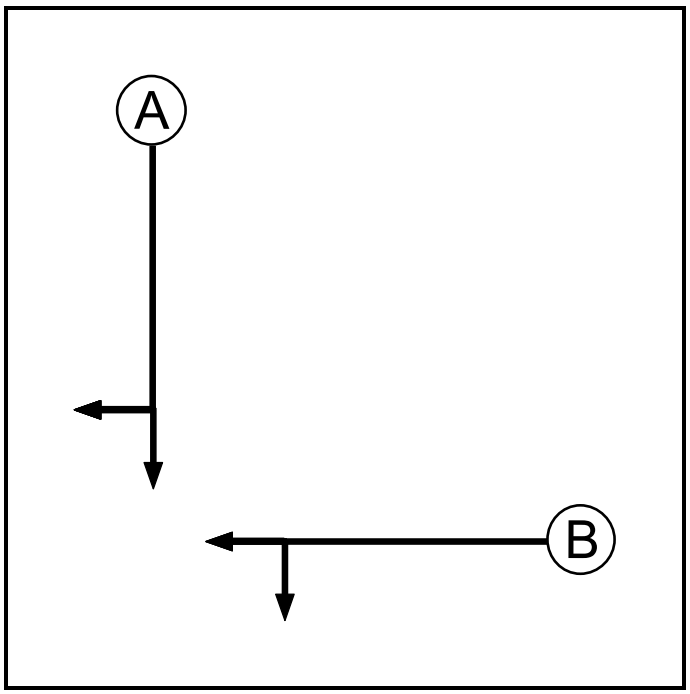
Project:	**OxSRFI**
Title:	**M40 Junction 9 - with mitigtion**
Location:	M40 Junction 9, Wendlebury
Additional detail:	2031 adjDS1A - with mitigation and adjusted traffic flows
File name:	260305 M40 Junction 9 - DS1A.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

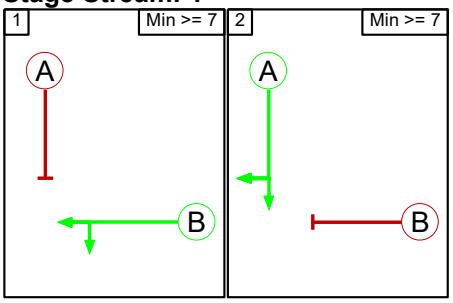
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

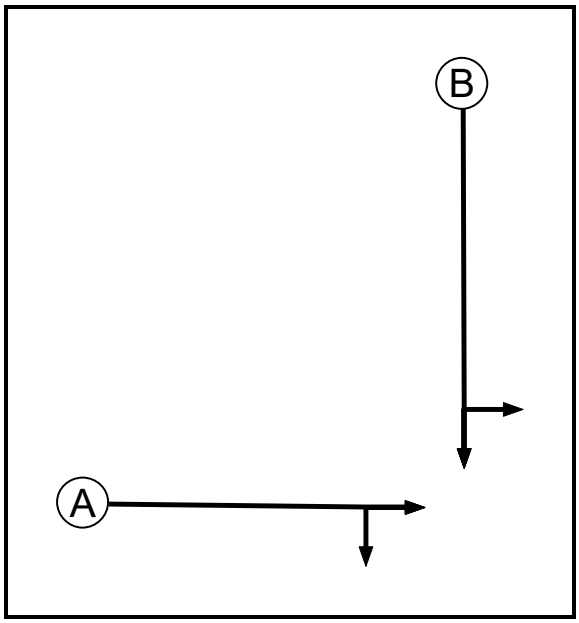
Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2
1		7
2	5	

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

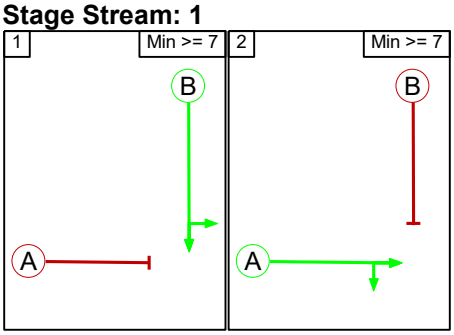
Terminating Phase \ Starting Phase	A	B
A		5
B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

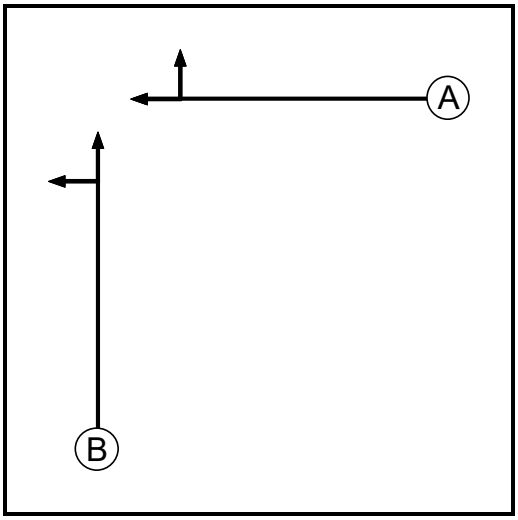
Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	5	

Controller :C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

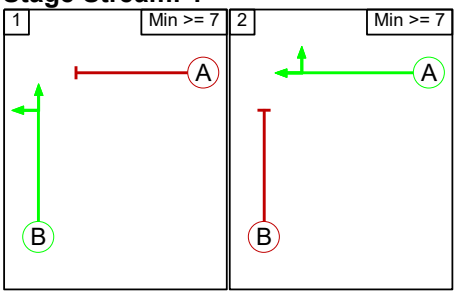
	Starting Phase		
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

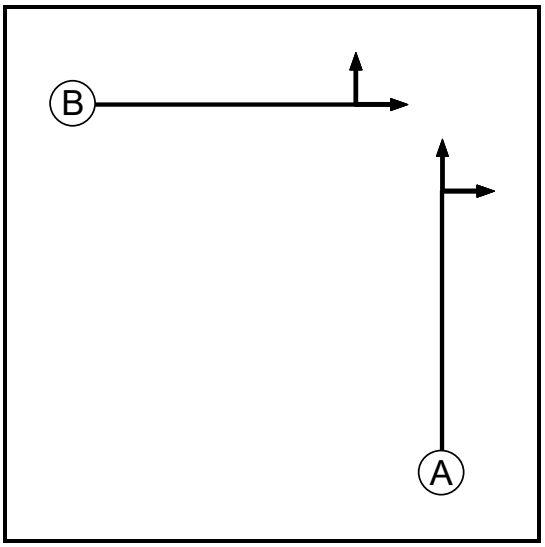
Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	5	

Controller :C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

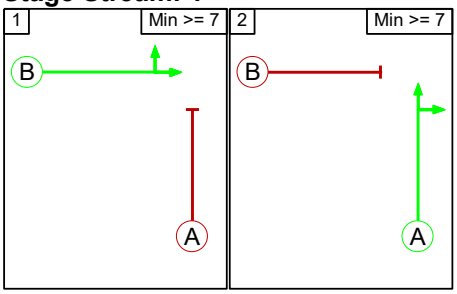
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	5	

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	B	2	3	54.8	User	1906	-	-	-	-	-
1/2 (M40 N)	U	B	2	3	54.8	User	1825	-	-	-	-	-
1/3 (M40 N)	U	B	2	3	28.0	User	1845	-	-	-	-	-
2/1	U	A	2	3	20.0	User	1945	-	-	-	-	-
2/2	U	A	2	3	26.0	User	1977	-	-	-	-	-
2/3	U	A	2	3	26.0	User	1869	-	-	-	-	-
3/1 (A41)	U	B	2	3	60.0	User	1905	-	-	-	-	-
3/2 (A41)	U	B	2	3	60.0	User	1965	-	-	-	-	-
3/3 (A41)	U	B	2	3	34.8	User	1960	-	-	-	-	-
4/1	U	A	2	3	5.0	User	1906	-	-	-	-	-
4/2	U	A	2	3	5.0	User	1825	-	-	-	-	-
4/3	U	A	2	3	6.0	User	1845	-	-	-	-	-
5/1 (M40 S)	U	B	2	3	43.5	Geom	-	3.65	0.00	Y	Arm 12 Left	60.00
5/2 (M40 S)	U	B	2	3	43.5	Geom	-	3.20	0.00	Y	Arm 8 Ahead	60.00
											Arm 12 Left	60.00
5/3 (M40 S)	U	B	2	3	8.0	Geom	-	3.20	0.00	Y	Arm 8 Ahead	60.00
6/1	U	A	2	3	20.0	User	1906	-	-	-	-	-
6/2	U	A	2	3	31.0	User	1981	-	-	-	-	-
6/3	U	A	2	3	31.0	User	1960	-	-	-	-	-
7/1 (A34)	U	B	2	3	14.8	User	1851	-	-	-	-	-
7/2 (A34)	U	B	2	3	60.0	User	2025	-	-	-	-	-
7/3 (A34)	U	B	2	3	60.0	User	2025	-	-	-	-	-
7/4 (A34)	U	B	2	3	60.0	User	1973	-	-	-	-	-
7/5 (A34)	U	B	2	3	28.0	User	1869	-	-	-	-	-
8/1	U	A	2	3	4.5	User	1942	-	-	-	-	-
8/2	U	A	2	3	6.0	User	1942	-	-	-	-	-
8/3	U	A	2	3	6.0	User	2078	-	-	-	-	-
9/1 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
9/3 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 adjDS1A - AM'	08:00	09:00	01:00	
2: '2031 adjDS1A - PM'	17:00	18:00	01:00	

Scenario 1: '2031 adjDS1A - AM' (FG1: '2031 adjDS1A - AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	334	0	2260	2594
	B	280	4	430	539	1253
	C	0	392	0	240	632
	D	2116	1247	204	0	3567
	Tot.	2396	1977	634	3039	8046

Traffic Lane Flows

Lane	Scenario 1: 2031 adjDS1A - AM
Junction: M40 Junction 9	
1/1	864
1/2 (with short)	1730(In) 857(Out)
1/3 (short)	873
2/1	623
2/2	642
2/3	582
3/1	430
3/2 (with short)	823(In) 397(Out)
3/3 (short)	426
4/1	734
4/2	857
4/3	873
5/1	180
5/2 (with short)	452(In) 240(Out)
5/3 (short)	212
6/1	817
6/2	1126
6/3	1140
7/1 (short)	670
7/2 (with short)	1404(In) 734(Out)
7/3	712
7/4 (with short)	1451(In) 967(Out)
7/5 (short)	484
8/1 (short)	142
8/2 (with short)	460(In) 318(Out)
8/3	216
9/1	812
9/2	872
9/3	712
10/1	957
10/2	642
10/3	378
11/1	634
12/1	997
12/2	1186
12/3	856

Lane Saturation Flows

Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1906	1906
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1825	1825
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1965	1965
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1825	1825
4/3	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	75.0 %	1888	1888
				Arm 12 Left	60.00	25.0 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						2025	2025
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1973	1973
7/5 (A34 Lane 5)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	This lane uses a directly entered Saturation Flow						1942	1942
8/2	This lane uses a directly entered Saturation Flow						1942	1942
8/3	This lane uses a directly entered Saturation Flow						2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/3 (M40 N Exit Lane 3)	Infinite Saturation Flow						Inf	Inf

10/1 (A41 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 2: '2031 adjDS1A - PM' (FG2: '2031 adjDS1A - PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	262	0	2366	2628
	B	294	0	462	608	1364
	C	0	433	0	381	814
	D	2484	996	82	0	3562
	Tot.	2778	1691	544	3355	8368

Traffic Lane Flows

Lane	Scenario 2: 2031 adjDS1A - PM
Junction: M40 Junction 9	
1/1	893
1/2 (with short)	1735(In) 863(Out)
1/3 (short)	872
2/1	353
2/2	655
2/3	503
3/1	462
3/2 (with short)	902(In) 444(Out)
3/3 (short)	458
4/1	713
4/2	863
4/3	872
5/1	254
5/2 (with short)	560(In) 287(Out)
5/3 (short)	273
6/1	1064
6/2	1091
6/3	1113
7/1 (short)	770
7/2 (with short)	1612(In) 842(Out)
7/3	872
7/4 (with short)	1078(In) 592(Out)
7/5 (short)	486
8/1 (short)	148
8/2 (with short)	454(In) 306(Out)
8/3	273
9/1	918
9/2	988
9/3	872
10/1	615
10/2	655
10/3	421
11/1	544
12/1	1318
12/2	1218
12/3	819

Lane Saturation Flows

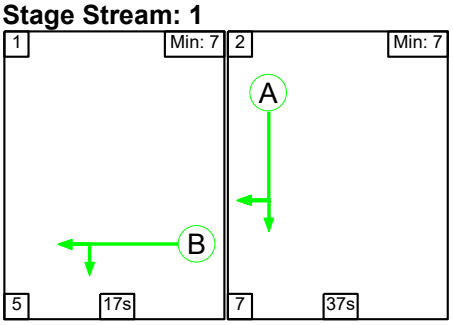
Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1906	1906
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1825	1825
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1965	1965
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1825	1825
4/3	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	55.7 %	1888	1888
				Arm 12 Left	60.00	44.3 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						2025	2025
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1973	1973
7/5 (A34 Lane 5)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	This lane uses a directly entered Saturation Flow						1942	1942
8/2	This lane uses a directly entered Saturation Flow						1942	1942
8/3	This lane uses a directly entered Saturation Flow						2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/3 (M40 N Exit Lane 3)	Infinite Saturation Flow						Inf	Inf

10/1 (A41 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 1: '2031 adjDS1A - AM' (FG1: '2031 adjDS1A - AM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

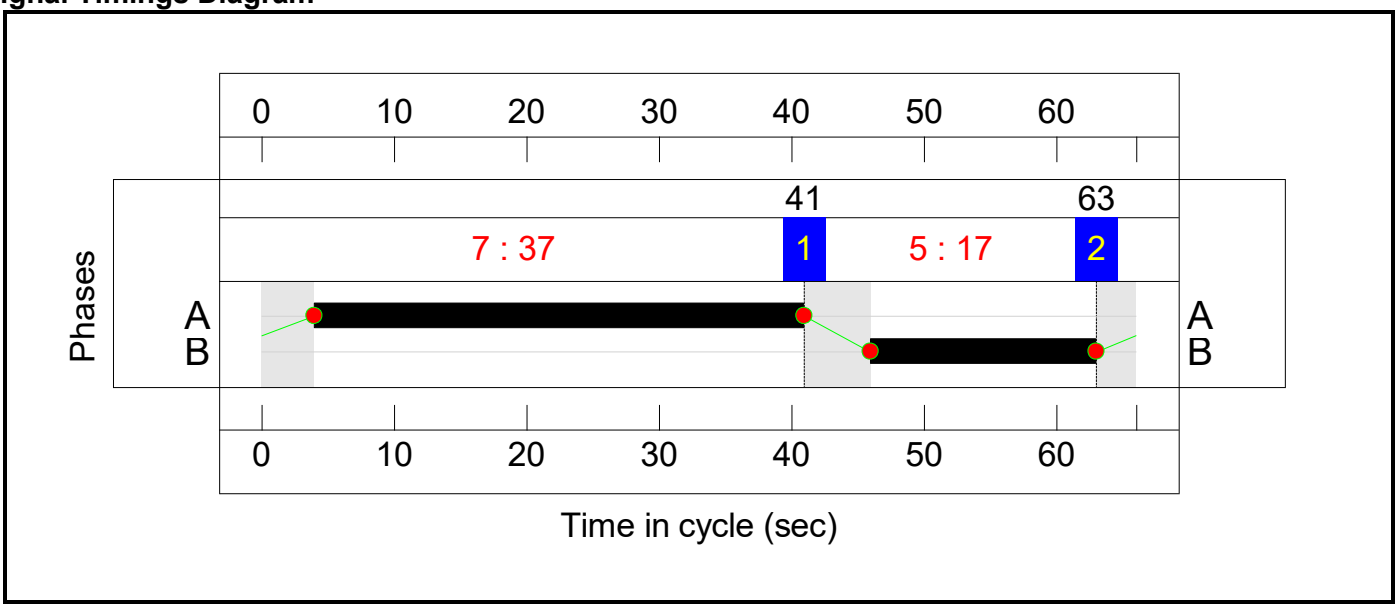


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	37
Change Point	41	63

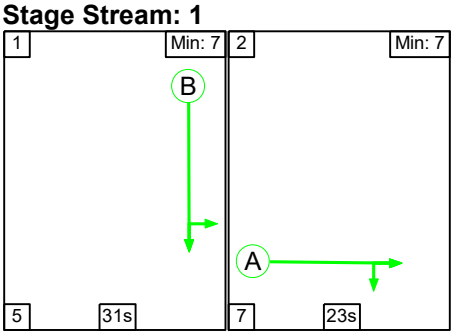
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

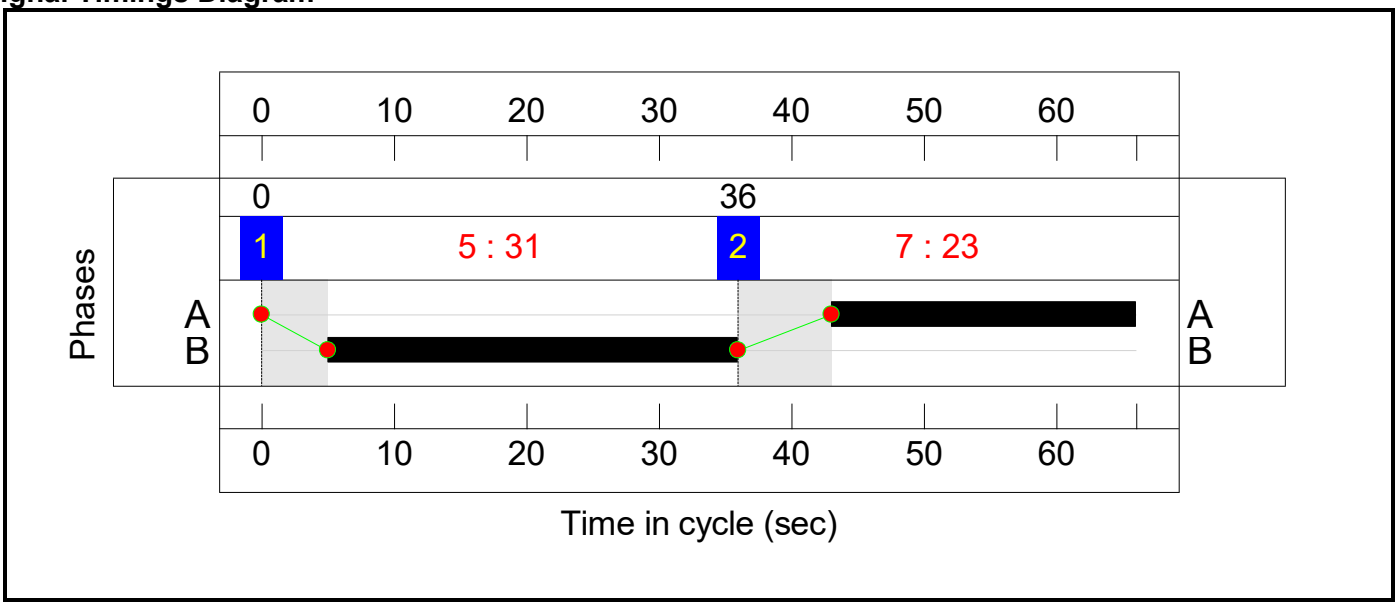


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	23
Change Point	0	36

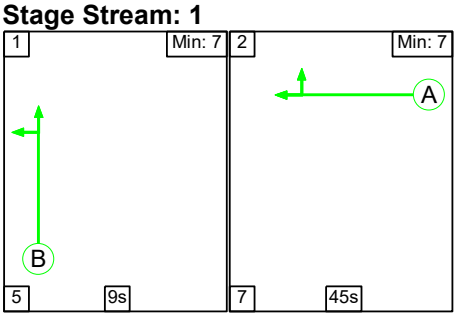
Signal Timings Diagram



Controller :C3

Stage Sequence Diagram

Stage Stream: 1

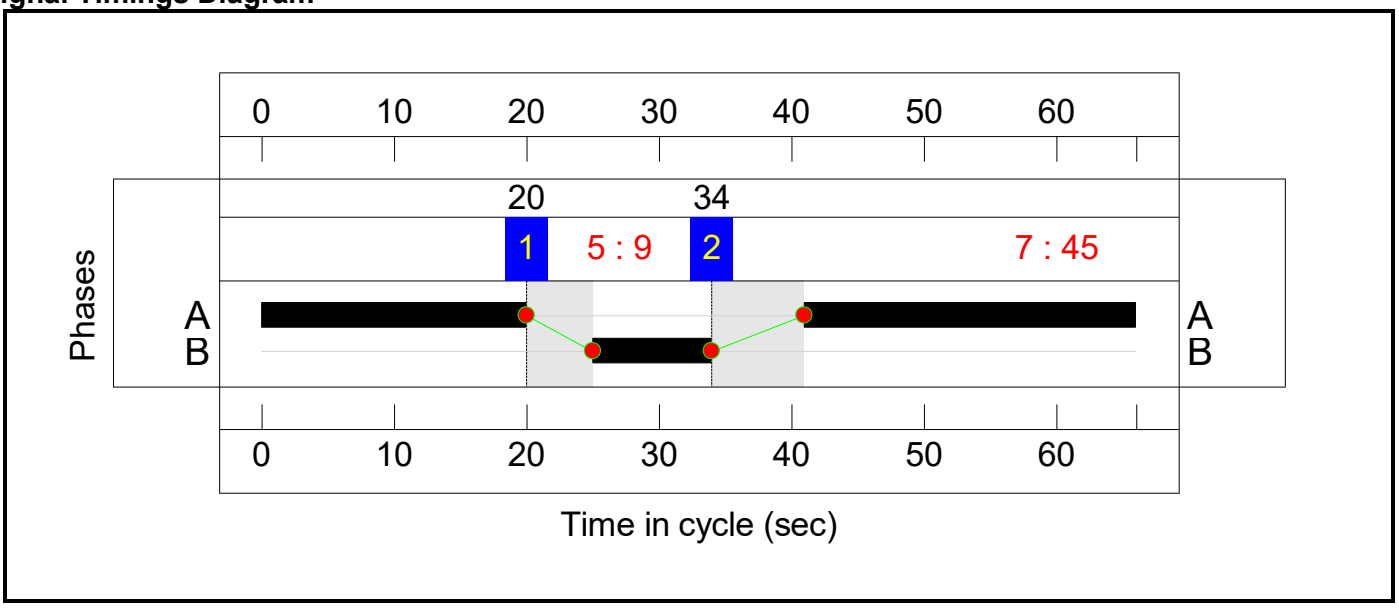


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	9	45
Change Point	20	34

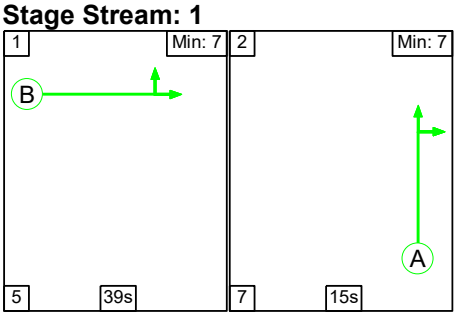
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

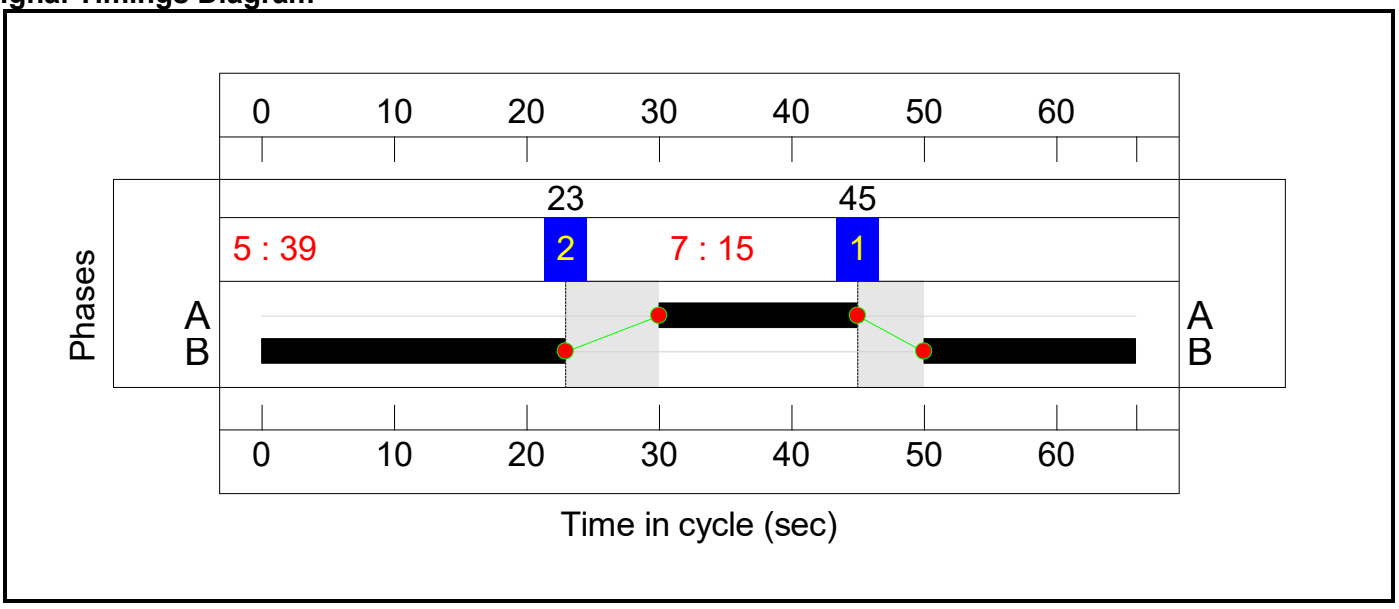


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	15
Change Point	45	23

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.6%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	31	-	864	1906	924	93.5%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	31	-	1730	1825:1845	885+895	96.9 : 97.6%
2/1	Ahead	U	2:1	N/A	C2:A		1	23	-	623	1945	707	88.1%
2/2	Ahead	U	2:1	N/A	C2:A		1	23	-	642	1977	719	89.3%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	23	-	582	1869	680	85.6%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	17	-	430	1905	520	82.8%
3/2+3/3	A41 Ahead	U	1:1	N/A	C1:B		1	17	-	823	1965:1960	536+535	74.1 : 79.7%
4/1	Right Ahead	U	1:1	N/A	C1:A		1	37	-	734	1906	1097	66.9%
4/2	Right	U	1:1	N/A	C1:A		1	37	-	857	1825	1051	81.6%
4/3	Right	U	1:1	N/A	C1:A		1	37	-	873	1845	1062	82.2%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	9	-	180	1932	293	61.5%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	9	-	452	1888:1888	286+286	83.9 : 74.1%
6/1	Ahead	U	3:1	N/A	C3:A		1	45	-	817	1906	1328	61.5%
6/2	Ahead	U	3:1	N/A	C3:A		1	45	-	1126	1981	1381	81.6%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	45	-	1140	1960	1366	83.5%
7/2+7/1	A34 Left	U	4:1	N/A	C4:B		1	39	-	1404	2025:1851	1013+925	72.4 : 72.4%
7/3	A34 Left	U	4:1	N/A	C4:B		1	39	-	712	2025	1227	58.0%
7/4+7/5	A34 Ahead	U	4:1	N/A	C4:B		1	39	-	1451	1973:1869	1196+609	80.9 : 79.5%
8/2+8/1	Right Ahead	U	4:1	N/A	C4:A		1	15	-	460	1942:1942	420+188	75.7 : 75.7%
8/3	Right	U	4:1	N/A	C4:A		1	15	-	216	2078	504	42.9%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	997	2100	2100	47.5%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1186	2100	2100	56.5%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	856	2100	2100	40.8%

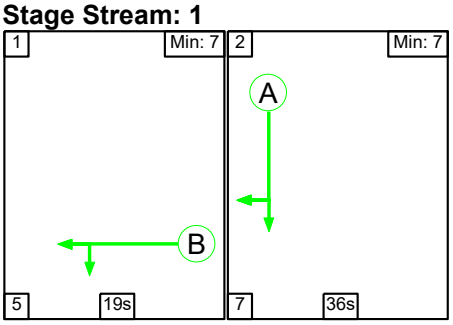
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**53.3**	**29.8**	**0.0**	**83.1**	**-**	**-**	**-**	**-**
1/1	864	864	-	-	-	3.8	6.0	-	9.8	41.0	14.9	6.0	20.9
1/2+1/3	1730	1730	-	-	-	8.0	11.8	-	19.8 (9.8+10.0)	41.2 (41.1:41.3)	15.5	11.8	27.4
2/1	623	623	-	-	-	4.1	0.0	-	4.1	23.9	11.1	0.0	11.1
2/2	642	642	-	-	-	4.3	0.0	-	4.3	23.9	11.6	0.0	11.6
2/3	582	582	-	-	-	4.5	0.0	-	4.5	27.9	10.5	0.0	10.5
3/1	430	430	-	-	-	2.7	2.3	-	5.0	41.7	7.3	2.3	9.6
3/2+3/3	823	823	-	-	-	5.1	1.6	-	6.7 (3.2+3.5)	29.3 (29.1:29.5)	7.2	1.6	8.9
4/1	734	734	-	-	-	1.1	0.0	-	1.1	5.2	4.4	0.0	4.4
4/2	857	857	-	-	-	0.5	0.0	-	0.5	1.9	1.1	0.0	1.1
4/3	873	873	-	-	-	0.5	0.0	-	0.5	2.1	1.2	0.0	1.2
5/1	180	180	-	-	-	1.3	0.8	-	2.1	42.0	3.0	0.8	3.8
5/2+5/3	452	452	-	-	-	3.4	1.8	-	5.2 (2.8+2.4)	41.6 (41.8:41.3)	4.3	1.8	6.1
6/1	817	817	-	-	-	1.5	0.0	-	1.5	6.8	14.3	0.0	14.3
6/2	1126	1126	-	-	-	1.4	0.0	-	1.4	4.3	13.2	0.0	13.2
6/3	1140	1140	-	-	-	1.4	0.0	-	1.4	4.3	13.1	0.0	13.1
7/2+7/1	1404	1404	-	-	-	3.1	1.3	-	4.4 (2.3+2.1)	11.4 (11.4:11.4)	8.2	1.3	9.5
7/3	712	712	-	-	-	1.6	0.7	-	2.3	11.4	7.9	0.7	8.6
7/4+7/5	1451	1451	-	-	-	3.6	2.0	-	5.7 (4.0+1.6)	14.0 (15.1:11.9)	13.4	2.0	15.5
8/2+8/1	460	460	-	-	-	1.5	0.0	-	1.5 (0.7+0.7)	11.4 (8.4:18.2)	4.4	0.0	4.4
8/3	216	216	-	-	-	0.1	0.0	-	0.1	1.0	0.1	0.0	0.1
12/1	997	997	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
12/2	1186	1186	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
12/3	856	856	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1	Stream: 1	PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):	13.69	Cycle Time (s):	66
C2	Stream: 1	PRC for Signalled Lanes (%):	-8.4	Total Delay for Signalled Lanes (pcuHr):	42.54	Cycle Time (s):	66
C3	Stream: 1	PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	11.59	Cycle Time (s):	66
C4	Stream: 1	PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	13.87	Cycle Time (s):	66
		PRC Over All Lanes (%):	-8.4	Total Delay Over All Lanes(pcuHr):	83.13		

Scenario 2: '2031 adjDS1A - PM' (FG2: '2031 adjDS1A - PM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

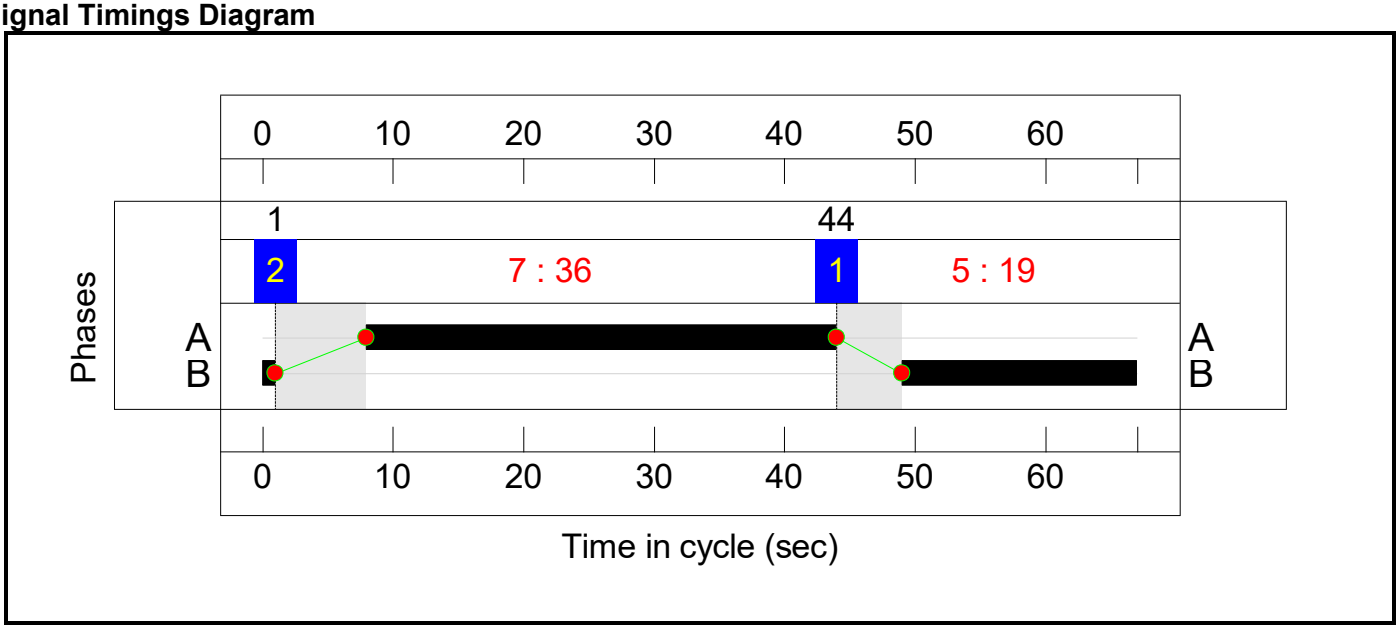


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	36
Change Point	44	1

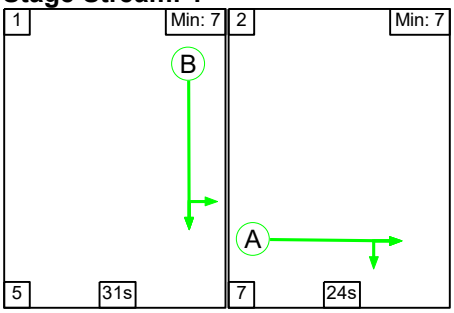
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

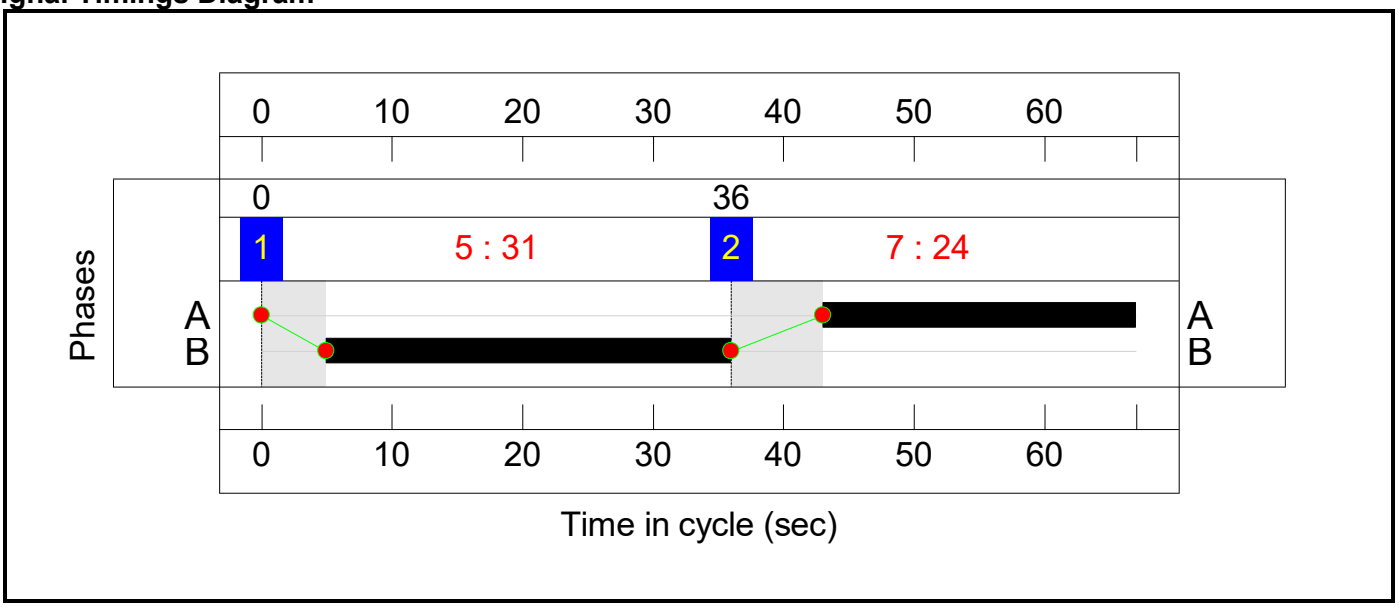


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	24
Change Point	0	36

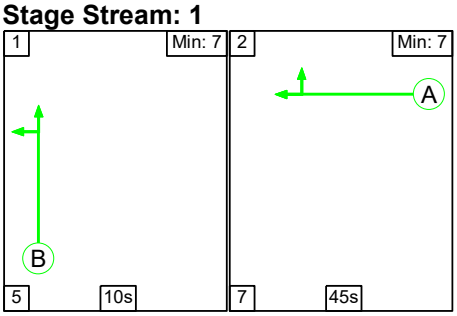
Signal Timings Diagram



Controller :C3

Stage Sequence Diagram

Stage Stream: 1

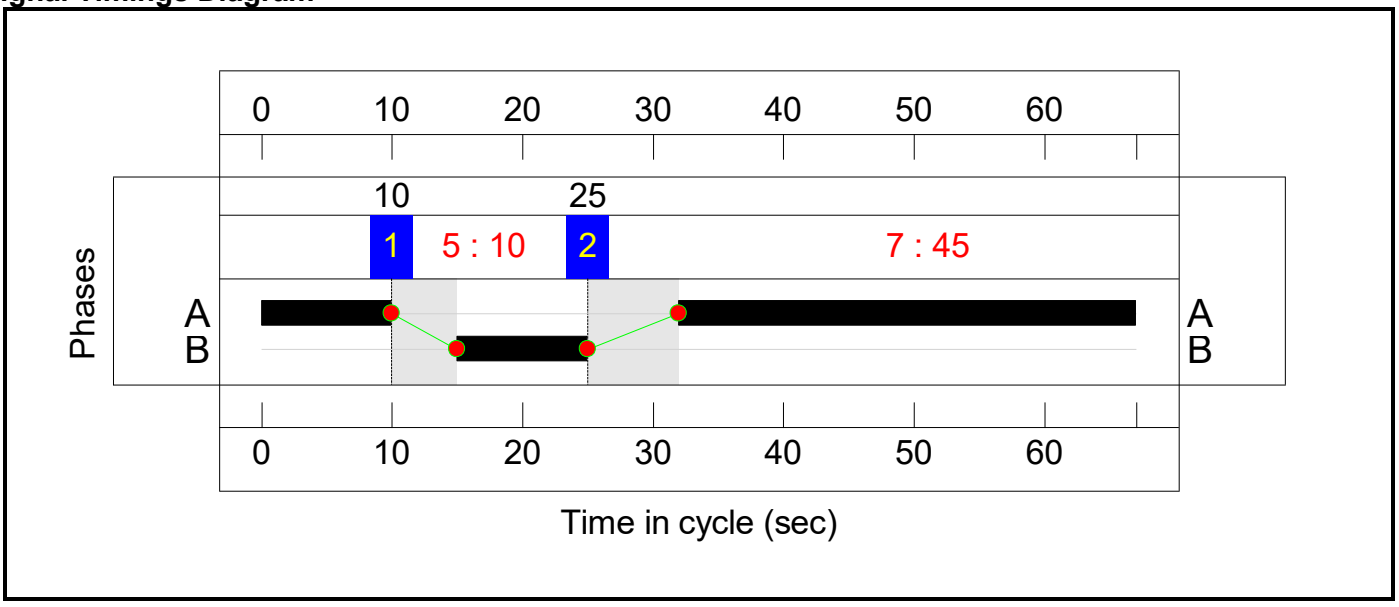


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	10	45
Change Point	10	25

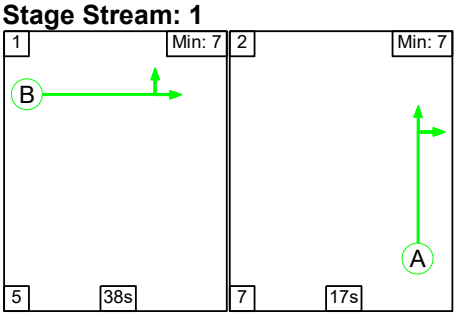
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

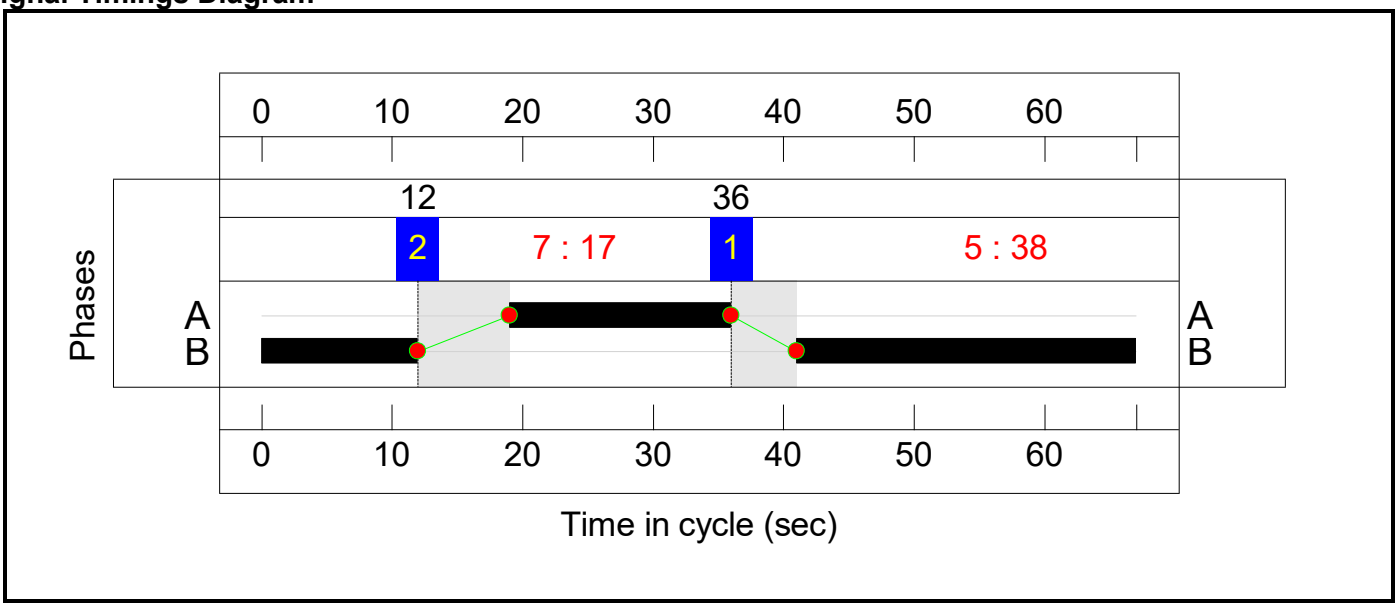


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	38	17
Change Point	36	12

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.0%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	31	-	893	1906	910	98.1%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	31	-	1735	1825:1845	872+881	99.0 : 99.0%
2/1	Ahead	U	2:1	N/A	C2:A		1	24	-	353	1945	726	48.6%
2/2	Ahead	U	2:1	N/A	C2:A		1	24	-	655	1977	738	88.8%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	24	-	503	1869	697	72.1%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	19	-	462	1905	569	81.2%
3/2+3/3	A41 Ahead	U	1:1	N/A	C1:B		1	19	-	902	1965:1960	587+585	75.7 : 78.3%
4/1	Right Ahead	U	1:1	N/A	C1:A		1	36	-	713	1906	1053	67.7%
4/2	Right	U	1:1	N/A	C1:A		1	36	-	863	1825	1008	85.6%
4/3	Right	U	1:1	N/A	C1:A		1	36	-	872	1845	1019	85.6%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	10	-	254	1932	317	80.1%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	10	-	560	1888:1888	310+310	92.6 : 88.1%
6/1	Ahead	U	3:1	N/A	C3:A		1	45	-	1064	1906	1309	81.3%
6/2	Ahead	U	3:1	N/A	C3:A		1	45	-	1091	1981	1360	80.2%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	45	-	1113	1960	1346	82.7%
7/2+7/1	A34 Left	U	4:1	N/A	C4:B		1	38	-	1612	2025:1851	997+911	84.5 : 84.5%
7/3	A34 Left	U	4:1	N/A	C4:B		1	38	-	872	2025	1179	74.0%
7/4+7/5	A34 Ahead	U	4:1	N/A	C4:B		1	38	-	1078	1973:1869	1057+868	56.0 : 56.0%
8/2+8/1	Right Ahead	U	4:1	N/A	C4:A		1	17	-	454	1942:1942	449+217	68.2 : 68.2%
8/3	Right	U	4:1	N/A	C4:A		1	17	-	273	2078	558	48.9%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	1318	2100	2100	62.8%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1218	2100	2100	58.0%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	819	2100	2100	39.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**50.7**	**44.4**	**0.0**	**95.1**	**-**	**-**	**-**	**-**
1/1	893	893	-	-	-	4.3	11.2	-	15.5	62.5	16.1	11.2	27.3
1/2+1/3	1735	1735	-	-	-	8.4	16.8	-	25.2 (12.5+12.7)	52.3 (52.3:52.3)	16.0	16.8	32.8
2/1	353	353	-	-	-	1.9	0.0	-	1.9	19.0	4.5	0.0	4.5
2/2	655	655	-	-	-	2.6	0.0	-	2.6	14.4	11.0	0.0	11.0
2/3	503	503	-	-	-	2.9	0.0	-	2.9	20.7	6.1	0.0	6.1
3/1	462	462	-	-	-	2.8	2.1	-	4.9	38.0	8.0	2.1	10.0
3/2+3/3	902	902	-	-	-	5.4	1.7	-	7.0 (3.4+3.6)	28.0 (27.9:28.1)	7.8	1.7	9.4
4/1	713	713	-	-	-	0.5	0.0	-	0.5	2.3	1.8	0.0	1.8
4/2	863	863	-	-	-	0.2	0.0	-	0.2	0.8	0.4	0.0	0.4
4/3	872	872	-	-	-	0.2	0.0	-	0.2	0.8	0.4	0.0	0.4
5/1	254	254	-	-	-	1.9	1.9	-	3.8	53.8	4.5	1.9	6.4
5/2+5/3	560	560	-	-	-	4.3	4.1	-	8.4 (4.3+4.1)	53.9 (54.0:53.8)	5.3	4.1	9.4
6/1	1064	1064	-	-	-	0.4	0.0	-	0.4	1.2	13.5	0.0	13.5
6/2	1091	1091	-	-	-	1.6	0.0	-	1.6	5.4	11.1	0.0	11.1
6/3	1113	1113	-	-	-	1.8	0.0	-	1.8	5.9	12.6	0.0	12.6
7/2+7/1	1612	1612	-	-	-	4.5	2.7	-	7.2 (3.7+3.4)	16.0 (16.0:16.0)	11.0	2.7	13.7
7/3	872	872	-	-	-	2.5	1.4	-	3.9	16.1	11.9	1.4	13.3
7/4+7/5	1078	1078	-	-	-	2.4	0.6	-	3.1 (1.7+1.4)	10.3 (10.5:10.0)	6.6	0.6	7.2
8/2+8/1	454	454	-	-	-	2.2	0.0	-	2.2 (1.1+1.1)	17.8 (13.3:27.2)	3.3	0.0	3.3
8/3	273	273	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1
12/1	1318	1318	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.8	0.8
12/2	1218	1218	-	-	-	0.0	0.7	-	0.7	2.0	0.0	0.7	0.7
12/3	819	819	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1	Stream: 1	PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	12.72	Cycle Time (s):	67
C2	Stream: 1	PRC for Signalled Lanes (%):	-10.0	Total Delay for Signalled Lanes (pcuHr):	48.08	Cycle Time (s):	67
C3	Stream: 1	PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	15.98	Cycle Time (s):	67
C4	Stream: 1	PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	16.45	Cycle Time (s):	67
		PRC Over All Lanes (%):	-10.0	Total Delay Over All Lanes(pcuHr):	95.08		

APPENDIX 63

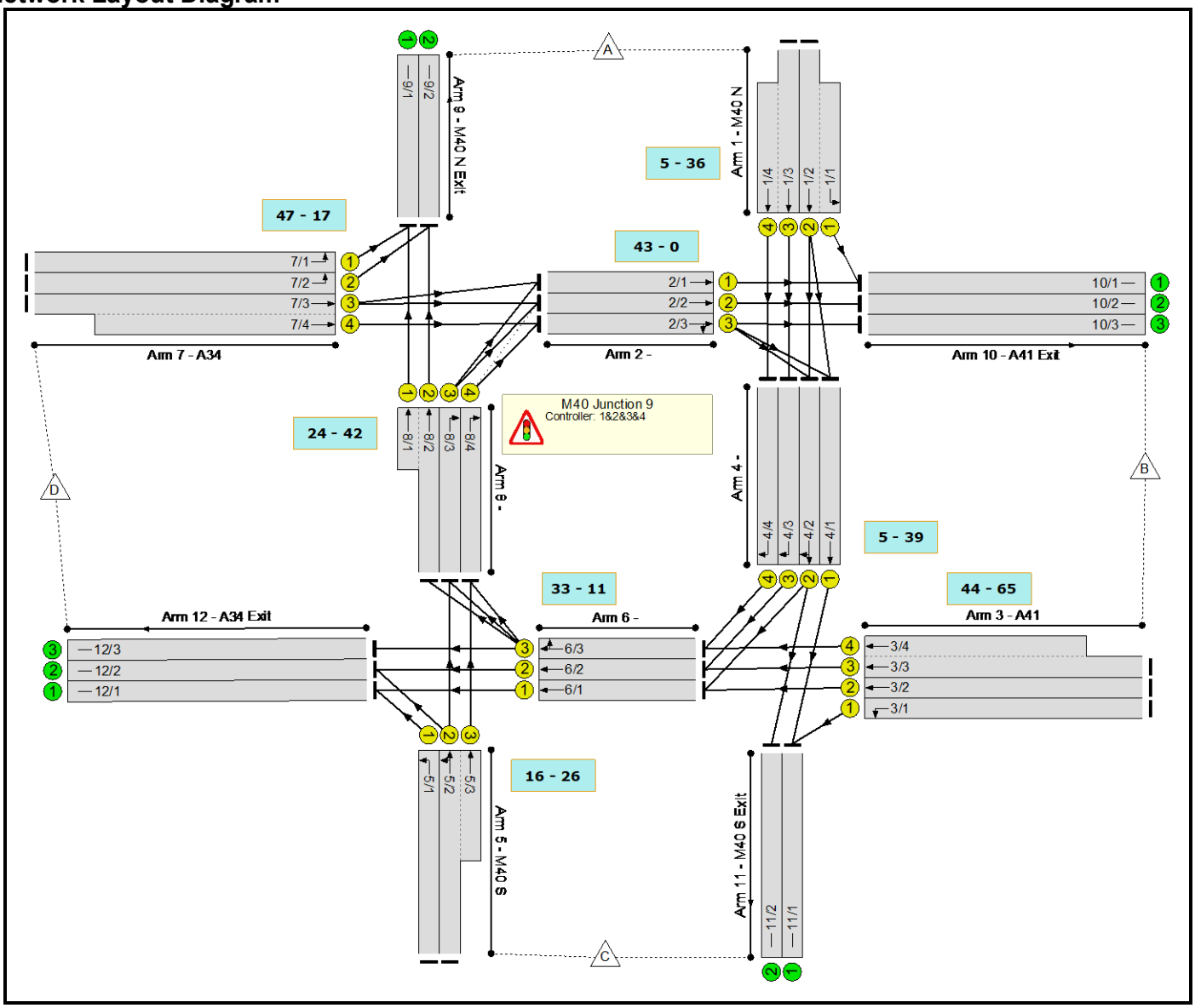
M40 JUNCTION 9 MODELLING RESULTS RC3A

Full Input Data And Results

User and Project Details

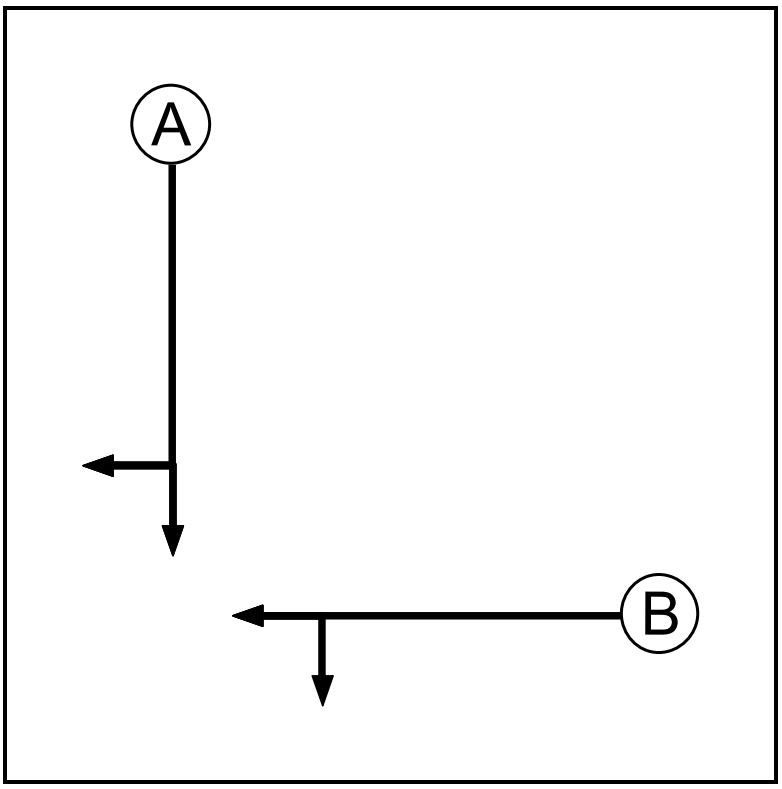
Project:	**OxSRFI**
Title:	**M40 Junction 9**
Location:	M40 Junction 9, Wendlebury
Additional detail:	Base model with Tritax improvements - adjusted RC3A flow sets
File name:	260305 M40 Junction 9 - RC3A.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

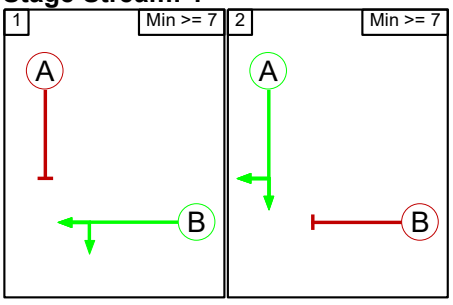
		Starting Phase	
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

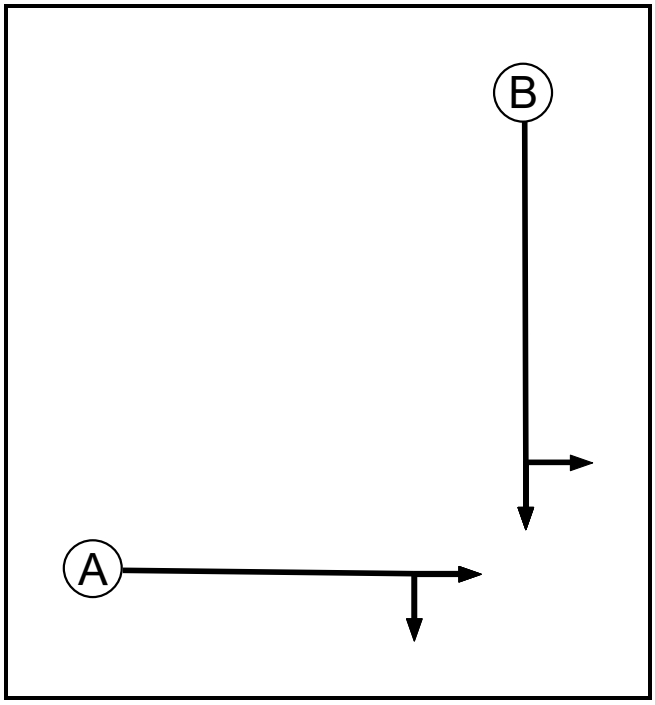
Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	5	

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

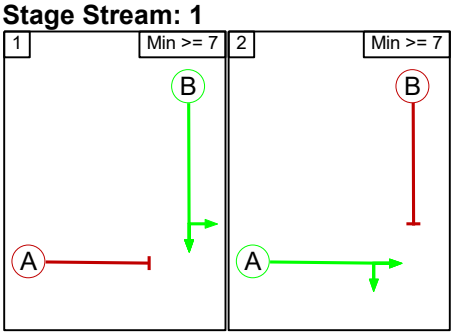
	Starting Phase		
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

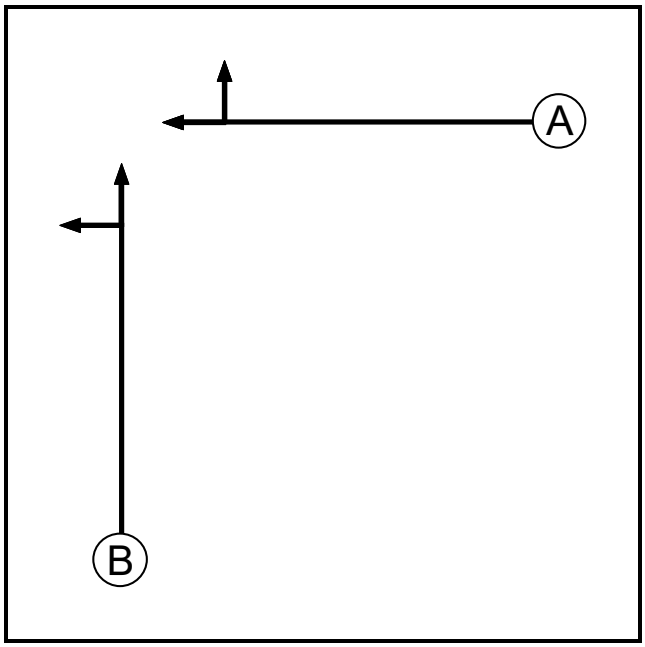
Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage 1	To Stage 2
1		7
2	5	

Controller :C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

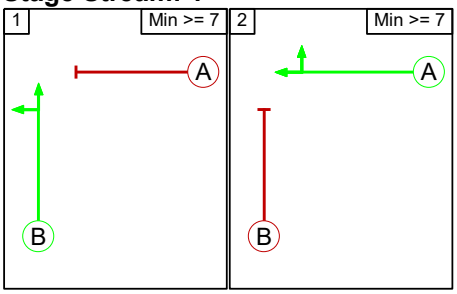
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

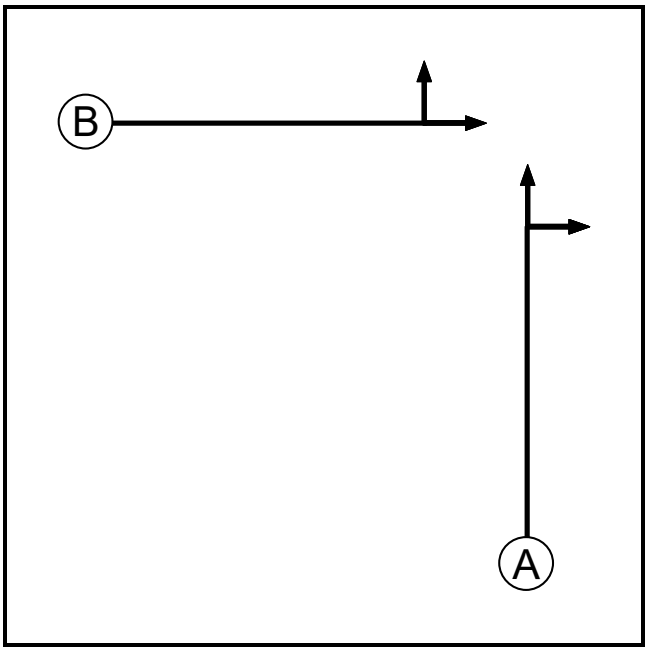
Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	5	

Controller :C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

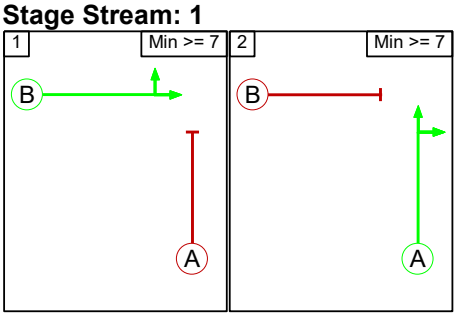
		Starting Phase	
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		7
	2	5	

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	B	2	3	26.0	Geom	-	3.65	0.00	Y	Arm 10 Left	40.00
1/2 (M40 N)	U	B	2	3	54.8	User	1906	-	-	-	-	-
1/3 (M40 N)	U	B	2	3	54.8	User	1825	-	-	-	-	-
1/4 (M40 N)	U	B	2	3	28.0	User	1845	-	-	-	-	-
2/1	U	A	2	3	20.0	User	1945	-	-	-	-	-
2/2	U	A	2	3	26.0	User	1977	-	-	-	-	-
2/3	U	A	2	3	26.0	User	1869	-	-	-	-	-
3/1 (A41)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 11 Left	45.00
3/2 (A41)	U	B	2	3	60.0	User	1905	-	-	-	-	-
3/3 (A41)	U	B	2	3	60.0	User	1965	-	-	-	-	-
3/4 (A41)	U	B	2	3	33.9	User	1960	-	-	-	-	-
4/1	U	A	2	3	5.0	User	1906	-	-	-	-	-
4/2	U	A	2	3	5.0	User	1906	-	-	-	-	-
4/3	U	A	2	3	5.0	User	1825	-	-	-	-	-
4/4	U	A	2	3	6.0	User	1845	-	-	-	-	-
5/1 (M40 S)	U	B	2	3	43.5	Geom	-	3.65	0.00	Y	Arm 12 Left	60.00
5/2 (M40 S)	U	B	2	3	43.5	Geom	-	3.20	0.00	Y	Arm 8 Ahead	60.00
											Arm 12 Left	60.00
5/3 (M40 S)	U	B	2	3	8.0	Geom	-	3.20	0.00	Y	Arm 8 Ahead	60.00
6/1	U	A	2	3	20.0	User	1906	-	-	-	-	-
6/2	U	A	2	3	31.0	User	1981	-	-	-	-	-
6/3	U	A	2	3	31.0	User	1960	-	-	-	-	-
7/1 (A34)	U	B	2	3	60.0	User	1851	-	-	-	-	-
7/2 (A34)	U	B	2	3	60.0	User	2025	-	-	-	-	-
7/3 (A34)	U	B	2	3	60.0	User	1973	-	-	-	-	-
7/4 (A34)	U	B	2	3	28.0	User	1869	-	-	-	-	-
8/1	U	A	2	3	4.5	Geom	-	3.80	0.00	Y	Arm 9 Ahead	55.00
8/2	U	A	2	3	6.0	Geom	-	3.80	0.00	Y	Arm 9 Ahead	55.00
8/3	U	A	2	3	6.0	Geom	-	3.80	0.00	Y	Arm 2 Right	55.00

8/4	U	A	2	3	6.0	Geom	-	3.80	0.00	N	Arm 2 Right	55.00
9/1 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
9/2 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
11/2 (M40 S Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 adjRC3A - AM'	08:00	09:00	01:00	
2: '2034 adjRC3A - PM'	17:00	18:00	01:00	

Scenario 1: '2034 adjRC3A - AM Peak' (FG1: '2034 adjRC3A - AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	508	0	2070	2578
	B	356	4	473	889	1722
	C	0	468	0	255	723
	D	2152	1340	274	0	3766
	Tot.	2508	2320	747	3214	8789

Traffic Lane Flows

Lane	Scenario 1: 2034 adjRC3A - AM Peak
Junction: M40 Junction 9	
1/1 (short)	508
½ (with short)	1281(In) 773(Out)
1/3 (with short)	1297(In) 634(Out)
¼ (short)	663
2/1	698
2/2	723
2/3	665
3/1	473
3/2	300
3/3 (with short)	949(In) 470(Out)
3/4 (short)	479
4/1	140
4/2	907
4/3	634
4/4	663
5/1	209
5/2 (with short)	514(In) 265(Out)
5/3 (short)	249
6/1	1073
6/2	1104
6/3	1142
7/1	1022
7/2	1130
7/3 (with short)	1614(In) 1090(Out)
7/4 (short)	524
8/1 (short)	178
8/2 (with short)	356(In) 178(Out)
8/3	221
8/4	251
9/1	1200
9/2	1308
10/1	1206
10/2	723
10/3	391
11/1	613
11/2	134
12/1	1282
12/2	1150
12/3	782

Lane Saturation Flows

Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N)	3.65	0.00	Y	Arm 10 Left	40.00	100.0 %	1908	1908
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1906	1906
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1825	1825
1/4 (M40 N Lane 4)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41)	3.65	0.00	Y	Arm 11 Left	45.00	100.0 %	1916	1916
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1905	1905
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1965	1965
3/4 (A41 Lane 4)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1906	1906
4/3	This lane uses a directly entered Saturation Flow						1825	1825
4/4	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	82.6 %	1888	1888
				Arm 12 Left	60.00	17.4 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						1973	1973
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/3	3.80	0.00	Y	Arm 2 Right	55.00	100.0 %	1942	1942
8/4	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078

9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M40 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 2: '2034 adjRC3A - PM Peak' (FG2: '2034 adjRC3A - PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	275	0	2345	2620
	B	514	0	556	615	1685
	C	0	460	0	401	861
	D	2353	1067	97	0	3517
	Tot.	2867	1802	653	3361	8683

Traffic Lane Flows

Lane	Scenario 2: 2034 adjRC3A - PM Peak
Junction: M40 Junction 9	
1/1 (short)	275
1/2 (with short)	1090(In) 815(Out)
1/3 (with short)	1530(In) 791(Out)
¼ (short)	739
2/1	472
2/2	584
2/3	568
3/1	556
3/2	265
3/3 (with short)	864(In) 349(Out)
¾ (short)	515
4/1	58
4/2	854
4/3	791
4/4	739
5/1	265
5/2 (with short)	596(In) 304(Out)
5/3 (short)	292
6/1	1080
6/2	1140
6/3	1254
7/1	1121
7/2	1232
7/3 (with short)	1164(In) 635(Out)
7/4 (short)	529
8/1 (short)	257
8/2 (with short)	514(In) 257(Out)
8/3	168
8/4	292
9/1	1378
9/2	1489
10/1	747
10/2	584
10/3	471
11/1	614
11/2	39
12/1	1345
12/2	1276
12/3	740

Lane Saturation Flows

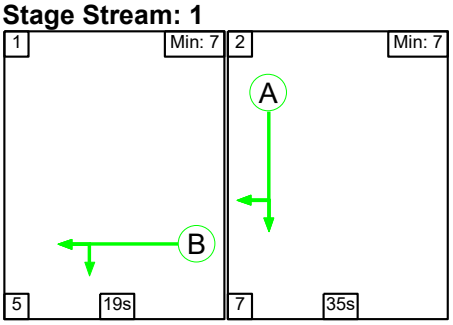
Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N)	3.65	0.00	Y	Arm 10 Left	40.00	100.0 %	1908	1908
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1906	1906
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1825	1825
1/4 (M40 N Lane 4)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41)	3.65	0.00	Y	Arm 11 Left	45.00	100.0 %	1916	1916
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1905	1905
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1965	1965
3/4 (A41 Lane 4)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1906	1906
4/3	This lane uses a directly entered Saturation Flow						1825	1825
4/4	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	55.3 %	1888	1888
				Arm 12 Left	60.00	44.7 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						1973	1973
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/3	3.80	0.00	Y	Arm 2 Right	55.00	100.0 %	1942	1942
8/4	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078

9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M40 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow	2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow	2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow	2100	2100

Scenario 1: '2034 adjRC3A - AM Peak' (FG1: '2034 adjRC3A - AM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

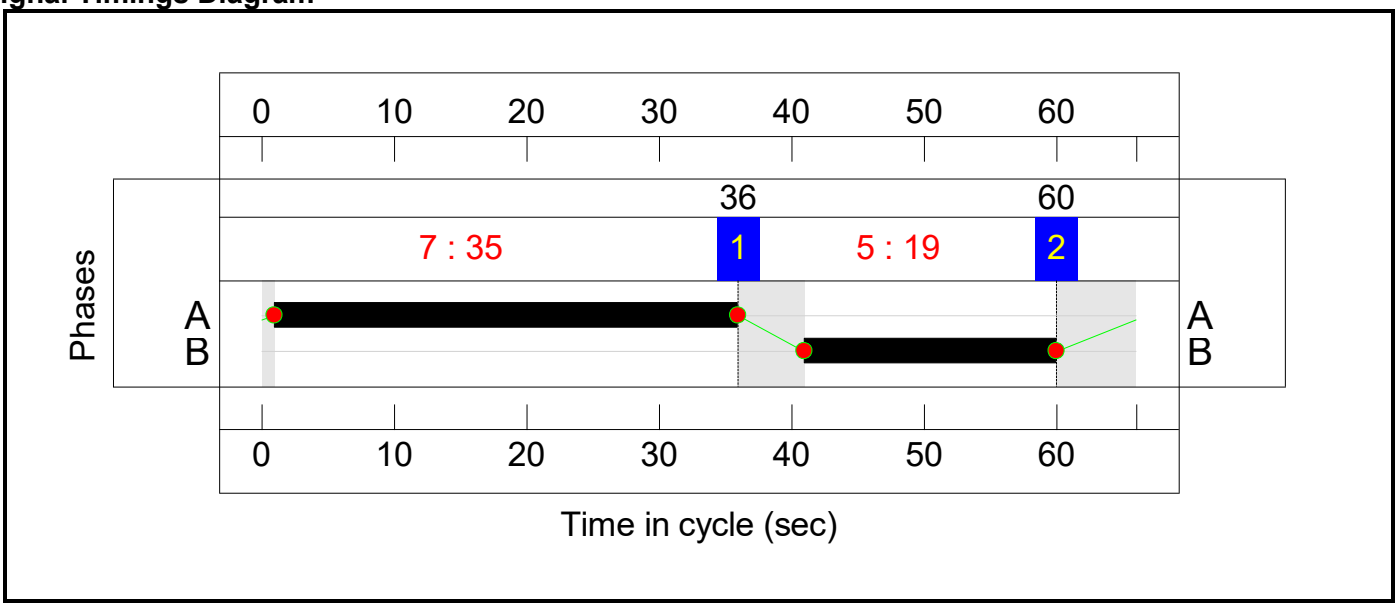


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	35
Change Point	36	60

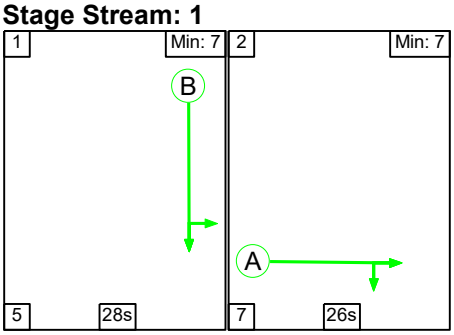
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

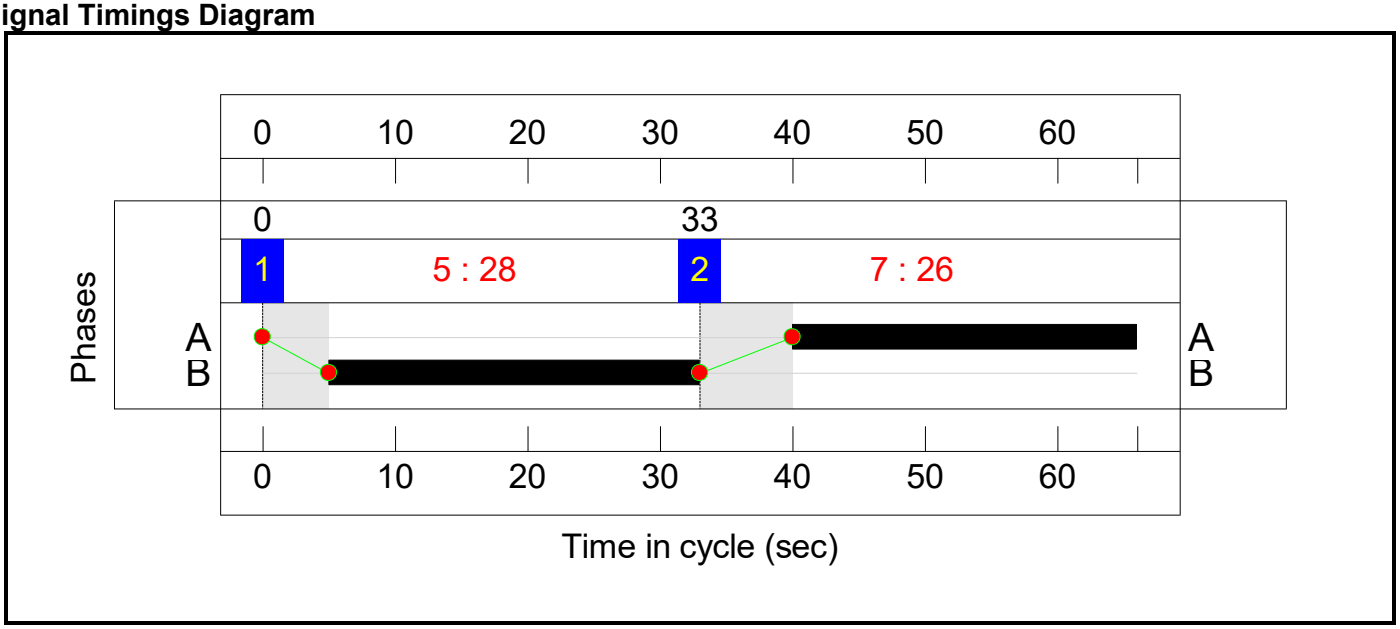


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	26
Change Point	0	33

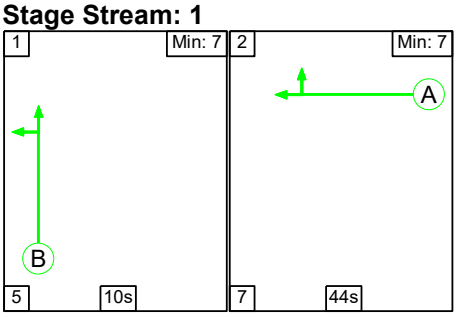
Signal Timings Diagram



Controller :C3

Stage Sequence Diagram

Stage Stream: 1

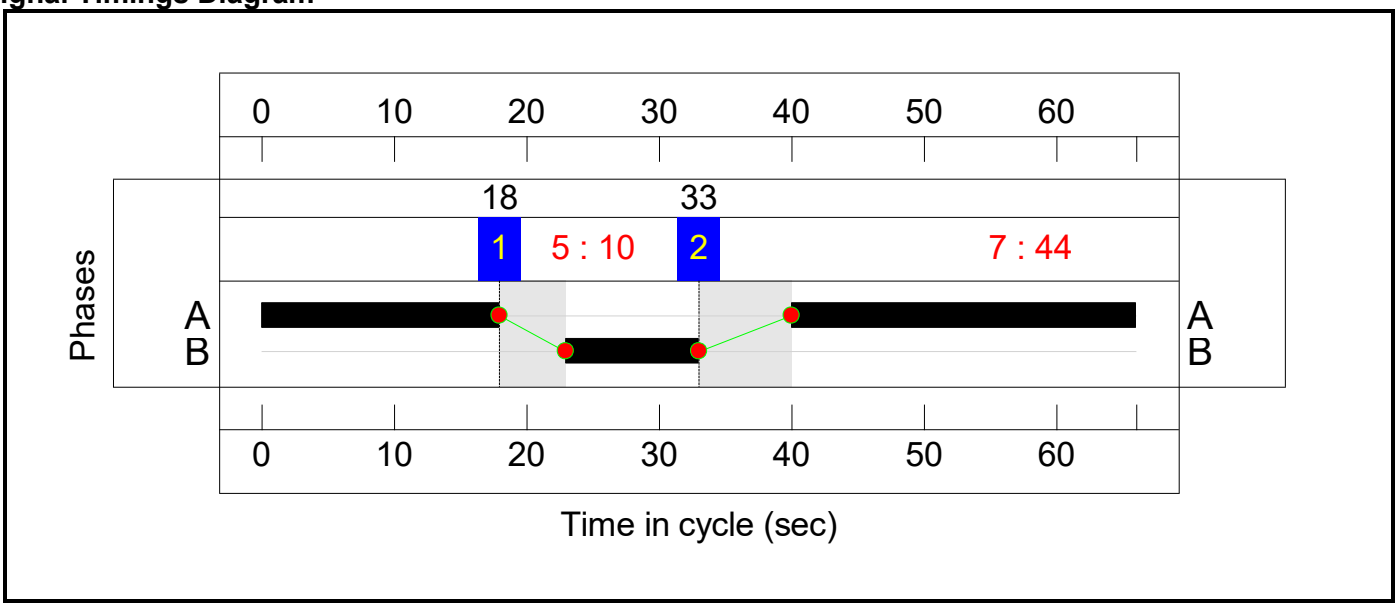


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	10	44
Change Point	18	33

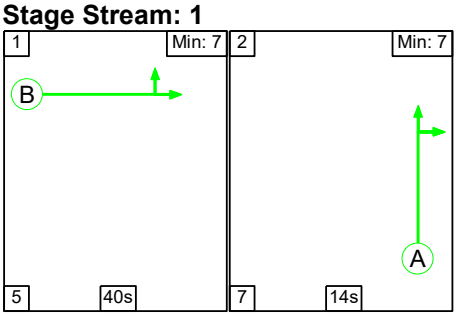
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

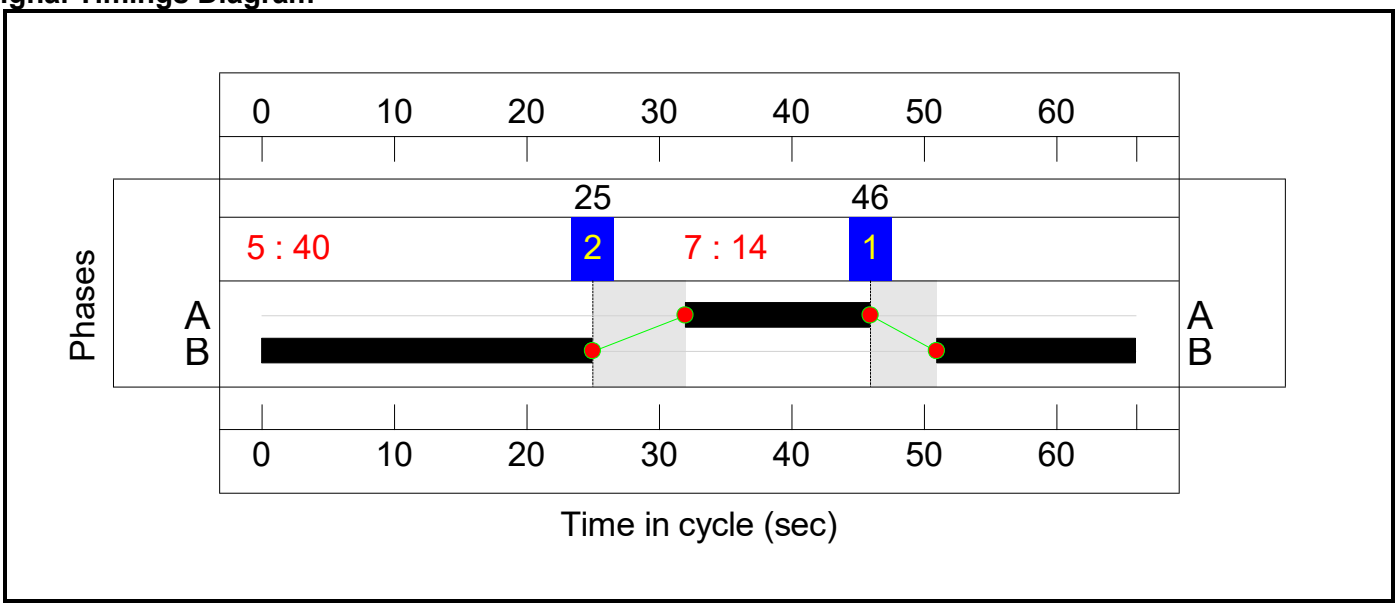


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	14
Change Point	46	25

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
1/2+1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	28	-	1281	1906:1908	837+703	92.3 : 72.3%
1/3+1/4	M40 N Ahead	U	2:1	N/A	C2:B		1	28	-	1297	1825:1845	802+811	79.1 : 81.8%
2/1	Ahead	U	2:1	N/A	C2:A		1	26	-	698	1945	796	87.7%
2/2	Ahead	U	2:1	N/A	C2:A		1	26	-	723	1977	809	89.4%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	26	-	665	1869	765	87.0%
3/1	A41 Left	U	1:1	N/A	C1:B		1	19	-	473	1916	581	81.5%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	19	-	300	1905	577	52.0%
3/3+3/4	A41 Ahead	U	1:1	N/A	C1:B		1	19	-	949	1965:1960	595+594	78.9 : 80.6%
4/1	Ahead	U	1:1	N/A	C1:A		1	35	-	140	1906	1040	13.5%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	35	-	907	1906	1040	87.2%
4/3	Right	U	1:1	N/A	C1:A		1	35	-	634	1825	995	63.7%
4/4	Right	U	1:1	N/A	C1:A		1	35	-	663	1845	1006	65.9%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	10	-	209	1932	322	64.9%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	10	-	514	1888:1888	315+315	84.2 : 79.1%
6/1	Ahead	U	3:1	N/A	C3:A		1	44	-	1073	1906	1300	82.6%
6/2	Ahead	U	3:1	N/A	C3:A		1	44	-	1104	1981	1351	81.7%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	44	-	1142	1960	1336	85.5%
7/1	A34 Left	U	4:1	N/A	C4:B		1	40	-	1022	1851	1150	88.9%
7/2	A34 Left	U	4:1	N/A	C4:B		1	40	-	1130	2025	1258	89.8%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	40	-	1614	1973:1869	1226+599	88.9 : 87.5%
8/2+8/1	Ahead	U	4:1	N/A	C4:A		1	14	-	356	1942:1942	356+356	50.0 : 50.0%
8/3	Right	U	4:1	N/A	C4:A		1	14	-	221	1942	441	50.1%
8/4	Right	U	4:1	N/A	C4:A		1	14	-	251	2078	472	53.1%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	1282	2100	2100	61.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1150	2100	2100	54.8%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	782	2100	2100	37.2%

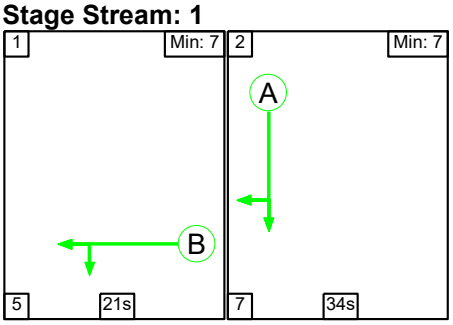
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**60.1**	**25.4**	**0.0**	**85.6**	**-**	**-**	**-**	**-**
1/2+1/1	1281	1281	-	-	-	5.7	2.4	-	8.2 (5.2+3.0)	22.9 (24.3:21.0)	13.3	2.4	15.7
1/3+1/4	1297	1297	-	-	-	5.8	2.0	-	7.8 (3.8+4.0)	21.7 (21.5:21.8)	10.5	2.0	12.5
2/1	698	698	-	-	-	4.0	0.0	-	4.0	20.7	12.6	0.0	12.6
2/2	723	723	-	-	-	4.1	0.0	-	4.1	20.5	13.0	0.0	13.0
2/3	665	665	-	-	-	4.5	0.0	-	4.5	24.1	12.0	0.0	12.0
3/1	473	473	-	-	-	2.8	2.1	-	4.9	37.4	8.0	2.1	10.1
3/2	300	300	-	-	-	1.6	0.5	-	2.1	25.5	4.5	0.5	5.0
3/3+3/4	949	949	-	-	-	5.6	1.9	-	7.5 (3.7+3.8)	28.5 (28.4:28.6)	8.0	1.9	9.9
4/1	140	140	-	-	-	0.7	0.0	-	0.7	17.1	2.6	0.0	2.6
4/2	907	907	-	-	-	0.7	0.0	-	0.7	2.6	2.5	0.0	2.5
4/3	634	634	-	-	-	0.4	0.0	-	0.4	2.3	1.0	0.0	1.0
4/4	663	663	-	-	-	0.4	0.0	-	0.4	2.4	1.0	0.0	1.0
5/1	209	209	-	-	-	1.5	0.9	-	2.4	41.4	3.5	0.9	4.5
5/2+5/3	514	514	-	-	-	3.8	2.1	-	5.9 (3.1+2.9)	41.6 (41.7:41.5)	4.6	2.1	6.8
6/1	1073	1073	-	-	-	2.5	0.0	-	2.5	8.5	18.6	0.0	18.6
6/2	1104	1104	-	-	-	1.4	0.0	-	1.4	4.4	12.2	0.0	12.2
6/3	1142	1142	-	-	-	1.5	0.0	-	1.5	4.8	15.8	0.0	15.8
7/1	1022	1022	-	-	-	3.0	3.8	-	6.8	23.9	15.6	3.8	19.4
7/2	1130	1130	-	-	-	3.4	4.1	-	7.5	23.9	17.6	4.1	21.7
7/3+7/4	1614	1614	-	-	-	4.2	3.7	-	7.9 (5.7+2.2)	17.5 (18.8:14.8)	16.7	3.7	20.4
8/2+8/1	356	356	-	-	-	2.5	0.0	-	2.5 (1.2+1.2)	25.3 (25.3:25.3)	3.1	0.0	3.1
8/3	221	221	-	-	-	0.1	0.0	-	0.1	1.2	2.3	0.0	2.3
8/4	251	251	-	-	-	0.1	0.0	-	0.1	1.4	3.6	0.0	3.6
12/1	1282	1282	-	-	-	0.0	0.8	-	0.8	2.2	0.0	0.8	0.8
12/2	1150	1150	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
12/3	782	782	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1	Stream: 1	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	16.73	Cycle Time (s):	66
C2	Stream: 1	PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	28.58	Cycle Time (s):	66
C3	Stream: 1	PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	13.75	Cycle Time (s):	66
C4	Stream: 1	PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	24.82	Cycle Time (s):	66
		PRC Over All Lanes (%):	-2.6	Total Delay Over All Lanes(pcuHr):	85.56		

Scenario 2: '2034 adjRC3A - PM Peak' (FG2: '2034 adjRC3A - PM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

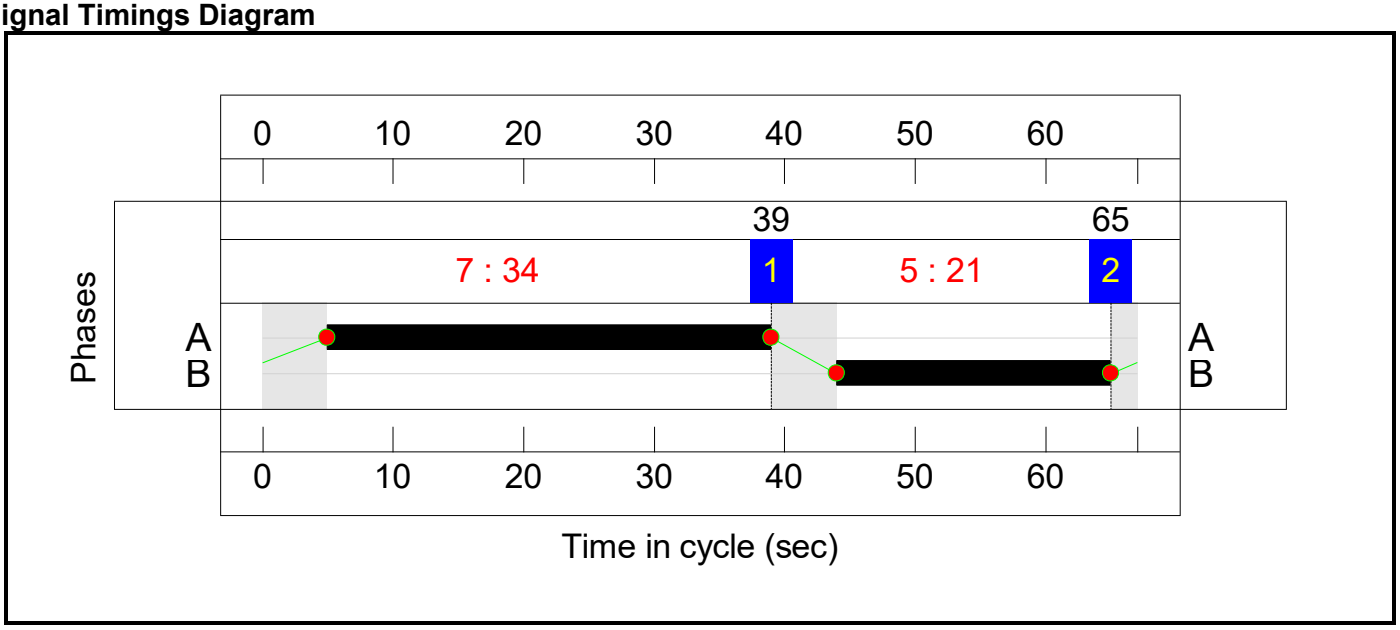


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	34
Change Point	39	65

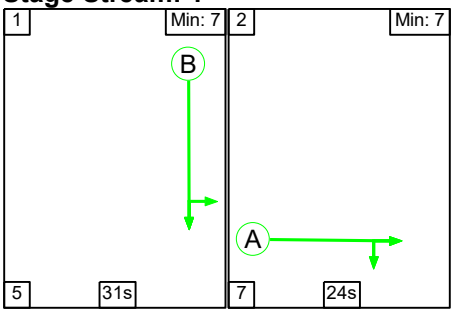
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

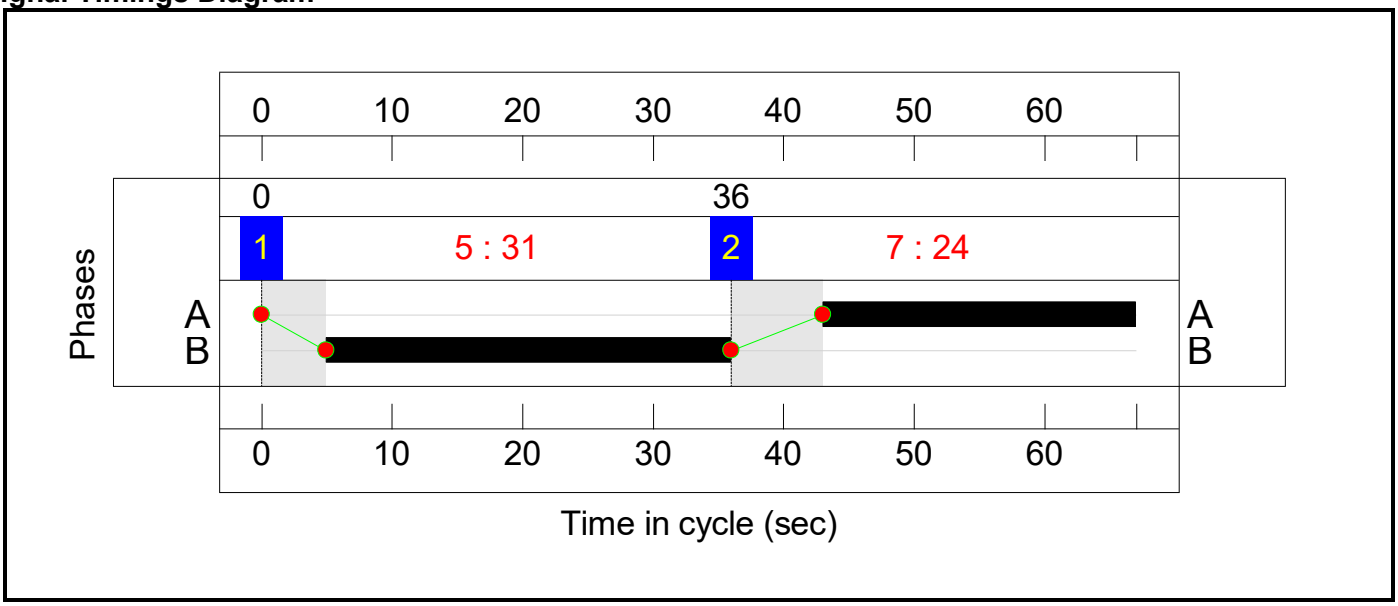
Stage Stream: 1



Stage Timings
Stage Stream: 1

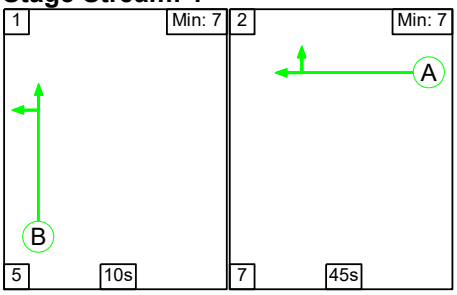
Stage	1	2
Duration	31	24
Change Point	0	36

Signal Timings Diagram



Controller :C3

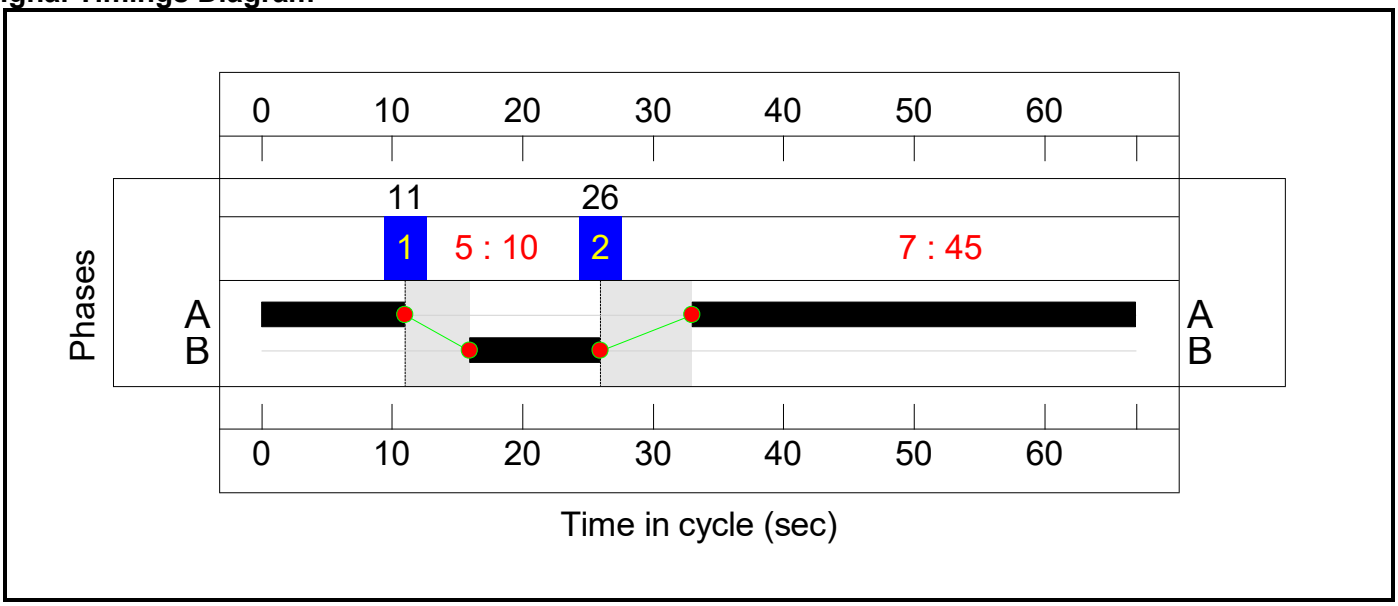
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

Stage	1	2
Duration	10	45
Change Point	11	26

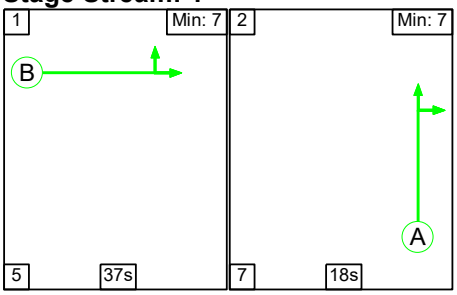
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

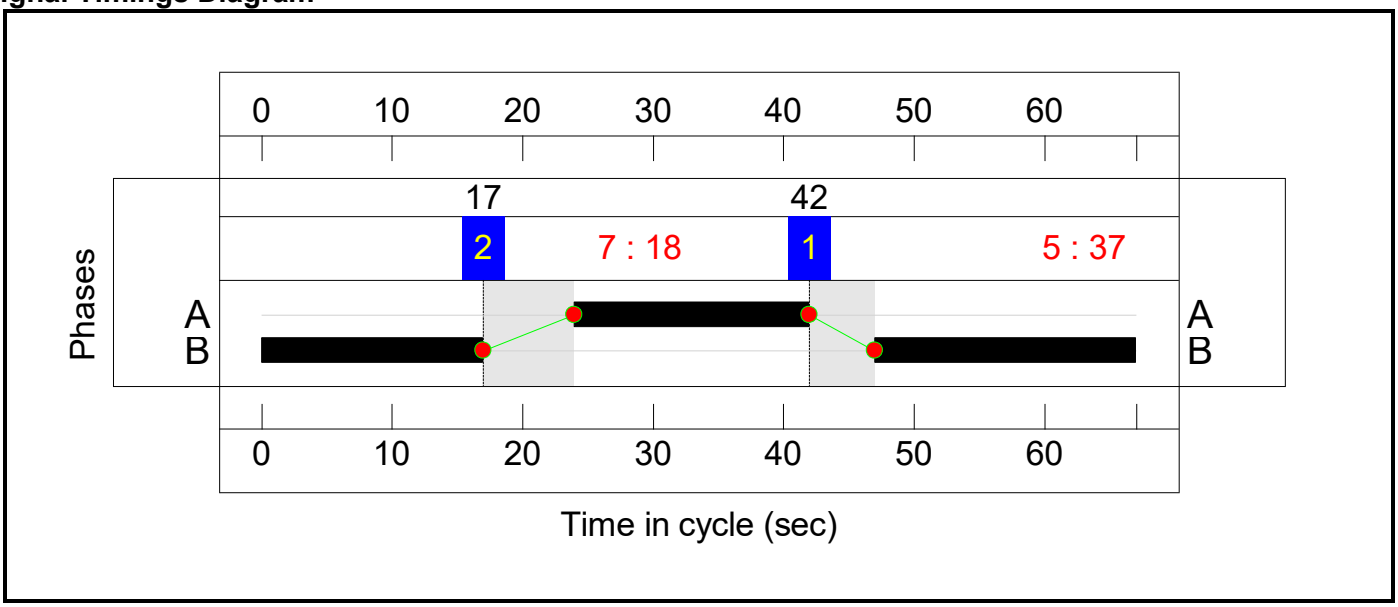


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	37	18
Change Point	42	17

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.3%**
1/2+1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	31	-	1090	1906:1908	910+307	89.5 : 89.5%
1/3+1/4	M40 N Ahead	U	2:1	N/A	C2:B		1	31	-	1530	1825:1845	872+881	90.7 : 83.9%
2/1	Ahead	U	2:1	N/A	C2:A		1	24	-	472	1945	726	65.0%
2/2	Ahead	U	2:1	N/A	C2:A		1	24	-	584	1977	738	79.2%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	24	-	568	1869	697	81.4%
3/1	A41 Left	U	1:1	N/A	C1:B		1	21	-	556	1916	629	88.4%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	21	-	265	1905	626	42.4%
3/3+3/4	A41 Ahead	U	1:1	N/A	C1:B		1	21	-	864	1965:1960	645+644	54.1 : 80.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	34	-	58	1906	996	5.8%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	34	-	854	1906	996	85.8%
4/3	Right	U	1:1	N/A	C1:A		1	34	-	791	1825	953	83.0%
4/4	Right	U	1:1	N/A	C1:A		1	34	-	739	1845	964	76.7%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	10	-	265	1932	317	83.5%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	10	-	596	1888:1888	310+310	98.1 : 94.2%
6/1	Ahead	U	3:1	N/A	C3:A		1	45	-	1080	1906	1309	82.5%
6/2	Ahead	U	3:1	N/A	C3:A		1	45	-	1140	1981	1360	83.8%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	45	-	1254	1960	1346	93.2%
7/1	A34 Left	U	4:1	N/A	C4:B		1	37	-	1121	1851	1050	106.8%
7/2	A34 Left	U	4:1	N/A	C4:B		1	37	-	1232	2025	1149	107.3%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	37	-	1164	1973:1869	1050+875	60.5 : 60.5%
8/2+8/1	Ahead	U	4:1	N/A	C4:A		1	18	-	514	1942:1942	408+408	62.9 : 62.9%
8/3	Right	U	4:1	N/A	C4:A		1	18	-	168	1942	551	30.5%
8/4	Right	U	4:1	N/A	C4:A		1	18	-	292	2078	589	49.6%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	1345	2100	2100	64.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1276	2100	2100	60.8%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	740	2100	2100	35.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**63.7**	**115.2**	**0.0**	**178.9**	**-**	**-**	**-**	**-**
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**63.7**	**115.2**	**0.0**	**178.9**	**-**	**-**	**-**	**-**
1/2+1/1	1090	1090	-	-	-	4.4	4.0	-	8.5 (6.6+1.8)	27.9 (29.3:24.0)	13.8	4.0	17.8
1/3+1/4	1530	1530	-	-	-	6.7	3.3	-	10.0 (5.3+4.7)	23.6 (24.0:23.1)	13.4	3.3	16.7
2/1	472	472	-	-	-	2.9	0.0	-	2.9	22.1	7.9	0.0	7.9
2/2	584	584	-	-	-	3.1	0.0	-	3.1	19.1	10.1	0.0	10.1
2/3	568	568	-	-	-	4.8	0.0	-	4.8	30.3	9.6	0.0	9.6
3/1	556	556	-	-	-	3.3	3.5	-	6.8	43.8	9.7	3.5	13.2
3/2	265	265	-	-	-	1.3	0.4	-	1.7	22.5	3.8	0.4	4.2
3/3+3/4	864	864	-	-	-	4.7	1.0	-	5.7 (2.2+3.5)	23.9 (22.6:24.7)	8.7	1.0	9.7
4/1	58	58	-	-	-	0.3	0.0	-	0.3	17.3	1.1	0.0	1.1
4/2	854	854	-	-	-	0.2	0.0	-	0.2	0.9	0.8	0.0	0.8
4/3	791	791	-	-	-	0.6	0.0	-	0.6	2.8	1.4	0.0	1.4
4/4	739	739	-	-	-	0.5	0.0	-	0.5	2.4	1.1	0.0	1.1
5/1	265	265	-	-	-	2.0	2.3	-	4.3	58.8	4.7	2.3	7.0
5/2+5/3	596	596	-	-	-	4.6	7.6	-	12.2 (6.2+6.0)	73.8 (73.9:73.7)	5.6	7.6	13.2
6/1	1080	1080	-	-	-	1.3	0.0	-	1.3	4.5	15.5	0.0	15.5
6/2	1140	1140	-	-	-	1.0	0.0	-	1.0	3.0	14.3	0.0	14.3
6/3	1254	1254	-	-	-	1.8	0.0	-	1.8	5.1	15.9	0.0	15.9
7/1	1121	1050	-	-	-	7.2	42.2	-	49.4	158.6	22.2	42.2	64.4
7/2	1232	1149	-	-	-	8.1	48.1	-	56.2	164.2	24.5	48.1	72.6
7/3+7/4	1164	1164	-	-	-	2.9	0.8	-	3.7 (2.0+1.6)	11.4 (11.6:11.1)	7.4	0.8	8.2
8/2+8/1	514	514	-	-	-	2.1	0.0	-	2.1 (1.0+1.0)	14.4 (14.4:14.4)	3.4	0.0	3.4

8/3	168	168	-	-	-	0.0	0.0	-	0.0	0.3	0.3	0.0	0.3
8/4	292	292	-	-	-	0.0	0.0	-	0.0	0.3	1.2	0.0	1.2
12/1	1345	1345	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.9	0.9
12/2	1276	1276	-	-	-	0.0	0.8	-	0.8	2.2	0.0	0.8	0.8
12/3	740	740	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3

C1	Stream: 1 PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	15.77	Cycle Time (s):	67
C2	Stream: 1 PRC for Signalled Lanes (%):	-0.8	Total Delay for Signalled Lanes (pcuHr):	29.24	Cycle Time (s):	67
C3	Stream: 1 PRC for Signalled Lanes (%):	-9.0	Total Delay for Signalled Lanes (pcuHr):	20.62	Cycle Time (s):	67
C4	Stream: 1 PRC for Signalled Lanes (%):	-19.2	Total Delay for Signalled Lanes (pcuHr):	111.36	Cycle Time (s):	67
	PRC Over All Lanes (%):	-19.2	Total Delay Over All Lanes(pcuHr):	178.92		

APPENDIX 64

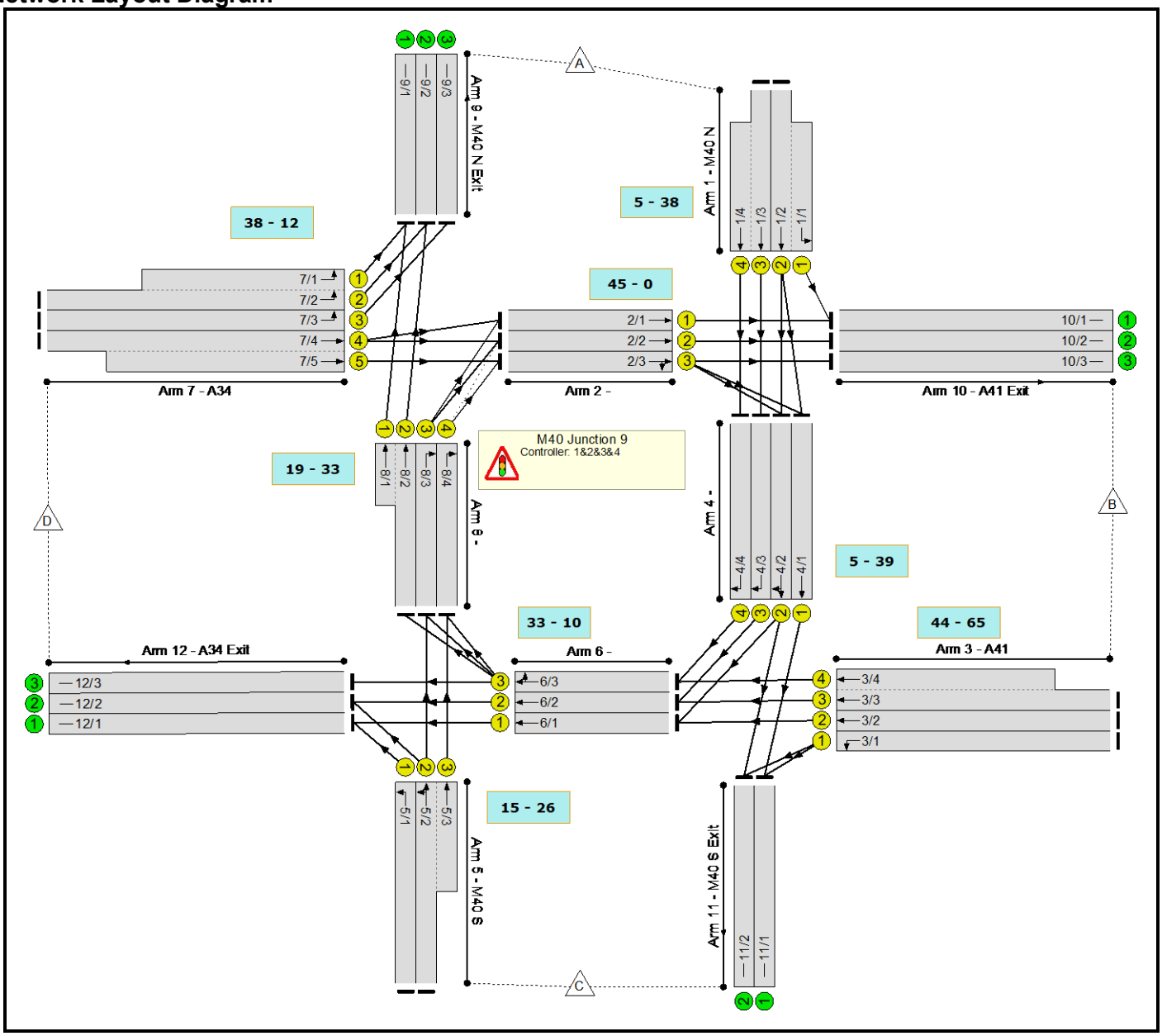
M40 JUNCTION 9 MODELLING RESULTS DS3A

Full Input Data And Results

User and Project Details

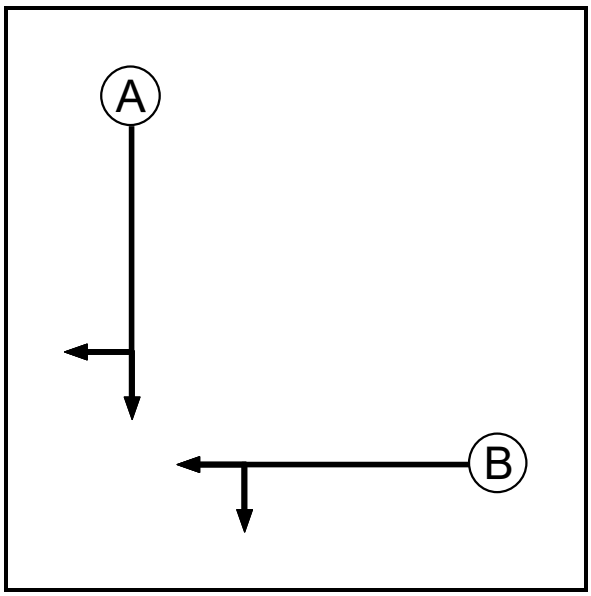
Project:	**OxSRFI**
Title:	**M40 Junction 9 - with mitigtion**
Location:	M40 Junction 9, Wendlebury
Additional detail:	2034 adjDS3A - with mitigation and adjusted traffic flows
File name:	260305 M40 Junction 9 - DS3A.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

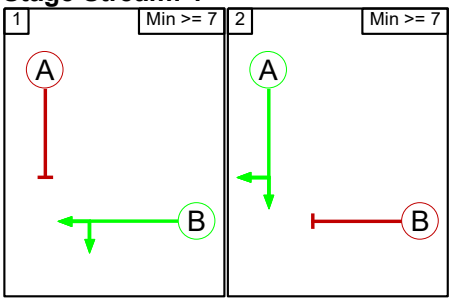
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

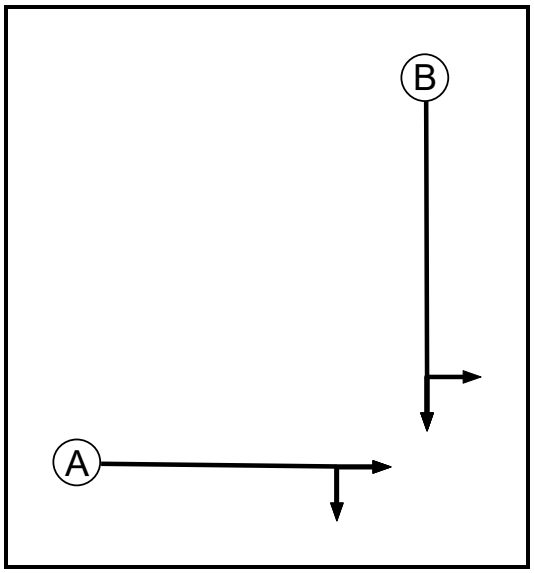
Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage 1	To Stage 2
1		7
2	5	

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

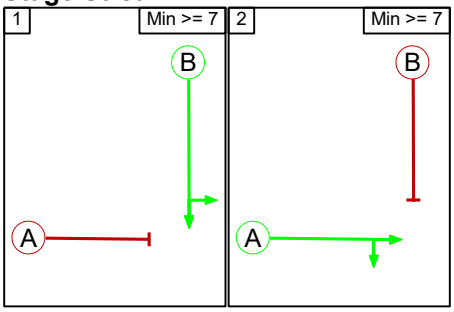
Terminating Phase	Starting Phase A	Starting Phase B
A		5
B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

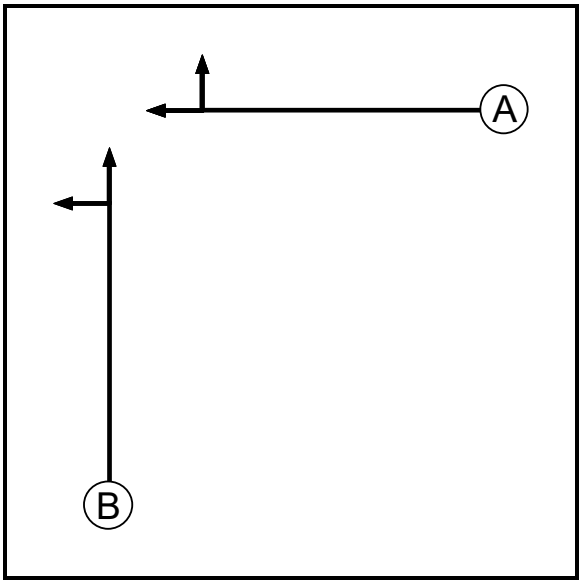
Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	5	

Controller :C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

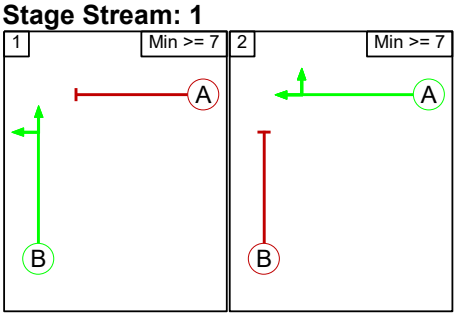
	Starting Phase		
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

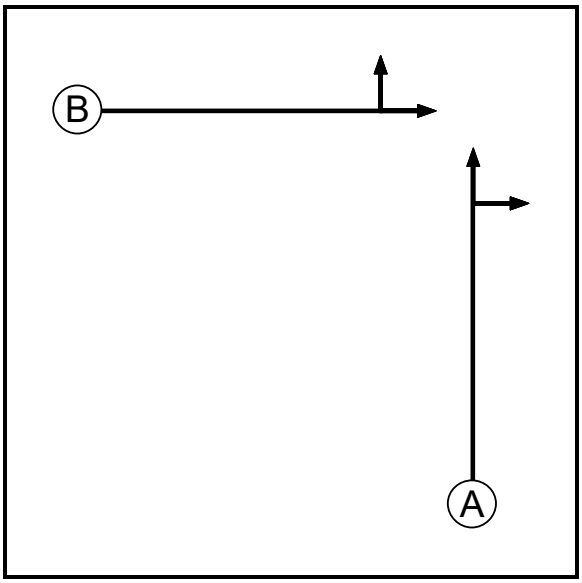
Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	5	

Controller :C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7

Phase Intergreens Matrix

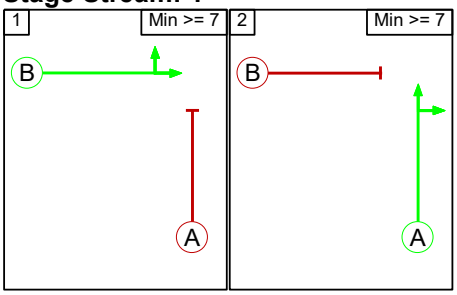
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	5	

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	B	2	3	26.0	Geom	-	3.65	0.00	Y	Arm 10 Left	40.00
1/2 (M40 N)	U	B	2	3	54.8	User	1906	-	-	-	-	-
1/3 (M40 N)	U	B	2	3	54.8	User	1825	-	-	-	-	-
1/4 (M40 N)	U	B	2	3	28.0	User	1845	-	-	-	-	-
2/1	U	A	2	3	20.0	User	1945	-	-	-	-	-
2/2	U	A	2	3	26.0	User	1977	-	-	-	-	-
2/3	U	A	2	3	26.0	User	1869	-	-	-	-	-
3/1 (A41)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 11 Left	45.00
3/2 (A41)	U	B	2	3	60.0	User	1905	-	-	-	-	-
3/3 (A41)	U	B	2	3	60.0	User	1965	-	-	-	-	-
3/4 (A41)	U	B	2	3	33.9	User	1960	-	-	-	-	-
4/1	U	A	2	3	5.0	User	1906	-	-	-	-	-
4/2	U	A	2	3	5.0	User	1906	-	-	-	-	-
4/3	U	A	2	3	5.0	User	1825	-	-	-	-	-
4/4	U	A	2	3	6.0	User	1845	-	-	-	-	-
5/1 (M40 S)	U	B	2	3	43.5	Geom	-	3.65	0.00	Y	Arm 12 Left	60.00
5/2 (M40 S)	U	B	2	3	43.5	Geom	-	3.20	0.00	Y	Arm 8 Ahead	60.00
											Arm 12 Left	60.00
5/3 (M40 S)	U	B	2	3	8.0	Geom	-	3.20	0.00	Y	Arm 8 Ahead	60.00
6/1	U	A	2	3	20.0	User	1906	-	-	-	-	-
6/2	U	A	2	3	31.0	User	1981	-	-	-	-	-
6/3	U	A	2	3	31.0	User	1960	-	-	-	-	-
7/1 (A34)	U	B	2	3	14.8	User	1851	-	-	-	-	-
7/2 (A34)	U	B	2	3	60.0	User	2025	-	-	-	-	-
7/3 (A34)	U	B	2	3	60.0	User	2025	-	-	-	-	-
7/4 (A34)	U	B	2	3	60.0	User	1973	-	-	-	-	-
7/5 (A34)	U	B	2	3	28.0	User	1869	-	-	-	-	-
8/1	U	A	2	3	4.5	Geom	-	3.80	0.00	Y	Arm 9 Ahead	55.00

8/2	U	A	2	3	6.0	Geom	-	3.80	0.00	Y	Arm 9 Ahead	55.00
8/3	U	A	2	3	6.0	Geom	-	3.80	0.00	Y	Arm 2 Right	55.00
8/4	U	A	2	3	6.0	Geom	-	3.80	0.00	N	Arm 2 Right	55.00
9/1 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
9/2 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
9/3 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
11/2 (M40 S Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	8.7	User	2100	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 adjDS3A - AM'	08:00	09:00	01:00	
2: '2034 adjDS3A - PM'	17:00	18:00	01:00	

Scenario 1: '2034 adjDS3A - AM Peak' (FG1: '2034 adjDS3A - AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	508	0	2452	2960
	B	288	4	464	647	1403
	C	0	394	0	297	691
	D	2194	1294	228	0	3716
	Tot.	2482	2200	692	3396	8770

Traffic Lane Flows

Lane	Scenario 1: 2034 adjDS3A - AM Peak
Junction: M40 Junction 9	
1/1 (short)	508
½ (with short)	1360(In) 852(Out)
1/3 (with short)	1600(In) 788(Out)
¼ (short)	812
2/1	639
2/2	673
2/3	608
3/1	464
3/2	200
3/3 (with short)	739(In) 377(Out)
¾ (short)	362
4/1	228
4/2	852
4/3	788
4/4	812
5/1	229
5/2 (with short)	462(In) 231(Out)
5/3 (short)	231
6/1	1052
6/2	1165
6/3	1174
7/1 (short)	683
7/2 (with short)	1430(In) 747(Out)
7/3	764
7/4 (with short)	1522(In) 965(Out)
7/5 (short)	557
8/1 (short)	144
8/2 (with short)	288(In) 144(Out)
8/3	167
8/4	231
9/1	827
9/2	891
9/3	764
10/1	1147
10/2	673
10/3	380
11/1	460
11/2	232
12/1	1281
12/2	1233
12/3	882

Lane Saturation Flows

Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N)	3.65	0.00	Y	Arm 10 Left	40.00	100.0 %	1908	1908
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1906	1906
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1825	1825
1/4 (M40 N Lane 4)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41)	3.65	0.00	Y	Arm 11 Left	45.00	100.0 %	1916	1916
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1905	1905
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1965	1965
3/4 (A41 Lane 4)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1906	1906
4/3	This lane uses a directly entered Saturation Flow						1825	1825
4/4	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	70.6 %	1888	1888
				Arm 12 Left	60.00	29.4 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						2025	2025
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1973	1973
7/5 (A34 Lane 5)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/3	3.80	0.00	Y	Arm 2 Right	55.00	100.0 %	1942	1942

8/4	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/3 (M40 N Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (M40 S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow						2100	2100

Scenario 2: '2034 adjDS3A - PM Peak' (FG2: '2034 adjDS3A - PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	306	0	2444	2750
	B	365	0	562	617	1544
	C	0	452	0	407	859
	D	2589	831	91	0	3511
	Tot.	2954	1589	653	3468	8664

Traffic Lane Flows

Lane	Scenario 2: 2034 adjDS3A - PM Peak
Junction: M40 Junction 9	
1/1 (short)	306
½ (with short)	1125(In) 819(Out)
1/3 (with short)	1625(In) 805(Out)
¼ (short)	820
2/1	451
2/2	441
2/3	482
3/1	562
3/2	249
3/3 (with short)	733(In) 347(Out)
¾ (short)	386
4/1	70
4/2	840
4/3	805
4/4	820
5/1	321
5/2 (with short)	538(In) 321(Out)
5/3 (short)	217
6/1	1068
6/2	1152
6/3	1206
7/1 (short)	796
7/2 (with short)	1667(In) 871(Out)
7/3	922
7/4 (with short)	922(In) 504(Out)
7/5 (short)	418
8/1 (short)	183
8/2 (with short)	365(In) 182(Out)
8/3	235
8/4	217
9/1	979
9/2	1053
9/3	922
10/1	757
10/2	441
10/3	391
11/1	351
11/2	302
12/1	1389
12/2	1238
12/3	841

Lane Saturation Flows

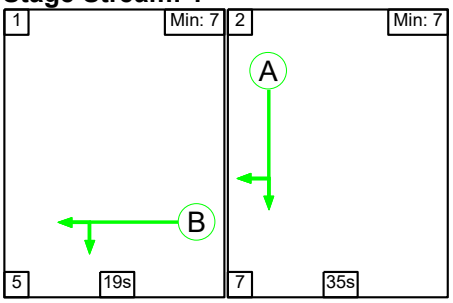
Junction: M40 Junction 9								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N)	3.65	0.00	Y	Arm 10 Left	40.00	100.0 %	1908	1908
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1906	1906
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1825	1825
1/4 (M40 N Lane 4)	This lane uses a directly entered Saturation Flow						1845	1845
2/1	This lane uses a directly entered Saturation Flow						1945	1945
2/2	This lane uses a directly entered Saturation Flow						1977	1977
2/3	This lane uses a directly entered Saturation Flow						1869	1869
3/1 (A41)	3.65	0.00	Y	Arm 11 Left	45.00	100.0 %	1916	1916
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1905	1905
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						1965	1965
3/4 (A41 Lane 4)	This lane uses a directly entered Saturation Flow						1960	1960
4/1	This lane uses a directly entered Saturation Flow						1906	1906
4/2	This lane uses a directly entered Saturation Flow						1906	1906
4/3	This lane uses a directly entered Saturation Flow						1825	1825
4/4	This lane uses a directly entered Saturation Flow						1845	1845
5/1 (M40 S)	3.65	0.00	Y	Arm 12 Left	60.00	100.0 %	1932	1932
5/2 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	73.2 %	1888	1888
				Arm 12 Left	60.00	26.8 %		
5/3 (M40 S)	3.20	0.00	Y	Arm 8 Ahead	60.00	100.0 %	1888	1888
6/1	This lane uses a directly entered Saturation Flow						1906	1906
6/2	This lane uses a directly entered Saturation Flow						1981	1981
6/3	This lane uses a directly entered Saturation Flow						1960	1960
7/1 (A34 Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
7/2 (A34 Lane 2)	This lane uses a directly entered Saturation Flow						2025	2025
7/3 (A34 Lane 3)	This lane uses a directly entered Saturation Flow						2025	2025
7/4 (A34 Lane 4)	This lane uses a directly entered Saturation Flow						1973	1973
7/5 (A34 Lane 5)	This lane uses a directly entered Saturation Flow						1869	1869
8/1	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/2	3.80	0.00	Y	Arm 9 Ahead	55.00	100.0 %	1942	1942
8/3	3.80	0.00	Y	Arm 2 Right	55.00	100.0 %	1942	1942

8/4	3.80	0.00	N	Arm 2 Right	55.00	100.0 %	2078	2078
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/3 (M40 N Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (M40 S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A34 Exit Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
12/2 (A34 Exit Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
12/3 (A34 Exit Lane 3)	This lane uses a directly entered Saturation Flow						2100	2100

Scenario 1: '2034 adjDS3A - AM Peak' (FG1: '2034 adjDS3A - AM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

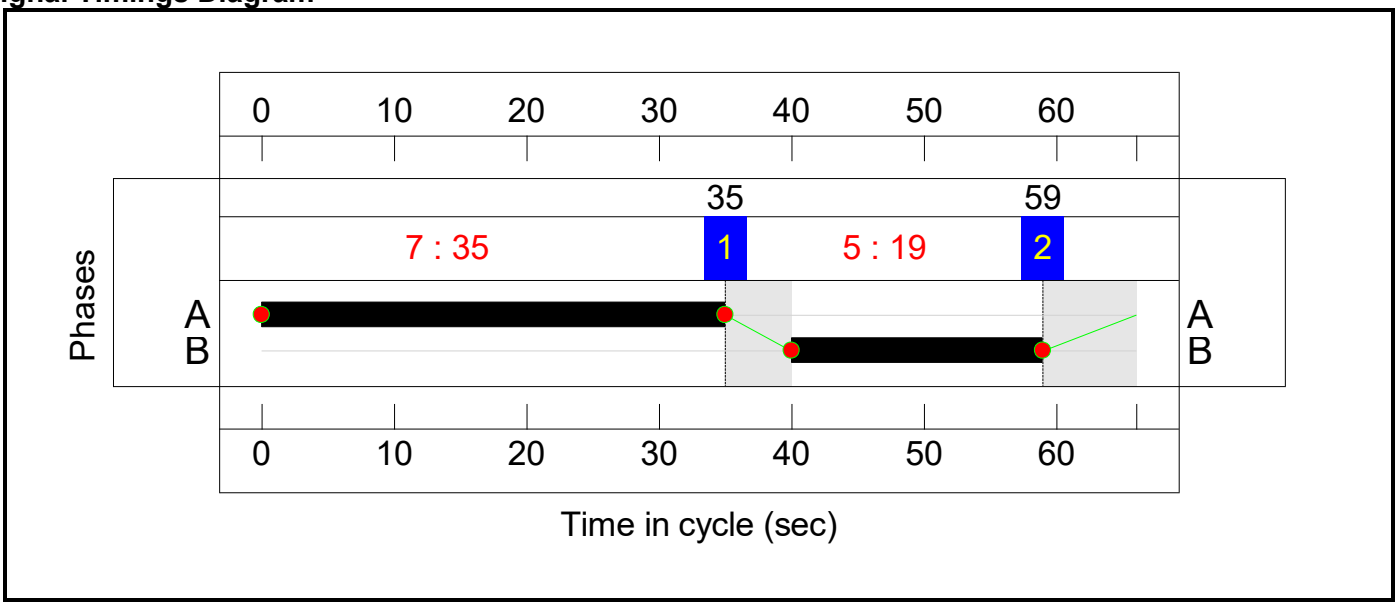


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	35
Change Point	35	59

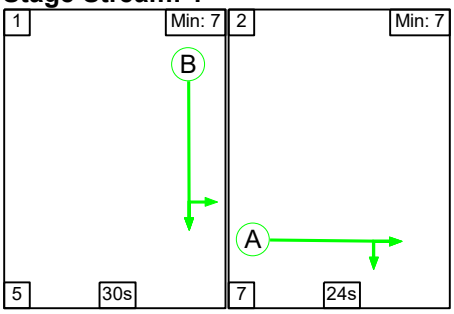
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

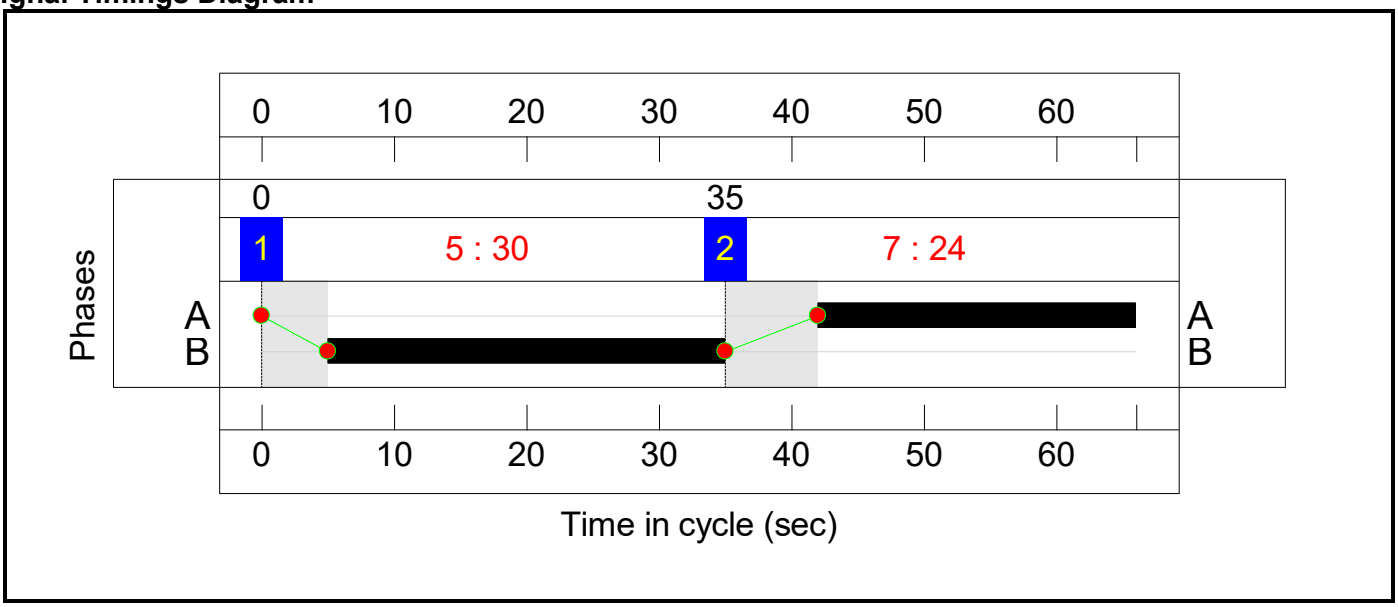


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	24
Change Point	0	35

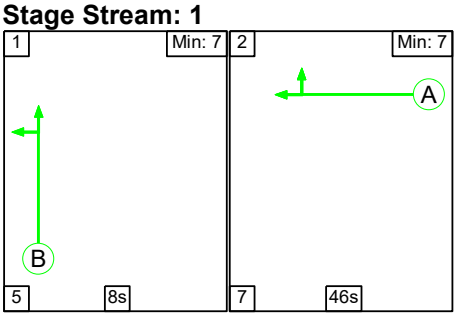
Signal Timings Diagram



Controller :C3

Stage Sequence Diagram

Stage Stream: 1

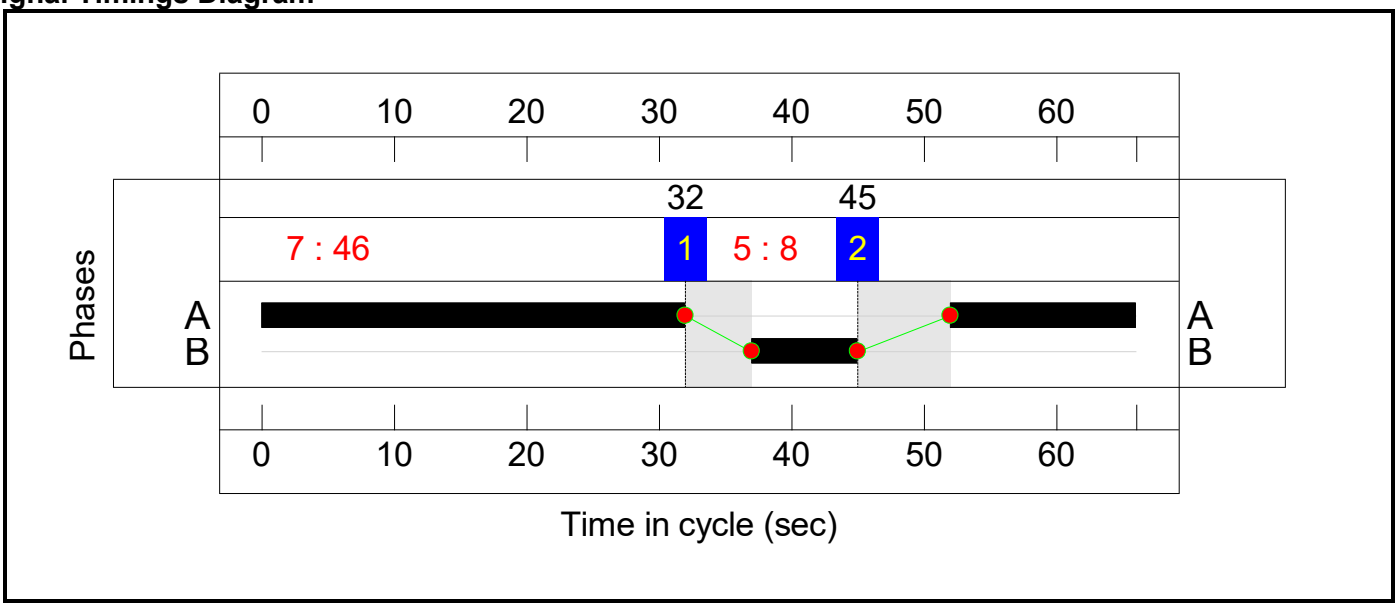


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	46
Change Point	32	45

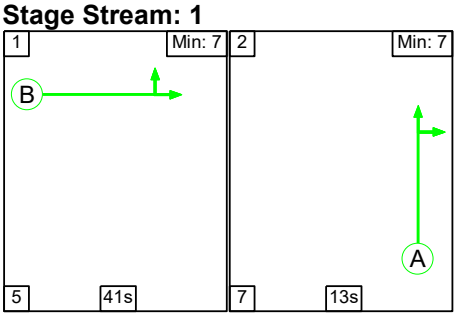
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

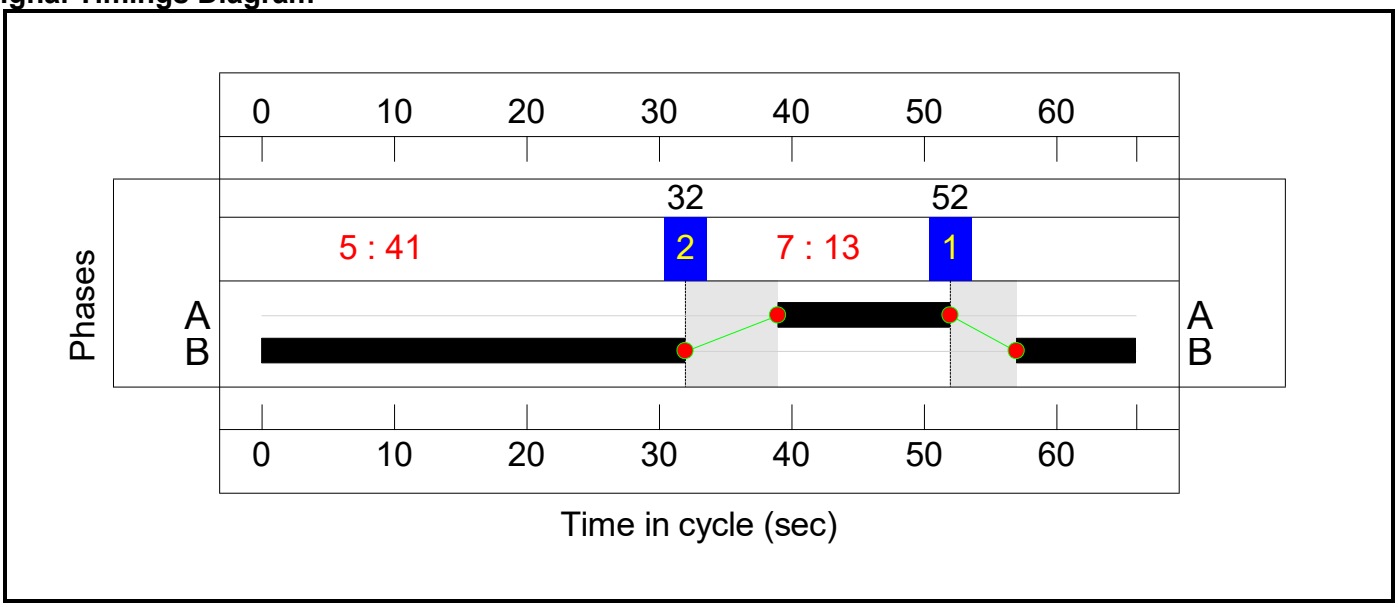


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	41	13
Change Point	52	32

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 9 - with mitigtion	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.2%**
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.2%**
1/2+1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	30	-	1360	1906:1908	895+651	95.2 : 78.0%
1/3+1/4	M40 N Ahead	U	2:1	N/A	C2:B		1	30	-	1600	1825:1845	857+867	91.9 : 93.7%
2/1	Ahead	U	2:1	N/A	C2:A		1	24	-	639	1945	737	86.7%
2/2	Ahead	U	2:1	N/A	C2:A		1	24	-	673	1977	749	89.9%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	24	-	608	1869	708	85.9%
3/1	A41 Left	U	1:1	N/A	C1:B		1	19	-	464	1916	581	79.9%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	19	-	200	1905	577	34.6%
3/3+3/4	A41 Ahead	U	1:1	N/A	C1:B		1	19	-	739	1965:1960	595+594	63.3 : 60.9%
4/1	Ahead	U	1:1	N/A	C1:A		1	35	-	228	1906	1040	21.9%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	35	-	852	1906	1040	82.0%
4/3	Right	U	1:1	N/A	C1:A		1	35	-	788	1825	995	79.2%
4/4	Right	U	1:1	N/A	C1:A		1	35	-	812	1845	1006	80.7%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	8	-	229	1932	263	86.9%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	8	-	462	1888:1888	257+257	89.7 : 89.7%
6/1	Ahead	U	3:1	N/A	C3:A		1	46	-	1052	1906	1357	77.5%
6/2	Ahead	U	3:1	N/A	C3:A		1	46	-	1165	1981	1411	82.6%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	46	-	1174	1960	1396	84.1%
7/2+7/1	A34 Left	U	4:1	N/A	C4:B		1	41	-	1430	2025:1851	1012+926	73.8 : 73.8%
7/3	A34 Left	U	4:1	N/A	C4:B		1	41	-	764	2025	1289	59.3%
7/4+7/5	A34 Ahead	U	4:1	N/A	C4:B		1	41	-	1522	1973:1869	1226+708	78.7 : 78.7%
8/2+8/1	Ahead	U	4:1	N/A	C4:A		1	13	-	288	1942:1942	341+341	42.2 : 42.2%
8/3	Right	U	4:1	N/A	C4:A		1	13	-	167	1942	412	40.5%

8/4	Right	U	4:1	N/A	C4:A		1	13	-	231	2078	441	52.4%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	1281	2100	2100	61.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1233	2100	2100	58.7%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	882	2100	2100	42.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 9 - with mitigtion	**-**	**-**	**0**	**0**	**0**	**63.5**	**25.6**	**0.0**	**89.1**	**-**	**-**	**-**	**-**
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**63.5**	**25.6**	**0.0**	**89.1**	**-**	**-**	**-**	**-**
1/2+1/1	1360	1360	-	-	-	5.8	3.5	-	9.3 (6.2+3.1)	24.5 (26.1:21.9)	14.9	3.5	18.4
1/3+1/4	1600	1600	-	-	-	7.3	5.9	-	13.2 (6.5+6.7)	29.7 (29.6:29.9)	14.0	5.9	19.9
2/1	639	639	-	-	-	3.9	0.0	-	3.9	22.0	11.0	0.0	11.0
2/2	673	673	-	-	-	4.0	0.0	-	4.0	21.3	10.5	0.0	10.5
2/3	608	608	-	-	-	4.1	0.0	-	4.1	24.5	10.8	0.0	10.8
3/1	464	464	-	-	-	2.7	1.9	-	4.7	36.1	7.7	1.9	9.7
3/2	200	200	-	-	-	1.0	0.3	-	1.3	22.7	2.8	0.3	3.1
3/3+3/4	739	739	-	-	-	4.1	0.8	-	4.9 (2.5+2.4)	23.7 (23.8:23.7)	5.9	0.8	6.7
4/1	228	228	-	-	-	0.6	0.1	-	0.7	11.5	4.1	0.1	4.2
4/2	852	852	-	-	-	1.6	0.0	-	1.6	6.6	3.5	0.0	3.5
4/3	788	788	-	-	-	1.2	0.0	-	1.2	5.7	2.8	0.0	2.8
4/4	812	812	-	-	-	1.4	0.0	-	1.4	6.2	3.2	0.0	3.2
5/1	229	229	-	-	-	1.8	2.9	-	4.6	72.8	4.1	2.9	6.9
5/2+5/3	462	462	-	-	-	3.6	3.8	-	7.4 (3.7+3.7)	57.8 (57.8:57.8)	4.1	3.8	7.9
6/1	1052	1052	-	-	-	3.5	0.0	-	3.5	11.9	15.4	0.0	15.4
6/2	1165	1165	-	-	-	3.6	0.0	-	3.6	11.0	18.3	0.0	18.3
6/3	1174	1174	-	-	-	3.7	0.0	-	3.7	11.2	18.2	0.0	18.2
7/2+7/1	1430	1430	-	-	-	2.7	1.4	-	4.1 (2.2+2.0)	10.4 (10.4:10.4)	7.9	1.4	9.3
7/3	764	764	-	-	-	1.5	0.7	-	2.2	10.4	8.1	0.7	8.8
7/4+7/5	1522	1522	-	-	-	3.3	1.8	-	5.1 (3.5+1.6)	12.0 (12.9:10.6)	12.3	1.8	14.2
8/2+8/1	288	288	-	-	-	1.6	0.0	-	1.6 (0.8+0.8)	20.2 (20.2:20.2)	2.6	0.0	2.6
8/3	167	167	-	-	-	0.3	0.0	-	0.3	6.2	0.4	0.0	0.4

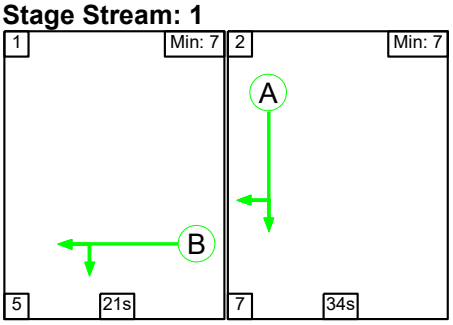
8/4	231	231	-	-	-	0.4	0.5	-	0.9	14.5	0.5	0.5	1.1
12/1	1281	1281	-	-	-	0.0	0.8	-	0.8	2.2	0.0	0.8	0.8
12/2	1233	1233	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7
12/3	882	882	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4

C1	Stream: 1 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	15.71	Cycle Time (s):	66
C2	Stream: 1 PRC for Signalled Lanes (%):	-5.7	Total Delay for Signalled Lanes (pcuHr):	34.52	Cycle Time (s):	66
C3	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	22.74	Cycle Time (s):	66
C4	Stream: 1 PRC for Signalled Lanes (%):	14.3	Total Delay for Signalled Lanes (pcuHr):	14.28	Cycle Time (s):	66
	PRC Over All Lanes (%):	-5.7	Total Delay Over All Lanes(pcuHr):	89.10		

Scenario 2: '2034 adjDS3A - PM Peak' (FG2: '2034 adjDS3A - PM', Plan 1: 'Staging Plan No. 1')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

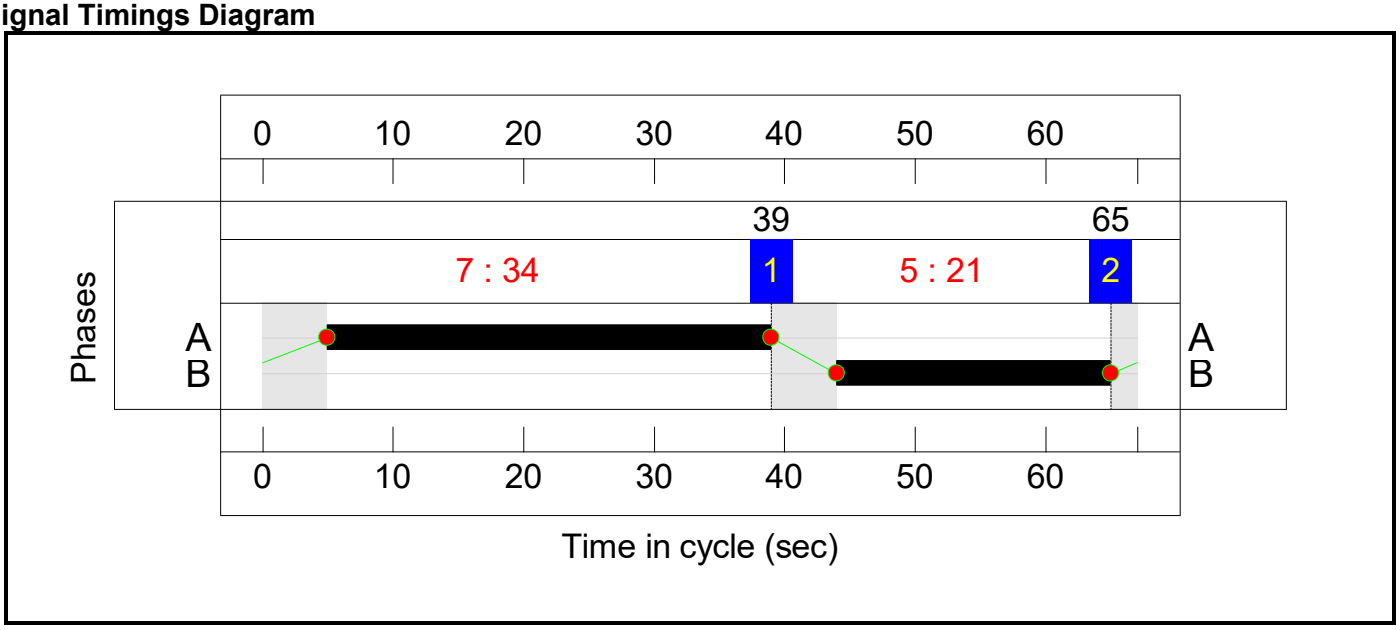


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	34
Change Point	39	65

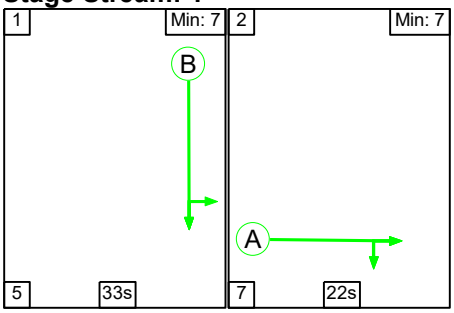
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

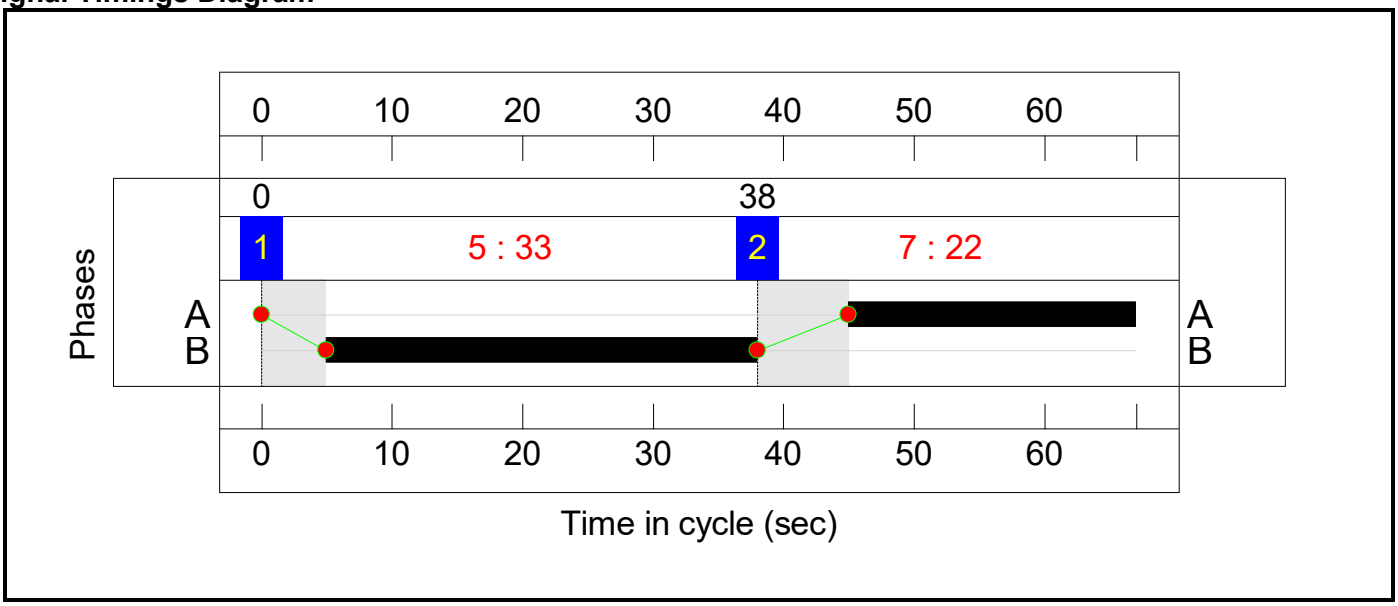
Stage Stream: 1



Stage Timings
Stage Stream: 1

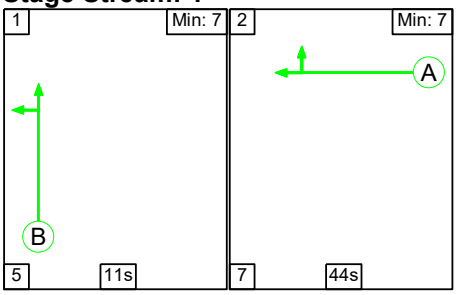
Stage	1	2
Duration	33	22
Change Point	0	38

Signal Timings Diagram



Controller :C3

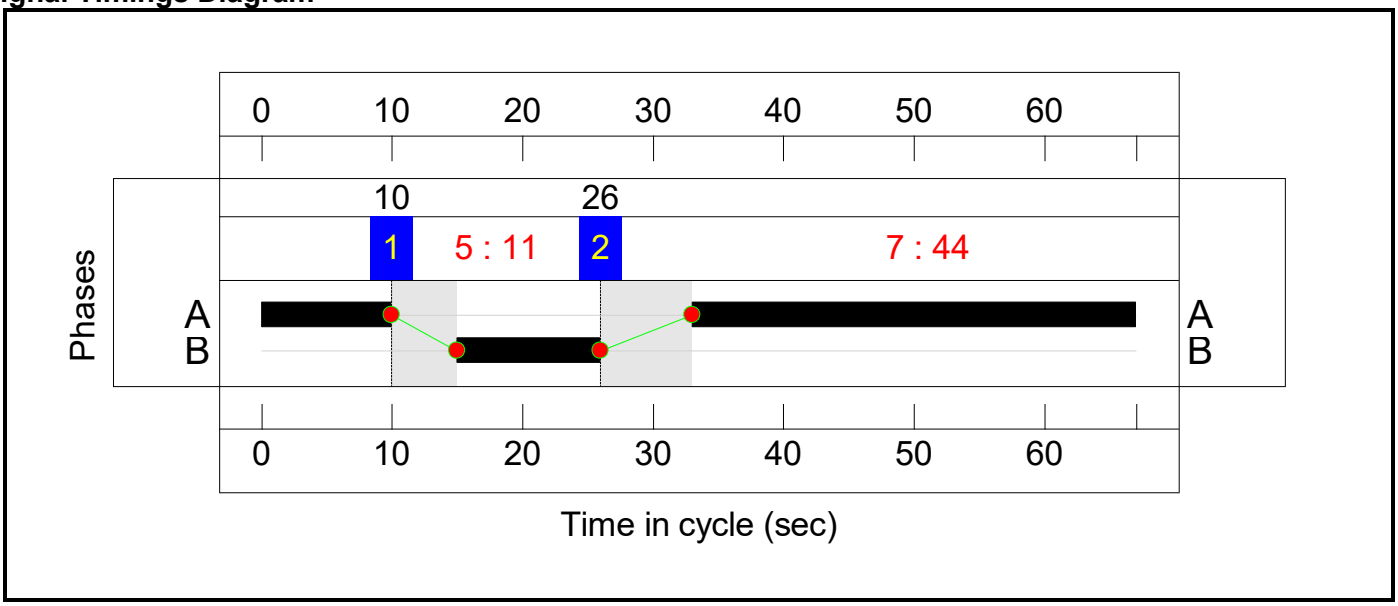
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

Stage	1	2
Duration	11	44
Change Point	10	26

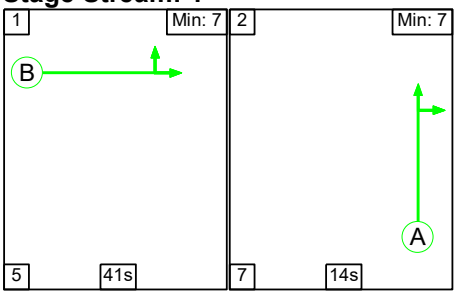
Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

Stage Stream: 1

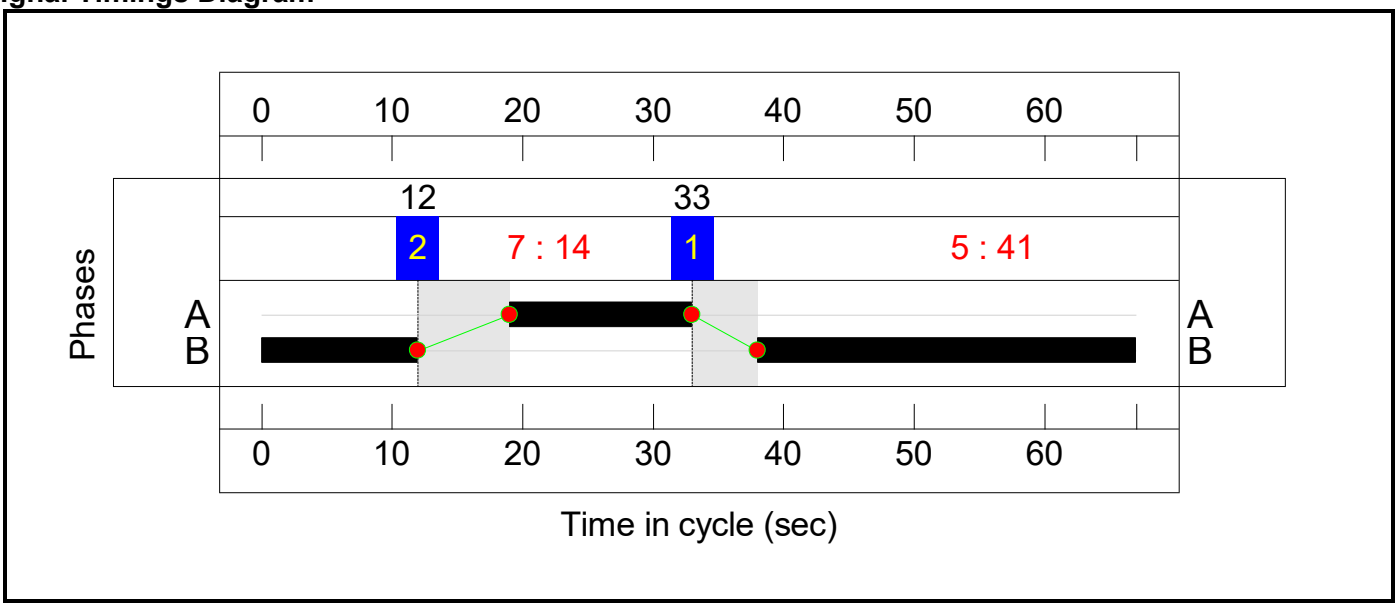


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	41	14
Change Point	33	12

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 9 - with mitigtion	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.9%**
M40 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.9%**
1/2+1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	33	-	1125	1906:1908	967+365	84.7 : 83.9%
1/3+1/4	M40 N Ahead	U	2:1	N/A	C2:B		1	33	-	1625	1825:1845	909+926	88.6 : 88.6%
2/1	Ahead	U	2:1	N/A	C2:A		1	22	-	451	1945	668	67.5%
2/2	Ahead	U	2:1	N/A	C2:A		1	22	-	441	1977	679	65.0%
2/3	Right Ahead	U	2:1	N/A	C2:A		1	22	-	482	1869	642	75.1%
3/1	A41 Left	U	1:1	N/A	C1:B		1	21	-	562	1916	629	89.3%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	21	-	249	1905	626	39.8%
3/3+3/4	A41 Ahead	U	1:1	N/A	C1:B		1	21	-	733	1965:1960	645+644	53.8 : 60.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	34	-	70	1906	996	7.0%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	34	-	840	1906	996	84.4%
4/3	Right	U	1:1	N/A	C1:A		1	34	-	805	1825	953	84.4%
4/4	Right	U	1:1	N/A	C1:A		1	34	-	820	1845	964	85.1%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	11	-	321	1932	346	92.8%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	11	-	538	1888:1888	338+229	94.9 : 94.9%
6/1	Ahead	U	3:1	N/A	C3:A		1	44	-	1068	1906	1280	83.4%
6/2	Ahead	U	3:1	N/A	C3:A		1	44	-	1152	1981	1331	86.6%
6/3	Right Ahead	U	3:1	N/A	C3:A		1	44	-	1206	1960	1316	91.6%
7/2+7/1	A34 Left	U	4:1	N/A	C4:B		1	41	-	1667	2025:1851	1013+925	86.0 : 86.0%
7/3	A34 Left	U	4:1	N/A	C4:B		1	41	-	922	2025	1269	72.6%
7/4+7/5	A34 Ahead	U	4:1	N/A	C4:B		1	41	-	922	1973:1869	1052+872	47.9 : 47.9%
8/2+8/1	Ahead	U	4:1	N/A	C4:A		1	14	-	365	1942:1942	349+351	52.1 : 52.1%
8/3	Right	U	4:1	N/A	C4:A		1	14	-	235	1942	435	54.1%

8/4	Right	U	4:1	N/A	C4:A		1	14	-	217	2078	465	46.6%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	1389	2100	2100	66.1%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1238	2100	2100	59.0%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	841	2100	2100	40.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 9 - with mitigtion	**-**	**-**	**0**	**0**	**0**	**47.4**	**29.5**	**0.0**	**77.0**	**-**	**-**	**-**	**-**
M40 Junction 9	**-**	**-**	**0**	**0**	**0**	**47.4**	**29.5**	**0.0**	**77.0**	**-**	**-**	**-**	**-**
1/2+1/1	1125	1125	-	-	-	4.1	2.6	-	6.7 (5.2+1.5)	21.5 (22.7:18.2)	13.0	2.6	15.6
1/3+1/4	1625	1625	-	-	-	6.6	3.7	-	10.3 (5.1+5.2)	22.9 (22.8:22.9)	13.4	3.7	17.2
2/1	451	451	-	-	-	1.6	0.0	-	1.6	12.8	6.2	0.0	6.2
2/2	441	441	-	-	-	1.6	0.0	-	1.6	13.1	5.9	0.0	5.9
2/3	482	482	-	-	-	2.2	0.0	-	2.2	16.7	5.5	0.0	5.5
3/1	562	562	-	-	-	3.3	3.8	-	7.1	45.5	9.8	3.8	13.6
3/2	249	249	-	-	-	1.2	0.3	-	1.5	22.2	3.5	0.3	3.9
3/3+3/4	733	733	-	-	-	3.8	0.7	-	4.4 (2.1+2.4)	21.8 (21.6:22.0)	6.0	0.7	6.7
4/1	70	70	-	-	-	0.2	0.0	-	0.2	12.7	1.2	0.0	1.3
4/2	840	840	-	-	-	0.8	0.0	-	0.8	3.6	2.1	0.0	2.1
4/3	805	805	-	-	-	0.8	0.0	-	0.8	3.5	1.8	0.0	1.8
4/4	820	820	-	-	-	0.8	0.0	-	0.8	3.6	1.8	0.0	1.8
5/1	321	321	-	-	-	2.4	4.7	-	7.1	79.4	5.8	4.7	10.5
5/2+5/3	538	538	-	-	-	4.0	6.5	-	10.4 (6.3+4.1)	69.7 (70.4:68.7)	5.9	6.5	12.3
6/1	1068	1068	-	-	-	1.1	0.0	-	1.1	3.7	15.1	0.0	15.1
6/2	1152	1152	-	-	-	1.3	0.0	-	1.3	3.9	15.1	0.0	15.1
6/3	1206	1206	-	-	-	1.6	0.0	-	1.6	4.6	16.5	0.0	16.5
7/2+7/1	1667	1667	-	-	-	3.8	3.0	-	6.8 (3.6+3.2)	14.7 (14.7:14.7)	10.4	3.0	13.4
7/3	922	922	-	-	-	2.2	1.3	-	3.5	13.7	11.5	1.3	12.8
7/4+7/5	922	922	-	-	-	1.6	0.5	-	2.0 (1.1+0.9)	7.9 (8.1:7.8)	4.6	0.5	5.1
8/2+8/1	365	365	-	-	-	2.0	0.0	-	2.0 (1.0+1.0)	20.1 (20.1:20.1)	3.4	0.0	3.4
8/3	235	235	-	-	-	0.3	0.0	-	0.3	5.0	0.4	0.0	0.4

8/4	217	217	-	-	-	0.1	0.4	-	0.6	9.4	0.2	0.4	0.6
12/1	1389	1389	-	-	-	0.0	1.0	-	1.0	2.5	0.0	1.0	1.0
12/2	1238	1238	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7
12/3	841	841	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1	Stream: 1 PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	15.79	Cycle Time (s):	67
C2	Stream: 1 PRC for Signalled Lanes (%):	1.6	Total Delay for Signalled Lanes (pcuHr):	22.49	Cycle Time (s):	67
C3	Stream: 1 PRC for Signalled Lanes (%):	-5.5	Total Delay for Signalled Lanes (pcuHr):	21.41	Cycle Time (s):	67
C4	Stream: 1 PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	15.27	Cycle Time (s):	67
	PRC Over All Lanes (%):	-5.5	Total Delay Over All Lanes(pcuHr):	76.99		

APPENDIX 65

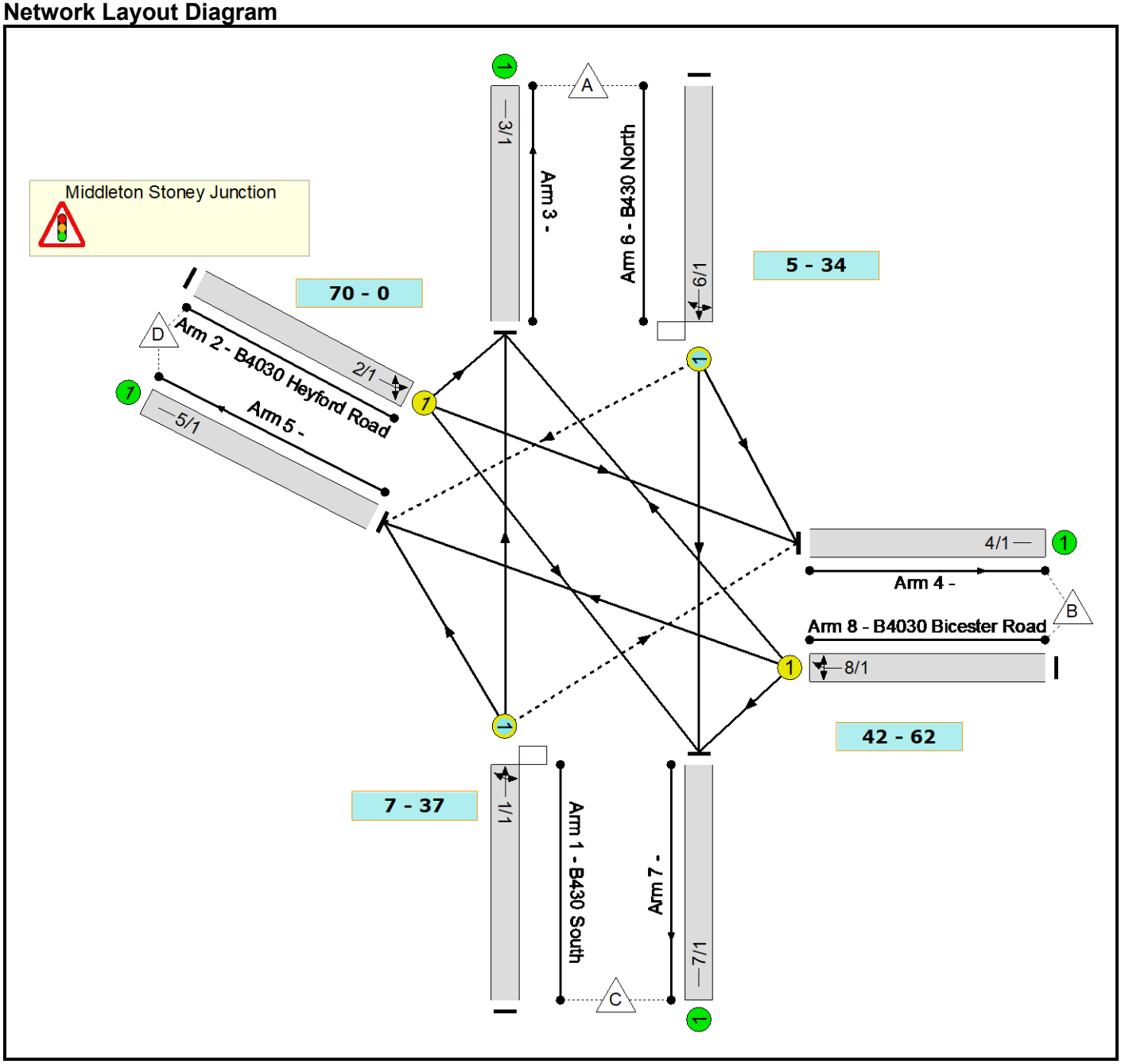
MIDDLETON STONEY CROSSROADS MODEL 2022 BASE, RC3A, RC4A

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Middleton Stoney Junction base and reference case model**
Location:	
Additional detail:	Validated against 2022 traffic and queue surveys
File name:	251128 Middleton Stoney reference case model.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



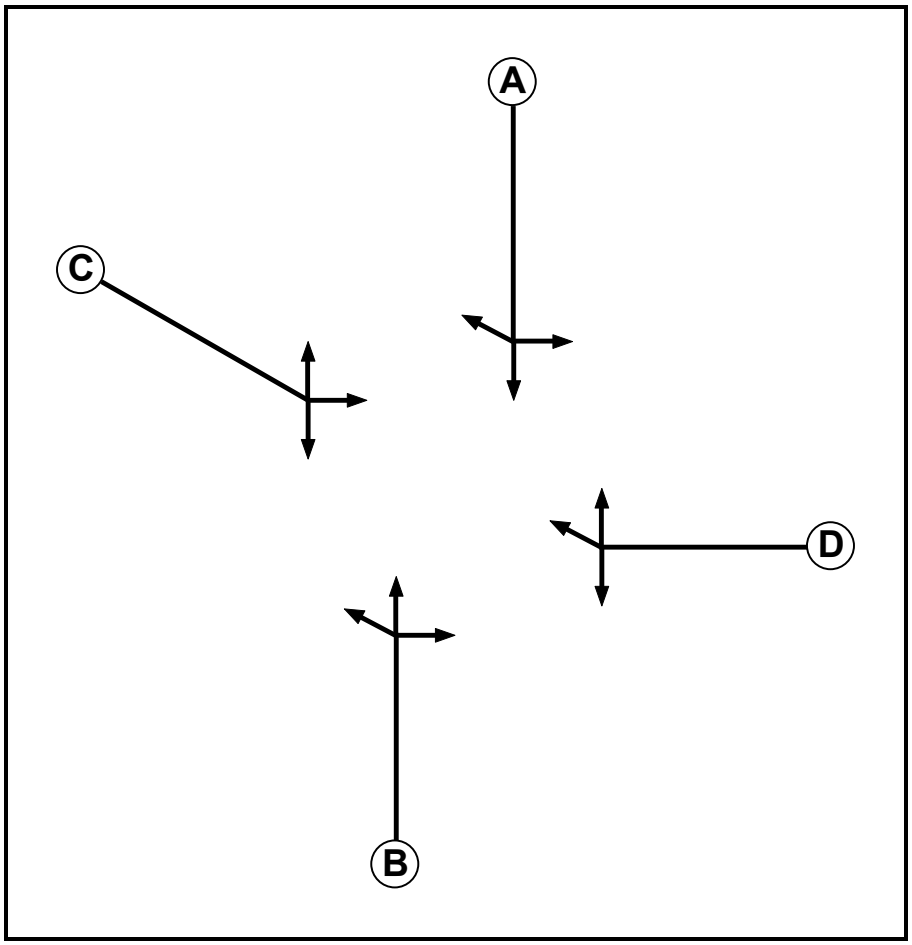
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2022 Base - AM Peak	2022 Base - AM Peak	Network Control Plan 1	07:30 - 08:30	90	-9.0	38.04
2	2022 Base - PM Peak	2022 Base - PM Peak	Network Control Plan 1	16:30 - 17:30	90	10.2	17.78
3	2034 RC3A - AM Peak	2034 RC3A - AM Peak	Network Control Plan 1	08:00 - 09:00	90	-26.4	134.24
4	2034 RC3A - PM Peak	2034 RC3A - PM Peak	Network Control Plan 1	17:00 - 18:00	90	-16.5	67.21
5	2042 RC4A - AM Peak	2042 RC4A - AM Peak	Network Control Plan 1	08:00 - 09:00	90	-30.6	163.96
6	2042 RC4A - PM Peak	2042 RC4A - PM Peak	Network Control Plan 1	17:00 - 18:00	90	-23.5	102.00

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	4	3	Middleton Stoney Junction	

Phase Diagram



Phase Input Data

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

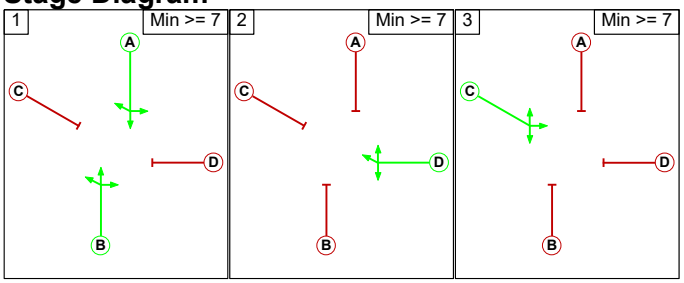
Phase Intergreens Matrix

	Starting Phase			
Terminating Phase	A	B	C	D
A		-	5	8
B	-		8	5
C	5	7		8
D	7	5	8	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	3	3

Prohibited Stage Change

	To Stage			
From Stage		1	2	3
1			8	8
2	7			8
3	7	8		

Lane Input Data

Junction: Middleton Stoney Junction												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B430 South)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Ahead	Inf
											Arm 4 Right	10.00
											Arm 5 Left	25.00
2/1 (B4030 Heyford Road)	U	C	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 3 Left	7.00
											Arm 4 Ahead	25.00
											Arm 7 Right	25.00
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B430 North)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 5 Right	6.00
											Arm 7 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B4030 Bicester Road)	U	D	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 3 Right	18.00
											Arm 5 Ahead	18.00
											Arm 7 Left	15.00

Give-Way Lane Input Data

Junction: Middleton Stoney Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (B430 South)	4/1 (Right)	1439	0	6/1	1.09	To 4/1 (Left) To 7/1 (Ahead)	1.00	1.00	0.50	1	2.00
6/1 (B430 North)	5/1 (Right)	1439	0	1/1	1.09	To 3/1 (Ahead) To 5/1 (Left)	1.00	1.00	0.50	1	2.00

Lane Connector Input Data

Junction: Middleton Stoney Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	3/1	Internal	5	35
1/1	4/1	Internal	5	35
1/1	5/1	Internal	5	35
2/1	3/1	Internal	5	35
2/1	4/1	Internal	5	35
2/1	7/1	Internal	5	35
6/1	4/1	Internal	5	35
6/1	5/1	Internal	5	35
6/1	7/1	Internal	5	35
8/1	3/1	Internal	5	35
8/1	5/1	Internal	5	35
8/1	7/1	Internal	5	35

Lane Saturation Flows

Scenario 1: '2022 Base - AM Peak' (FG5: '2022 Base - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	63.8 %	1859	1859
				Arm 4 Right	10.00	9.6 %		
				Arm 5 Left	25.00	26.6 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	1.0 %	1794	1794
				Arm 4 Ahead	25.00	66.8 %		
				Arm 7 Right	25.00	32.2 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	5.9 %	1894	1894
				Arm 5 Right	6.00	1.4 %		
				Arm 7 Ahead	Inf	92.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	13.2 %	1746	1746
				Arm 5 Ahead	18.00	73.6 %		
				Arm 7 Left	15.00	13.2 %		

Scenario 2: '2022 Base - PM Peak' (FG6: '2022 Base - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	71.4 %	1863	1863
				Arm 4 Right	10.00	11.9 %		
				Arm 5 Left	25.00	16.7 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	2.7 %	1790	1790
				Arm 4 Ahead	25.00	76.8 %		
				Arm 7 Right	25.00	20.5 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	20.9 %	1836	1836
				Arm 5 Right	6.00	6.7 %		
				Arm 7 Ahead	Inf	72.4 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	14.4 %	1748	1748
				Arm 5 Ahead	18.00	80.5 %		
				Arm 7 Left	15.00	5.1 %		

Scenario 3: '2034 RC3A - AM Peak' (FG1: '2034 RC3A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	25.2 %	1826	1826
				Arm 4 Right	10.00	4.1 %		
				Arm 5 Left	25.00	70.7 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	1.5 %	1793	1793
				Arm 4 Ahead	25.00	74.4 %		
				Arm 7 Right	25.00	24.0 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	5.0 %	1892	1892
				Arm 5 Right	6.00	2.3 %		
				Arm 7 Ahead	Inf	92.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1745	1745
				Arm 5 Ahead	18.00	83.8 %		
				Arm 7 Left	15.00	16.2 %		

Scenario 4: '2034 RC3A - PM Peak' (FG2: '2034 RC3A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	62.6 %	1841	1841
				Arm 4 Right	10.00	19.8 %		
				Arm 5 Left	25.00	17.6 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	0.8 %	1795	1795
				Arm 4 Ahead	25.00	83.1 %		
				Arm 7 Right	25.00	16.2 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	15.6 %	1857	1857
				Arm 5 Right	6.00	4.8 %		
				Arm 7 Ahead	Inf	79.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	3.1 %	1748	1748
				Arm 5 Ahead	18.00	91.9 %		
				Arm 7 Left	15.00	5.0 %		

Scenario 5: '2042 RC4A - AM Peak' (FG3: '2042 RC4A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	19.9 %	1820	1820
				Arm 4 Right	10.00	4.3 %		
				Arm 5 Left	25.00	75.8 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	1.6 %	1793	1793
				Arm 4 Ahead	25.00	72.7 %		
				Arm 7 Right	25.00	25.6 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	2.9 %	1896	1896
				Arm 5 Right	6.00	2.5 %		
				Arm 7 Ahead	Inf	94.6 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	6.2 %	1742	1742
				Arm 5 Ahead	18.00	66.6 %		
				Arm 7 Left	15.00	27.2 %		

Scenario 6: '2042 RC4A - PM Peak' (FG4: '2042 RC4A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	57.9 %	1825	1825
				Arm 4 Right	10.00	27.0 %		
				Arm 5 Left	25.00	15.2 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	0.9 %	1795	1795
				Arm 4 Ahead	25.00	79.3 %		
				Arm 7 Right	25.00	19.7 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	33.2 %	1822	1822
				Arm 5 Right	6.00	3.9 %		
				Arm 7 Ahead	Inf	62.9 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	1.6 %	1747	1747
				Arm 5 Ahead	18.00	88.9 %		
				Arm 7 Left	15.00	9.5 %		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 RC3A - AM Peak'	08:00	09:00	01:00	
2: '2034 RC3A - PM Peak'	17:00	18:00	01:00	
3: '2042 RC4A - AM Peak'	08:00	09:00	01:00	
4: '2042 RC4A - PM Peak'	17:00	18:00	01:00	
5: '2022 Base - AM Peak'	07:30	08:30	01:00	
6: '2022 Base - PM Peak'	16:30	17:30	01:00	

Traffic Flows, Desired

FG1: '2034 RC3A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	483	12	521
	B	0	0	42	217	259
	C	92	15	0	258	365
	D	13	641	207	0	861
	Tot.	105	682	732	487	2006

FG2: '2034 RC3A - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	36	184	11	231
	B	22	0	36	655	713
	C	117	37	0	33	187
	D	4	437	85	0	526
	Tot.	143	510	305	699	1657

FG3: '2042 RC4A - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	15	492	13	520
	B	19	0	83	203	305
	C	79	17	0	301	397
	D	14	630	222	0	866
	Tot.	112	662	797	517	2088

FG4: '2042 RC4A - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	85	161	10	256
	B	12	0	70	656	738
	C	103	48	0	27	178
	D	5	422	105	0	532
	Tot.	120	555	336	693	1704

FG5: '2022 Base - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	38	596	9	643
	B	50	0	50	279	379
	C	173	26	0	72	271
	D	4	261	126	0	391
	Tot.	227	325	772	360	1684

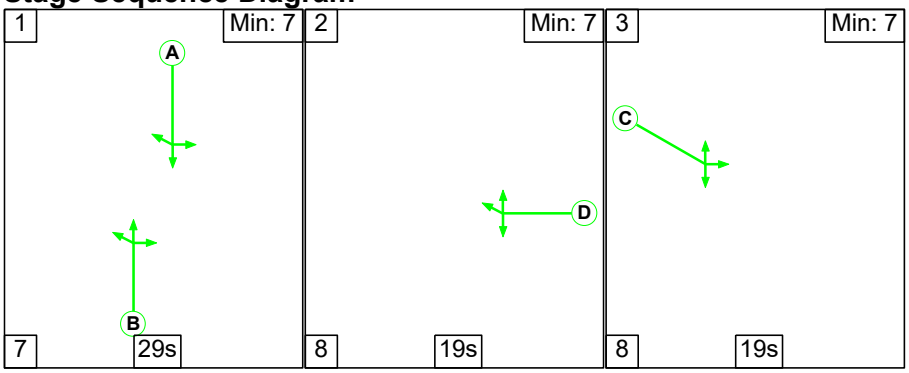
FG6: '2022 Base - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	47	163	15	225
	B	48	0	17	268	333
	C	372	62	0	87	521
	D	9	255	68	0	332
	Tot.	429	364	248	370	1411

Traffic Lane Flows

Lane	Scenario 1: 2022 Base - AM Peak	Scenario 2: 2022 Base - PM Peak	Scenario 3: 2034 RC3A - AM Peak	Scenario 4: 2034 RC3A - PM Peak	Scenario 5: 2042 RC4A - AM Peak	Scenario 6: 2042 RC4A - PM Peak
Junction: Middleton Stoney Junction						
1/1	271	521	365	187	397	178
2/1	391	332	861	526	866	532
3/1	227	429	105	143	112	120
4/1	325	364	682	510	662	555
5/1	360	370	487	699	517	693
6/1	643	225	521	231	520	256
7/1	772	248	732	305	797	336
8/1	379	333	259	713	305	738

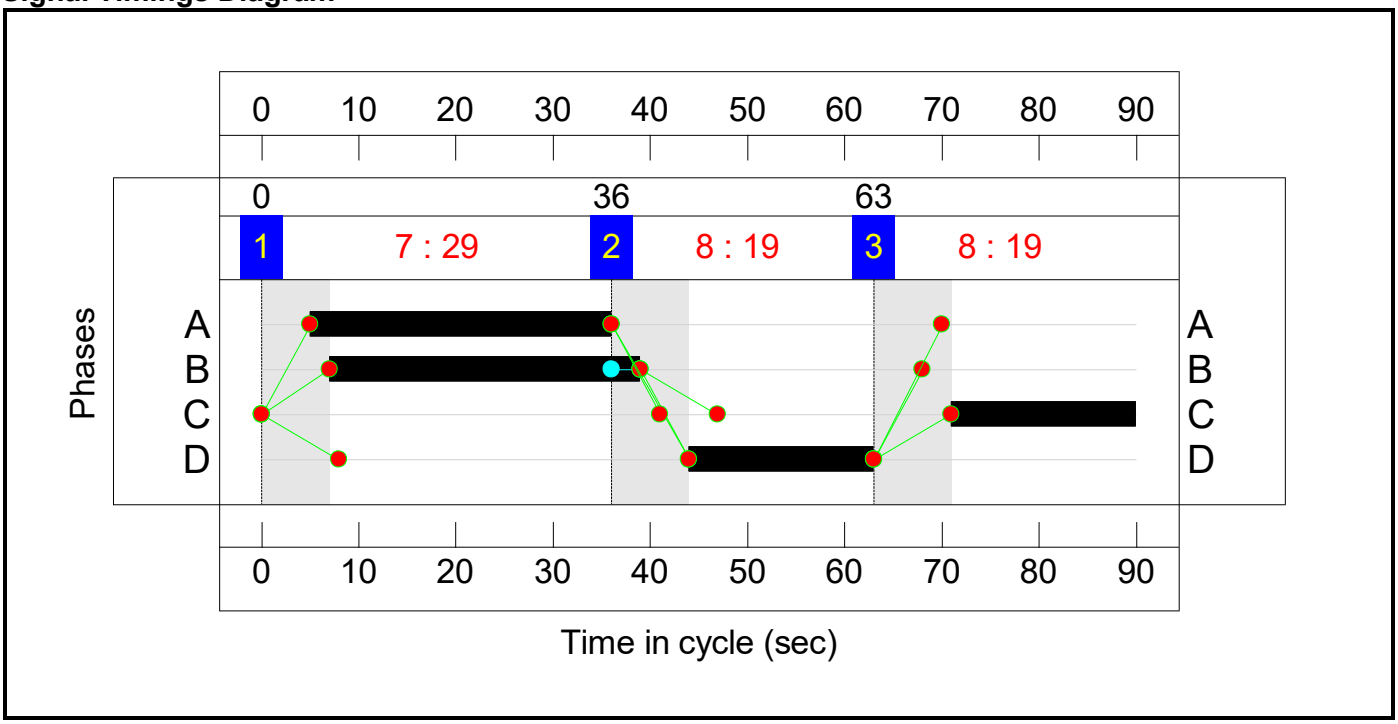
Scenario 1: '2022 Base - AM Peak' (FG5: '2022 Base - AM Peak', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	29	19	19
Change Point	0	36	63

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction base and reference case model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.1%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.1%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	32	-	-	271	1859	458	59.2%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	19	-	-	391	1794	399	98.1%
3/1		U	N/A	N/A	-		-	-	-	-	227	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	-	325	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	360	Inf	Inf	0.0%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	31	-	-	643	1894	673	95.5%
7/1		U	N/A	N/A	-		-	-	-	-	772	Inf	Inf	0.0%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	19	-	-	379	1746	388	97.7%

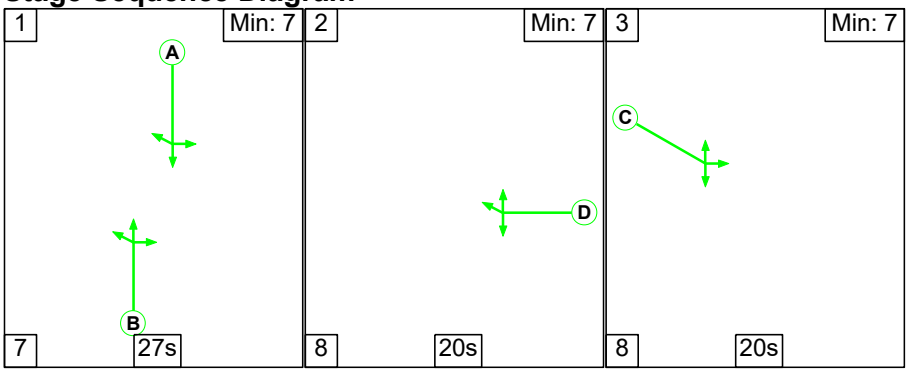
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction base and reference case model	**-**	**-**	**25**	**9**	**0**	**14.1**	**23.8**	**0.2**	**38.0**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**25**	**9**	**0**	**14.1**	**23.8**	**0.2**	**38.0**	**-**	**-**	**-**	**-**	
1/1	271	271	17	9	0	1.6	0.7	0.2	2.5	32.8	5.0	0.7	5.7	
2/1	391	391	-	-	-	3.8	8.2	-	11.9	109.9	9.7	8.2	17.8	
3/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	643	643	9	0	0	5.1	7.2	0.0	12.2	68.5	15.5	7.2	22.7	
7/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	379	379	-	-	-	3.7	7.7	-	11.4	108.3	9.4	7.7	17.1	

C1 PRC for Signalled Lanes (%): -9.0 Total Delay for Signalled Lanes (pcuHr): 38.04 Cycle Time (s): 90

PRC Over All Lanes (%): -9.0 Total Delay Over All Lanes(pcuHr): 38.04

Scenario 2: '2022 Base - PM Peak' (FG6: '2022 Base - PM Peak', Plan 1: 'Network Control Plan 1')

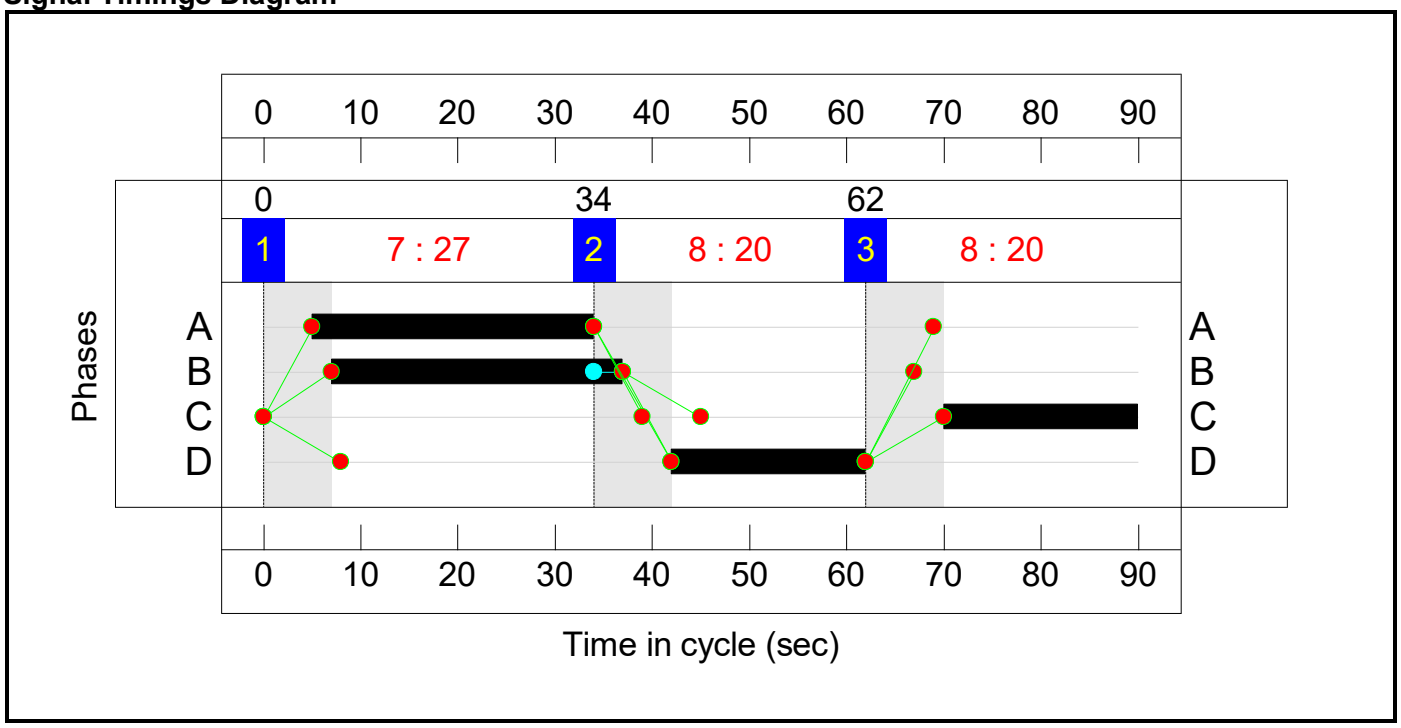
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	27	20	20
Change Point	0	34	62

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction base and reference case model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**81.6%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**81.6%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	30	-	-	521	1863	642	81.2%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	20	-	-	332	1790	418	79.5%
3/1		U	N/A	N/A	-		-	-	-	-	429	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	-	364	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	370	Inf	Inf	0.0%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	29	-	-	225	1836	589	38.2%
7/1		U	N/A	N/A	-		-	-	-	-	248	Inf	Inf	0.0%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	20	-	-	333	1748	408	81.6%

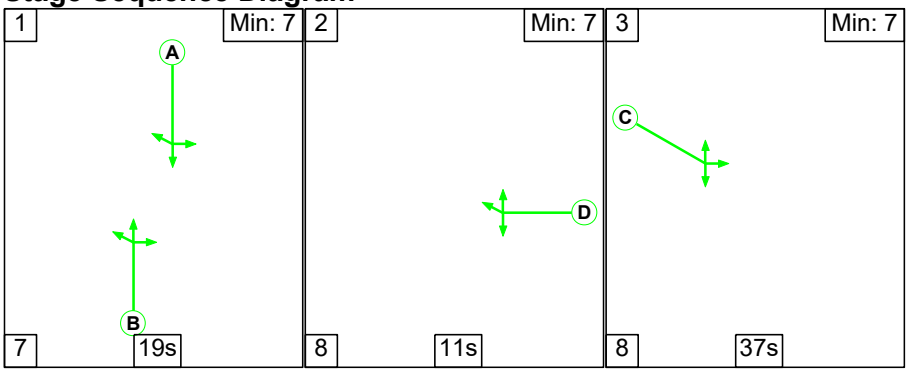
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction base and reference case model	**-**	**-**	**74**	**2**	**1**	**11.3**	**6.4**	**0.1**	**17.8**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**74**	**2**	**1**	**11.3**	**6.4**	**0.1**	**17.8**	**-**	**-**	**-**	**-**	
1/1	521	521	61	1	1	3.9	2.1	0.0	6.0	41.4	11.7	2.1	13.8	
2/1	332	332	-	-	-	3.0	1.9	-	4.9	52.6	7.7	1.9	9.6	
3/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	225	225	14	1	0	1.4	0.3	0.1	1.8	28.8	4.3	0.3	4.6	
7/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	333	333	-	-	-	3.0	2.1	-	5.1	55.4	7.9	2.1	10.0	

C1 PRC for Signalled Lanes (%): 10.2 Total Delay for Signalled Lanes (pcuHr): 17.78 Cycle Time (s): 90

PRC Over All Lanes (%): 10.2 Total Delay Over All Lanes(pcuHr): 17.78

Scenario 3: '2034 RC3A - AM Peak' (FG1: '2034 RC3A - AM Peak', Plan 1: 'Network Control Plan 1')

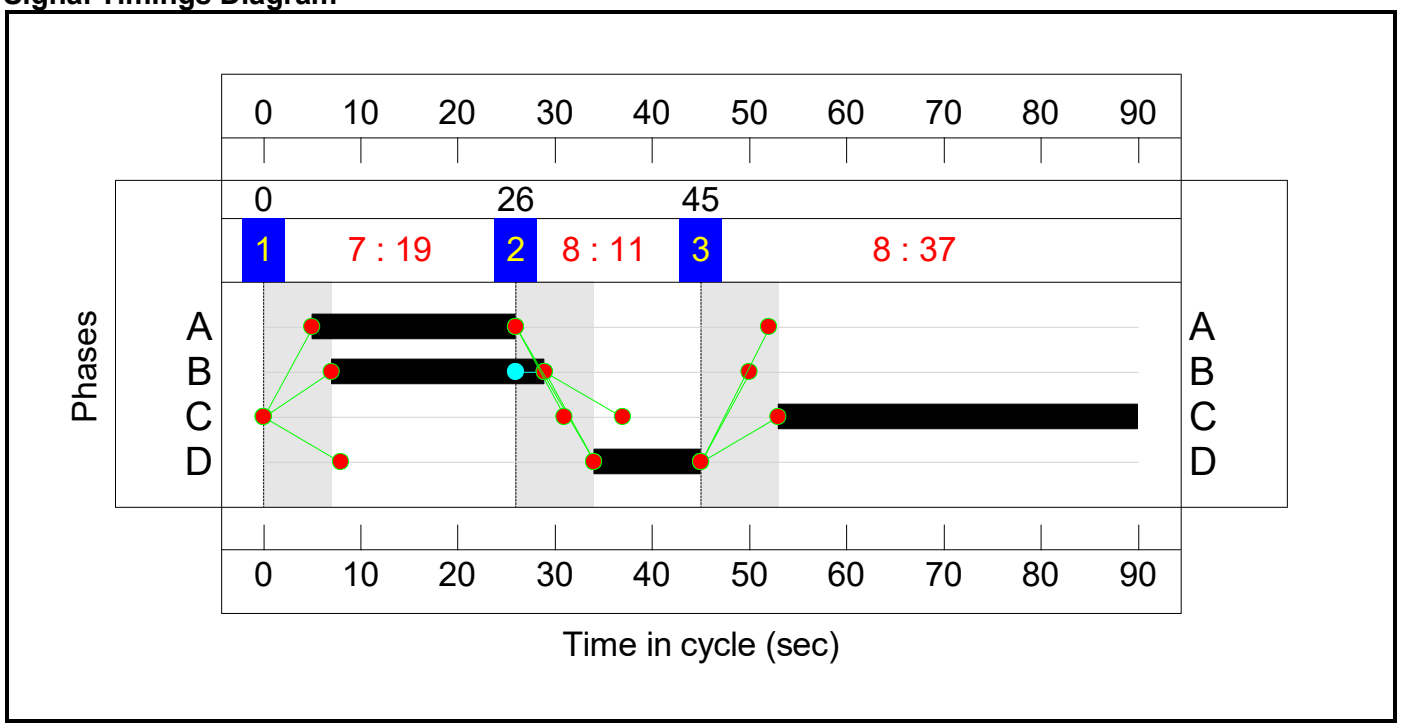
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	11	37
Change Point	0	26	45

Signal Timings Diagram



Network Results

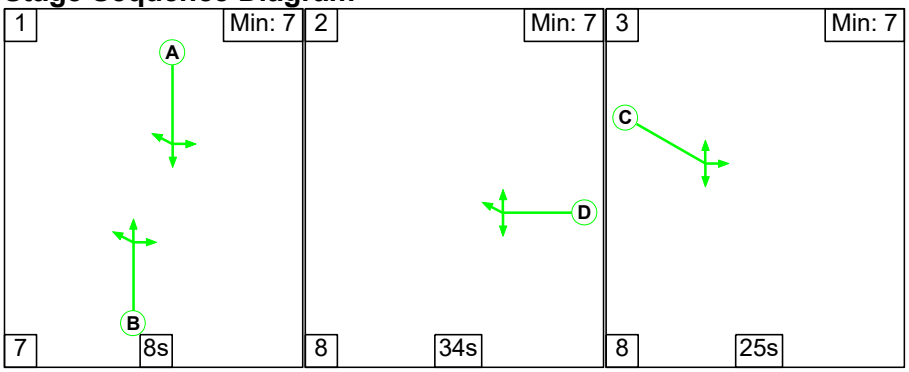
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction base and reference case model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**113.7%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**113.7%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	22	-	-	365	1826	467	78.2%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	37	-	-	861	1793	757	113.7%
3/1		U	N/A	N/A	-		-	-	-	-	105	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	487	Inf	Inf	0.0%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	21	-	-	521	1892	462	112.7%
7/1		U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	11	-	-	259	1745	233	111.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction base and reference case model	**-**	**-**	**10**	**15**	**0**	**26.4**	**107.7**	**0.1**	**134.2**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**10**	**15**	**0**	**26.4**	**107.7**	**0.1**	**134.2**	**-**	**-**	**-**	**-**	
1/1	365	365	0	15	0	3.2	1.7	0.1	4.9	48.8	8.4	1.7	10.2	
2/1	861	757	-	-	-	11.9	55.8	-	67.7	283.2	26.0	55.8	81.8	
3/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	521	462	10	0	0	7.6	33.2	0.0	40.8	281.7	14.5	33.2	47.7	
7/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	259	233	-	-	-	3.8	17.0	-	20.8	289.1	7.1	17.0	24.1	

C1 PRC for Signalled Lanes (%): -26.4 Total Delay for Signalled Lanes (pcuHr): 134.24 Cycle Time (s): 90
PRC Over All Lanes (%): -26.4 Total Delay Over All Lanes(pcuHr): 134.24

Scenario 4: '2034 RC3A - PM Peak' (FG2: '2034 RC3A - PM Peak', Plan 1: 'Network Control Plan 1')

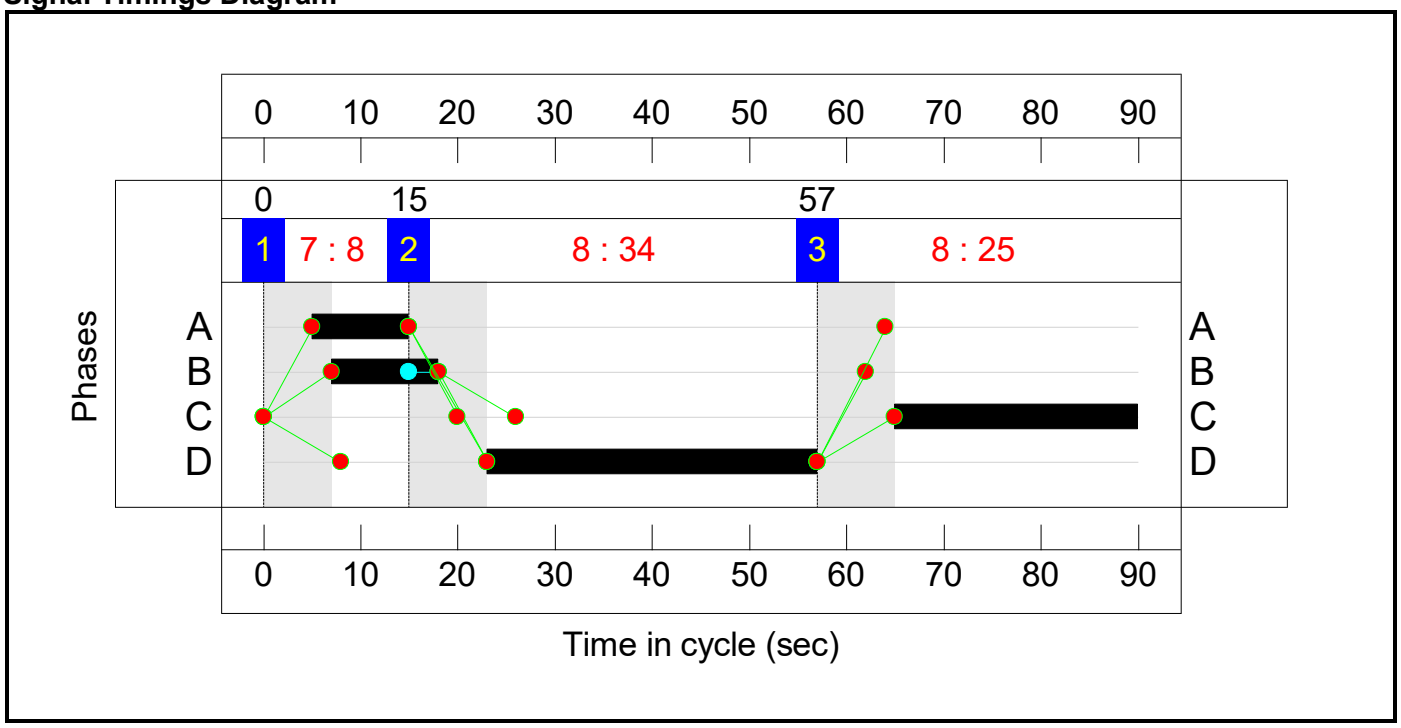
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	8	34	25
Change Point	0	15	57

Signal Timings Diagram



Network Results

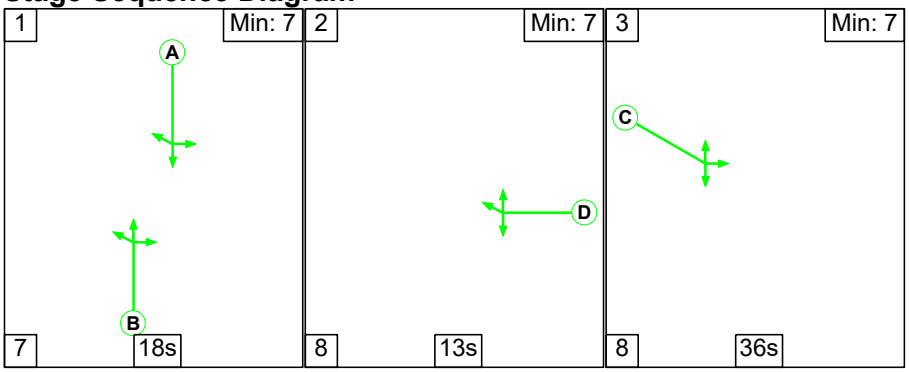
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction base and reference case model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**104.9%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**104.9%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	11	-	-	187	1841	199	94.0%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	25	-	-	526	1795	519	101.4%
3/1		U	N/A	N/A	-		-	-	-	-	143	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	-	510	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	10	-	-	231	1857	227	101.8%
7/1		U	N/A	N/A	-		-	-	-	-	305	Inf	Inf	0.0%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	34	-	-	713	1748	680	104.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction base and reference case model	**-**	**-**	**10**	**21**	**17**	**16.5**	**50.7**	**0.1**	**67.2**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**10**	**21**	**17**	**16.5**	**50.7**	**0.1**	**67.2**	**-**	**-**	**-**	**-**	
1/1	187	187	0	20	17	2.0	4.5	0.1	6.5	125.2	4.5	4.5	9.0	
2/1	526	519	-	-	-	5.1	13.5	-	18.5	126.9	13.3	13.5	26.8	
3/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	231	227	10	1	0	2.7	8.7	0.0	11.4	177.9	5.9	8.7	14.6	
7/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	713	680	-	-	-	6.7	24.0	-	30.7	155.3	18.7	24.0	42.7	

C1 PRC for Signalled Lanes (%): -16.5 Total Delay for Signalled Lanes (pcuHr): 67.21 Cycle Time (s): 90
PRC Over All Lanes (%): -16.5 Total Delay Over All Lanes(pcuHr): 67.21

Scenario 5: '2042 RC4A - AM Peak' (FG3: '2042 RC4A - AM Peak', Plan 1: 'Network Control Plan 1')

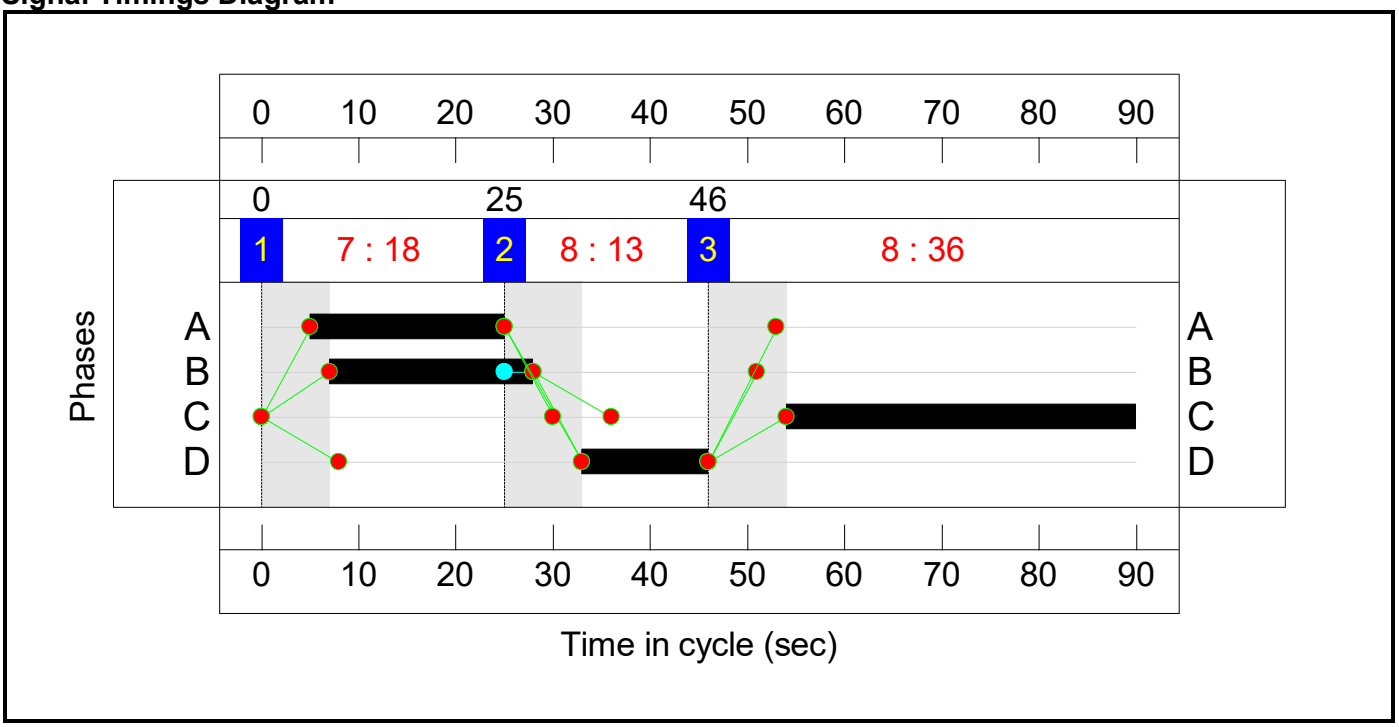
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	18	13	36
Change Point	0	25	46

Signal Timings Diagram



Network Results

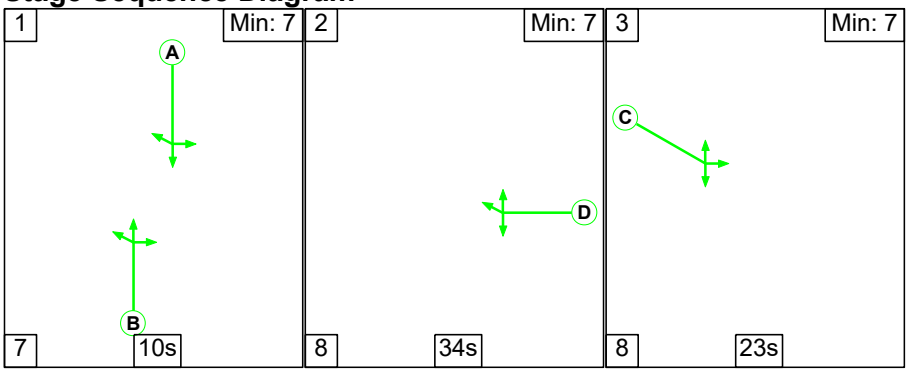
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction base and reference case model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**117.5%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**117.5%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	21	-	-	397	1820	445	89.2%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	36	-	-	866	1793	737	117.5%
3/1		U	N/A	N/A	-		-	-	-	-	112	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	-	662	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	20	-	-	520	1896	442	117.5%
7/1		U	N/A	N/A	-		-	-	-	-	797	Inf	Inf	0.0%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	13	-	-	305	1742	271	112.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction base and reference case model	**-**	**-**	**11**	**17**	**0**	**30.0**	**133.8**	**0.1**	**164.0**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**11**	**17**	**0**	**30.0**	**133.8**	**0.1**	**164.0**	**-**	**-**	**-**	**-**	
1/1	397	397	0	17	0	3.6	3.6	0.1	7.3	66.0	9.5	3.6	13.1	
2/1	866	737	-	-	-	13.4	67.6	-	81.0	336.8	27.4	67.6	95.0	
3/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	520	442	11	1	0	8.5	41.9	0.0	50.4	349.2	14.9	41.9	56.8	
7/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	305	271	-	-	-	4.5	20.7	-	25.2	297.7	8.5	20.7	29.2	

C1 PRC for Signalled Lanes (%): -30.6 Total Delay for Signalled Lanes (pcuHr): 163.96 Cycle Time (s): 90
PRC Over All Lanes (%): -30.6 Total Delay Over All Lanes(pcuHr): 163.96

Scenario 6: '2042 RC4A - PM Peak' (FG4: '2042 RC4A - PM Peak', Plan 1: 'Network Control Plan 1')

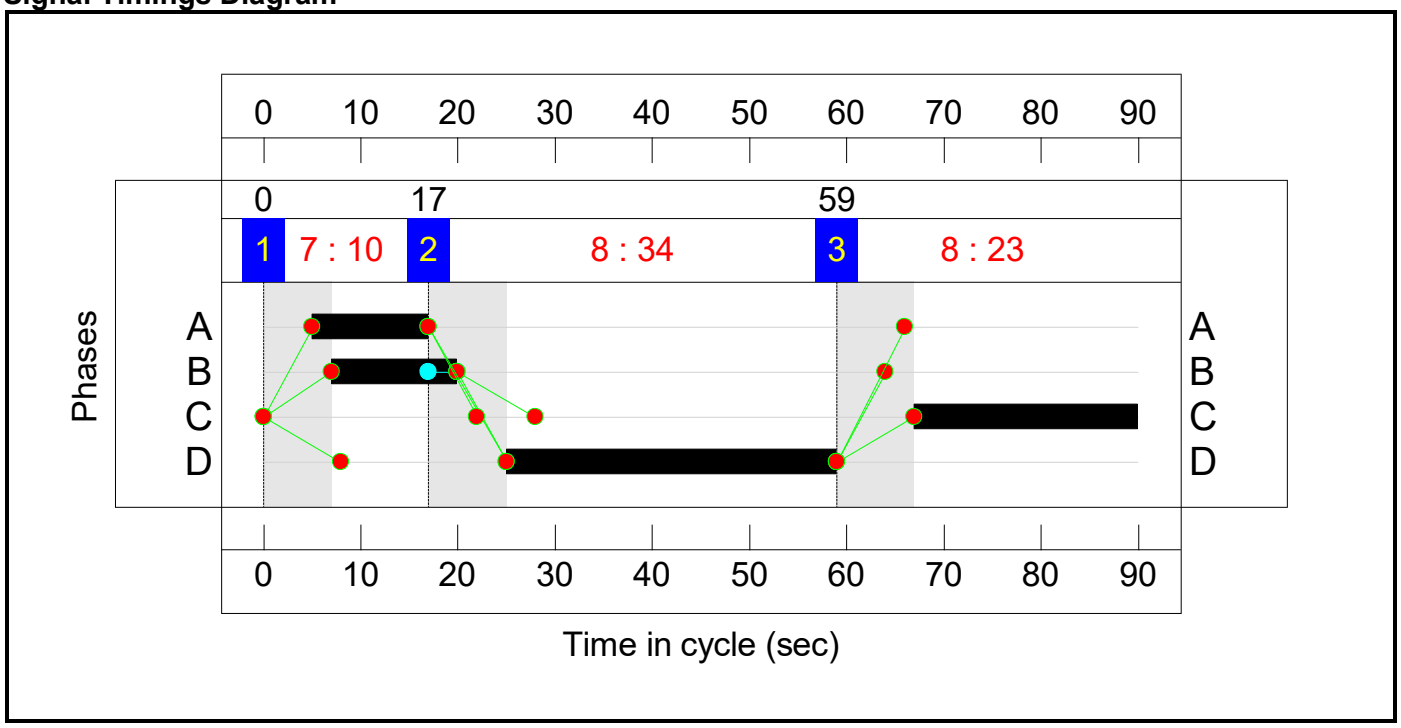
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	10	34	23
Change Point	0	17	59

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction base and reference case model	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.1%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.1%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	13	-	-	178	1825	169	105.6%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	23	-	-	532	1795	479	111.1%
3/1		U	N/A	N/A	-		-	-	-	-	120	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	-	555	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	693	Inf	Inf	0.0%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	12	-	-	256	1822	263	97.3%
7/1		U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	34	-	-	738	1747	679	108.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction base and reference case model	**-**	**-**	**12**	**21**	**23**	**20.5**	**81.4**	**0.1**	**102.0**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**12**	**21**	**23**	**20.5**	**81.4**	**0.1**	**102.0**	**-**	**-**	**-**	**-**	
1/1	178	169	2	20	23	2.2	9.4	0.1	11.7	237.3	4.7	9.4	14.1	
2/1	532	479	-	-	-	7.7	31.0	-	38.6	261.5	15.5	31.0	46.5	
3/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	256	256	9	1	0	2.7	6.4	0.0	9.1	128.5	6.3	6.4	12.7	
7/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	738	679	-	-	-	7.9	34.6	-	42.5	207.2	19.9	34.6	54.5	

C1 PRC for Signalled Lanes (%): -23.5 Total Delay for Signalled Lanes (pcuHr): 102.00 Cycle Time (s): 90
PRC Over All Lanes (%): -23.5 Total Delay Over All Lanes(pcuHr): 102.00

APPENDIX 66

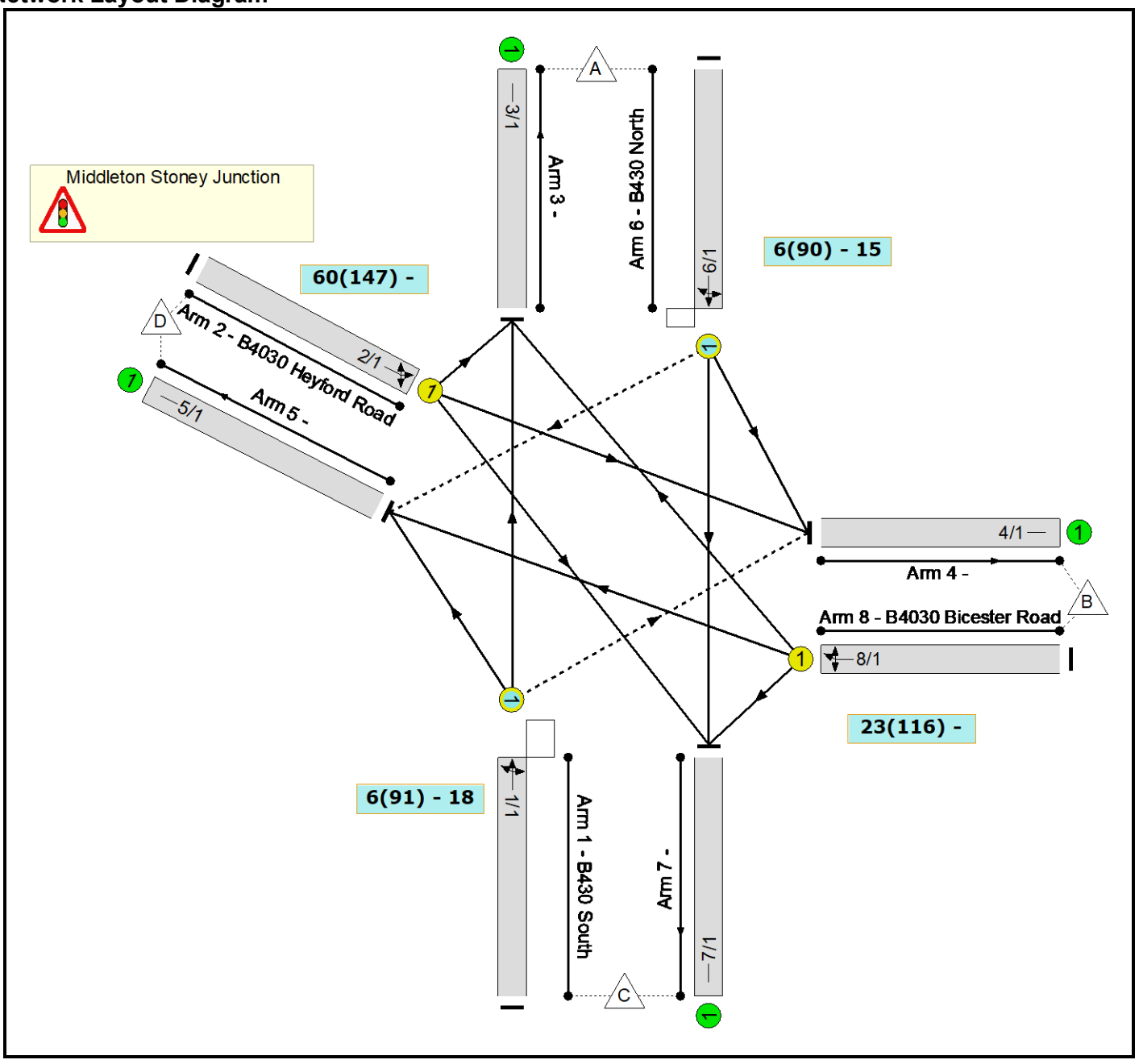
MIDDLETON STONEY CROSSROADS MODEL DS3A, DS4A, DS3AwTP, DS4AwTP

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Middleton Stoney Junction Proposed Improvememts**
Location:	
Additional detail:	
File name:	251209 Middleton Stoney - proposed scheme.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



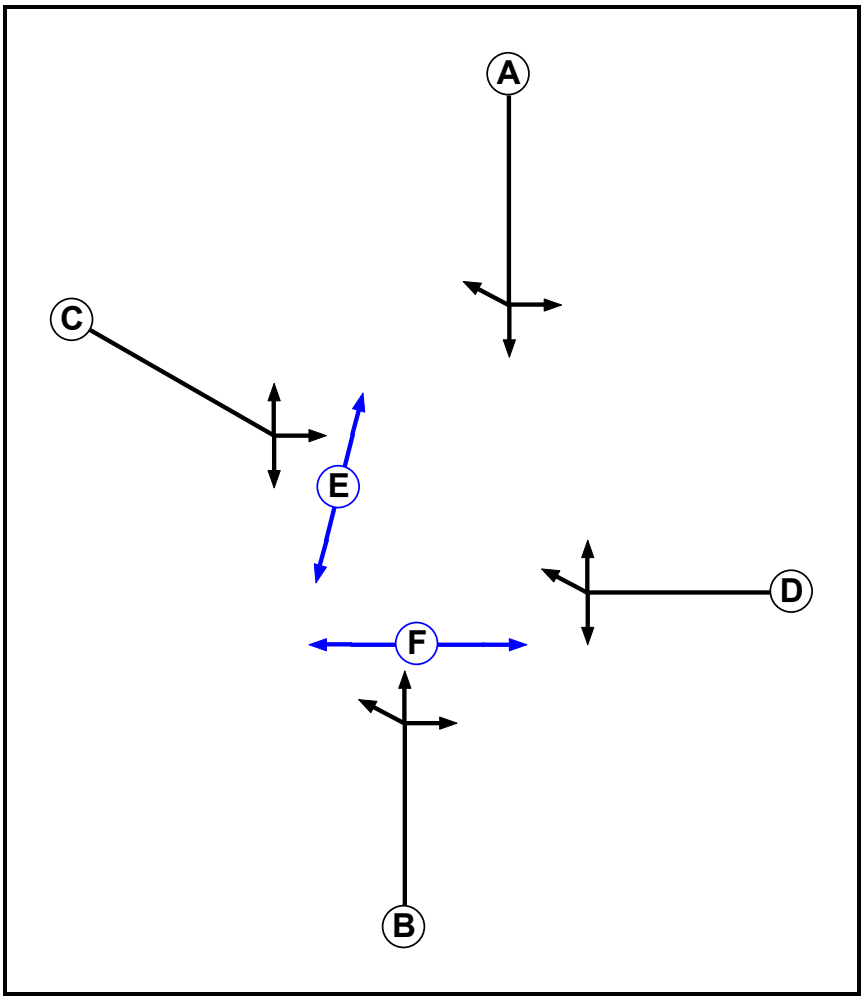
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2034 DS3A - AM Peak	2034 DS3A - AM Peak	Network Control Plan 1	08:00 - 09:00	180	21.0	15.24
2	2034 DS3A - PM Peak	2034 DS3A - PM Peak	Network Control Plan 1	17:00 - 18:00	180	5.4	19.67
3	2034 DS3AwTP - AM Peak	2034 DS3AwTP - AM Peak	Network Control Plan 1	08:00 - 09:00	180	23.1	14.85
4	2034 DS3AwTP - PM Peak	2034 DS3AwTP - PM Peak	Network Control Plan 1	17:00 - 18:00	180	7.4	18.81
5	2042 DS4A - AM Peak	2042 DS4A - AM Peak	Network Control Plan 1	08:00 - 09:00	180	2.2	21.92
6	2042 DS4A - PM Peak	2042 DS4A - PM Peak	Network Control Plan 1	17:00 - 18:00	180	18.0	15.94
7	2042 DS4AwTP - AM Peak	2042 DS4AwTP - AM Peak	Network Control Plan 1	08:00 - 09:00	180	-1.0	23.74
8	2042 DS4AwTP - PM Peak	2042 DS4AwTP - PM Peak	Network Control Plan 1	17:00 - 18:00	180	22.3	14.93

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	6	4	Middleton Stoney Junction	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6

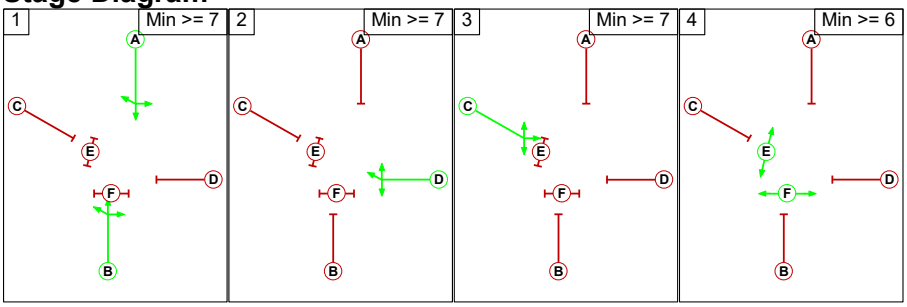
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		-	6	8	8	8
	B	-		8	5	8	5
	C	5	6		8	5	8
	D	6	5	8		8	6
	E	6	6	6	6		-
	F	6	6	6	6	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	3	3

Lane Input Data

Junction: Middleton Stoney Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	UserSat Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (B430 South)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Ahead	Inf
											Arm 4 Right	Inf
											Arm 5 Left	25.00
2/1 (B4030 Heyford Road)	U	C	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 3 Left	7.00
											Arm 4 Ahead	25.00
											Arm 7 Right	25.00
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B430 North)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 5 Right	6.00
											Arm 7 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B4030 Bicester Road)	U	D	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 3 Right	18.00
											Arm 5 Ahead	18.00
											Arm 7 Left	15.00

Lane Connector Input Data

Junction: Middleton Stoney Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	3/1	Internal	5	35
1/1	4/1	Internal	5	35
1/1	5/1	Internal	5	35
2/1	3/1	Internal	5	35
2/1	4/1	Internal	5	35
2/1	7/1	Internal	5	35
6/1	4/1	Internal	5	35
6/1	5/1	Internal	5	35
6/1	7/1	Internal	5	35
8/1	3/1	Internal	5	35
8/1	5/1	Internal	5	35
8/1	7/1	Internal	5	35

Lane Saturation Flows

Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	57.4 %	1876	1876
				Arm 4 Right	Inf	8.3 %		
				Arm 5 Left	25.00	34.3 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	7.0 %	1779	1779
				Arm 4 Ahead	25.00	48.9 %		
				Arm 7 Right	25.00	44.1 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1876	1876
				Arm 5 Right	6.00	8.2 %		
				Arm 7 Ahead	Inf	91.8 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1739	1739
				Arm 5 Ahead	18.00	61.6 %		
				Arm 7 Left	15.00	38.4 %		

Scenario 2: '2034 DS3A - PM Peak' (FG2: '2034 DS3A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	64.0 %	1894	1894
				Arm 4 Right	Inf	17.6 %		
				Arm 5 Left	25.00	18.5 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	4.6 %	1785	1785
				Arm 4 Ahead	25.00	62.5 %		
				Arm 7 Right	25.00	32.9 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1833	1833
				Arm 5 Right	6.00	18.0 %		
				Arm 7 Ahead	Inf	82.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1745	1745
				Arm 5 Ahead	18.00	84.8 %		
				Arm 7 Left	15.00	15.2 %		

Scenario 3: '2034 DS3AwTP - AM Peak' (FG3: '2034 DS3AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	55.6 %	1875	1875
				Arm 4 Right	Inf	8.8 %		
				Arm 5 Left	25.00	35.6 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	6.5 %	1780	1780
				Arm 4 Ahead	25.00	48.4 %		
				Arm 7 Right	25.00	45.1 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1876	1876
				Arm 5 Right	6.00	8.3 %		
				Arm 7 Ahead	Inf	91.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1739	1739
				Arm 5 Ahead	18.00	62.8 %		
				Arm 7 Left	15.00	37.2 %		

Scenario 4: '2034 DS3AwTP - PM Peak' (FG4: '2034 DS3AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	63.9 %	1894	1894
				Arm 4 Right	Inf	17.4 %		
				Arm 5 Left	25.00	18.7 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	4.2 %	1786	1786
				Arm 4 Ahead	25.00	66.4 %		
				Arm 7 Right	25.00	29.3 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1840	1840
				Arm 5 Right	6.00	16.2 %		
				Arm 7 Ahead	Inf	83.8 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1746	1746
				Arm 5 Ahead	18.00	87.2 %		
				Arm 7 Left	15.00	12.8 %		

Scenario 5: '2042 DS4A - AM Peak' (FG5: '2042 DS4A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	59.1 %	1880	1880
				Arm 4 Right	Inf	9.6 %		
				Arm 5 Left	25.00	31.3 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	6.0 %	1782	1782
				Arm 4 Ahead	25.00	42.7 %		
				Arm 7 Right	25.00	51.3 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1892	1892
				Arm 5 Right	6.00	5.0 %		
				Arm 7 Ahead	Inf	95.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1736	1736
				Arm 5 Ahead	18.00	50.0 %		
				Arm 7 Left	15.00	50.0 %		

Scenario 6: '2042 DS4A - PM Peak' (FG6: '2042 DS4A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	69.9 %	1904	1904
				Arm 4 Right	Inf	20.8 %		
				Arm 5 Left	25.00	9.3 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	4.3 %	1786	1786
				Arm 4 Ahead	25.00	61.3 %		
				Arm 7 Right	25.00	34.4 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1858	1858
				Arm 5 Right	6.00	12.3 %		
				Arm 7 Ahead	Inf	87.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1738	1738
				Arm 5 Ahead	18.00	59.8 %		
				Arm 7 Left	15.00	40.2 %		

Scenario 7: '2042 DS4AwTP - AM Peak' (FG7: '2042 DS4AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	58.9 %	1880	1880
				Arm 4 Right	Inf	9.8 %		
				Arm 5 Left	25.00	31.2 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	5.5 %	1783	1783
				Arm 4 Ahead	25.00	42.7 %		
				Arm 7 Right	25.00	51.8 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1894	1894
				Arm 5 Right	6.00	4.5 %		
				Arm 7 Ahead	Inf	95.5 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1736	1736
				Arm 5 Ahead	18.00	50.5 %		
				Arm 7 Left	15.00	49.5 %		

Scenario 8: '2042 DS4AwTP - PM Peak' (FG8: '2042 DS4AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	70.1 %	1891	1891
				Arm 4 Right	Inf	8.9 %		
				Arm 5 Left	25.00	21.0 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	4.2 %	1786	1786
				Arm 4 Ahead	25.00	63.7 %		
				Arm 7 Right	25.00	32.1 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	0.0 %	1858	1858
				Arm 5 Right	6.00	12.2 %		
				Arm 7 Ahead	Inf	87.8 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1739	1739
				Arm 5 Ahead	18.00	62.6 %		
				Arm 7 Left	15.00	37.4 %		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 DS3A - AM Peak'	08:00	09:00	01:00	
2: '2034 DS3A - PM Peak'	17:00	18:00	01:00	
3: '2034 DS3AwTP - AM Peak'	08:00	09:00	01:00	
4: '2034 DS3AwTP - PM Peak'	17:00	18:00	01:00	
5: '2042 DS4A - AM Peak'	08:00	09:00	01:00	
6: '2042 DS4A - PM Peak'	17:00	18:00	01:00	
7: '2042 DS4AwTP - AM Peak'	08:00	09:00	01:00	
8: '2042 DS4AwTP - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2034 DS3A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	167	15	182
	B	0	0	103	165	268
	C	132	19	0	79	230
	D	34	237	214	0	485
	Tot.	166	256	484	259	1165

FG2: '2034 DS3A - PM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	164	36	200
	B	0	0	87	484	571
	C	142	39	0	41	222
	D	13	175	92	0	280
	Tot.	155	214	343	561	1273

FG3: '2034 DS3AwTP - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	166	15	181
	B	0	0	100	169	269
	C	120	19	0	77	216
	D	31	231	215	0	477
	Tot.	151	250	481	261	1143

FG4: '2034 DS3AwTP - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	165	32	197
	B	0	0	72	489	561
	C	140	38	0	41	219
	D	12	188	83	0	283
	Tot.	152	226	320	562	1260

FG5: '2042 DS4A - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	306	16	322
	B	0	0	137	137	274
	C	136	22	0	72	230
	D	32	227	273	0	532
	Tot.	168	249	716	225	1358

FG6: '2042 DS4A - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	185	26	211
	B	0	0	163	242	405
	C	158	47	0	21	226
	D	15	212	119	0	346
	Tot.	173	259	467	289	1188

FG7: '2042 DS4AwTP - AM Peak'
Desired Flow :

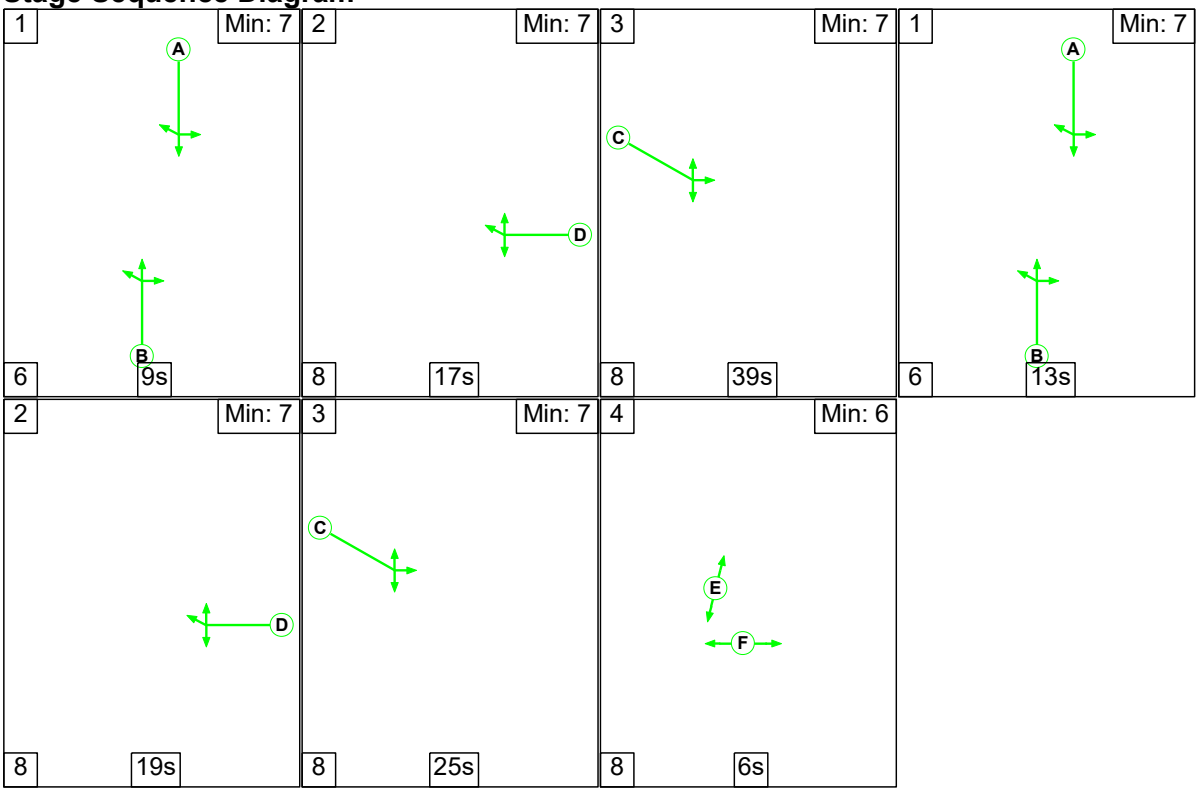
		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	338	16	354
	B	0	0	135	138	273
	C	132	22	0	70	224
	D	29	227	275	0	531
	Tot.	161	249	748	224	1382

FG8: '2042 DS4AwTP - PM Peak'
Desired Flow :

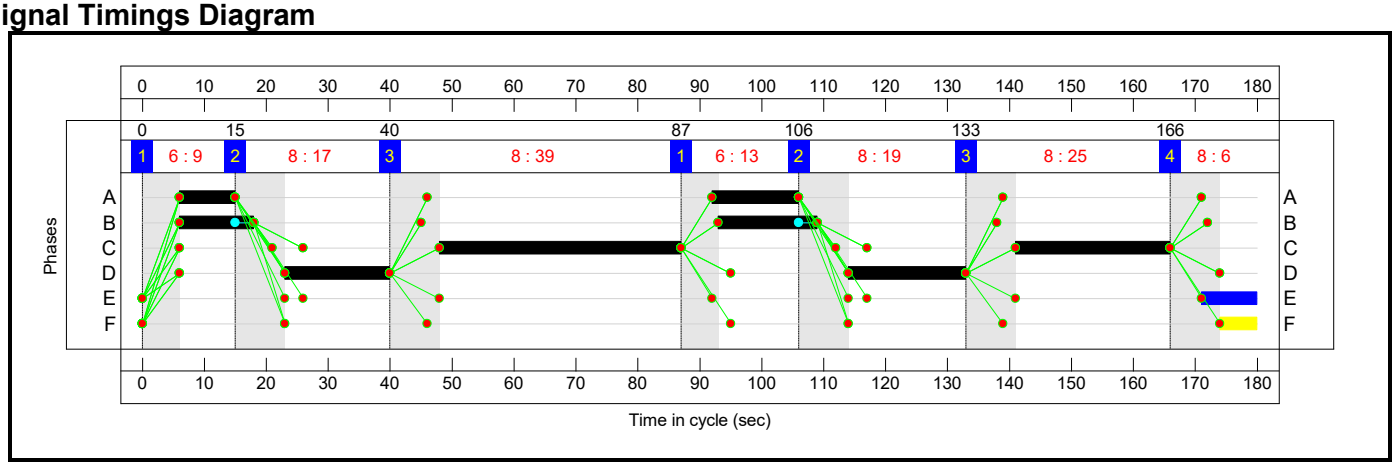
		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	187	26	213
	B	0	0	142	238	380
	C	157	20	0	47	224
	D	14	214	108	0	336
	Tot.	171	234	437	311	1153

Scenario 1: '2034 DS3A - AM Peak' (FG1: '2034 DS3A - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

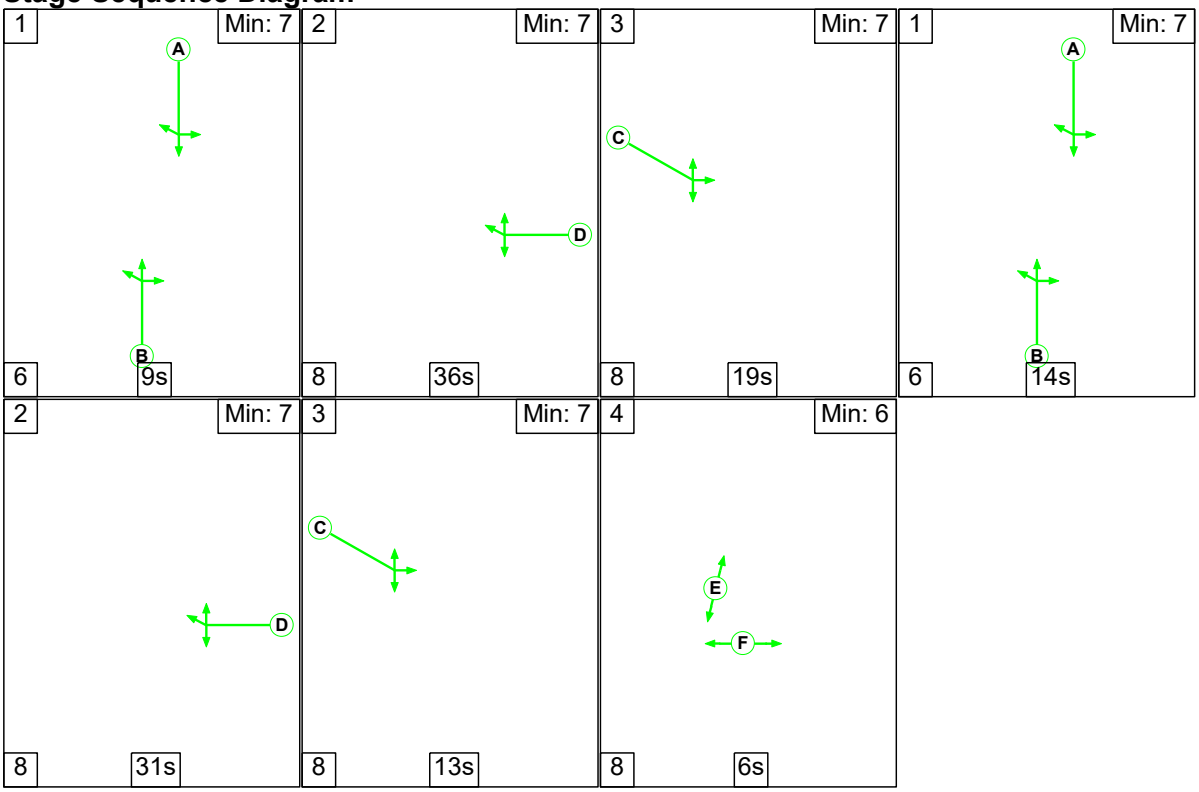
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**74.4%**
Middleton Stoney Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**74.4%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	28	-	-	230	1876	313	73.6%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	64	-	-	485	1779	652	74.4%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	23	-	-	182	1876	260	69.9%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	36	-	-	268	1739	367	73.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**33**	**1**	**0**	**10.0**	**5.2**	**0.1**	**15.2**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**33**	**1**	**0**	**10.0**	**5.2**	**0.1**	**15.2**	**-**	**-**	**-**	**-**	
1/1	230	230	18	1	0	2.3	1.3	0.0	3.6	57.0	5.5	1.3	6.8	
2/1	485	485	-	-	-	3.4	1.4	-	4.8	35.5	11.2	1.4	12.6	
6/1	182	182	15	0	0	1.9	1.1	0.0	3.0	59.9	4.4	1.1	5.5	
8/1	268	268	-	-	-	2.5	1.3	-	3.8	50.8	6.4	1.3	7.7	

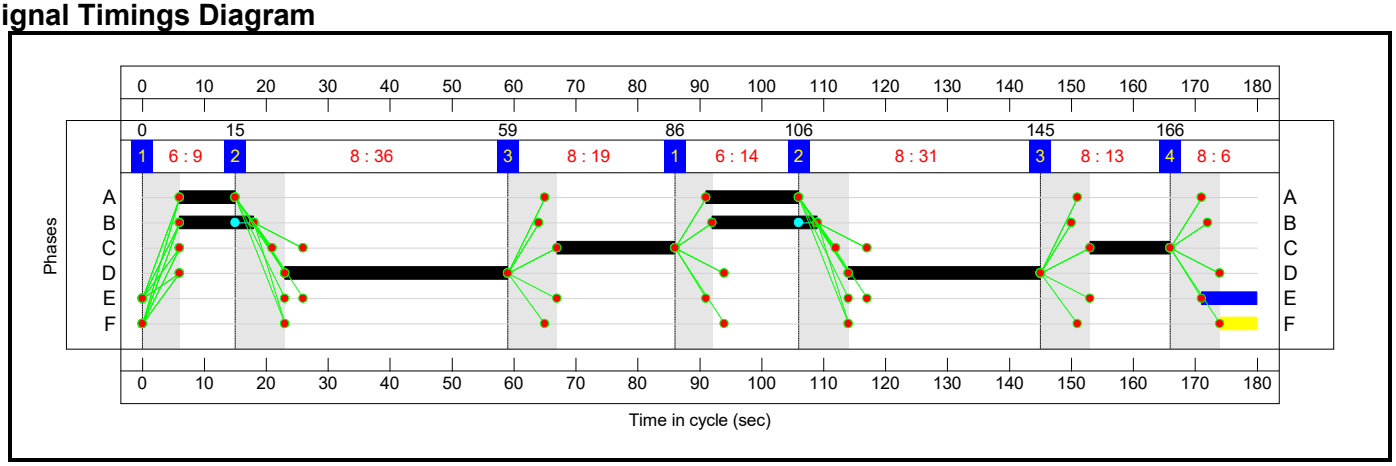
C1 PRC for Signalled Lanes (%): 21.0 Total Delay for Signalled Lanes (pcuHr): 15.24 Cycle Time (s): 180
PRC Over All Lanes (%): 21.0 Total Delay Over All Lanes(pcuHr): 15.24

Scenario 2: '2034 DS3A - PM Peak' (FG2: '2034 DS3A - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**
Middleton Stoney Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	29	-	-	222	1894	326	68.1%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	32	-	-	280	1785	337	83.0%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	24	-	-	200	1833	236	84.6%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	67	-	-	571	1745	669	85.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**56**	**11**	**8**	**11.0**	**8.5**	**0.1**	**19.7**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**56**	**11**	**8**	**11.0**	**8.5**	**0.1**	**19.7**	**-**	**-**	**-**	**-**	
1/1	222	222	20	11	8	2.2	1.0	0.1	3.3	52.8	5.3	1.0	6.3	
2/1	280	280	-	-	-	2.8	2.3	-	5.0	64.6	7.3	2.3	9.6	
6/1	200	200	36	0	0	2.1	2.4	0.1	4.6	82.7	4.9	2.4	7.4	
8/1	571	571	-	-	-	4.0	2.8	-	6.8	42.9	13.3	2.8	16.1	

C1

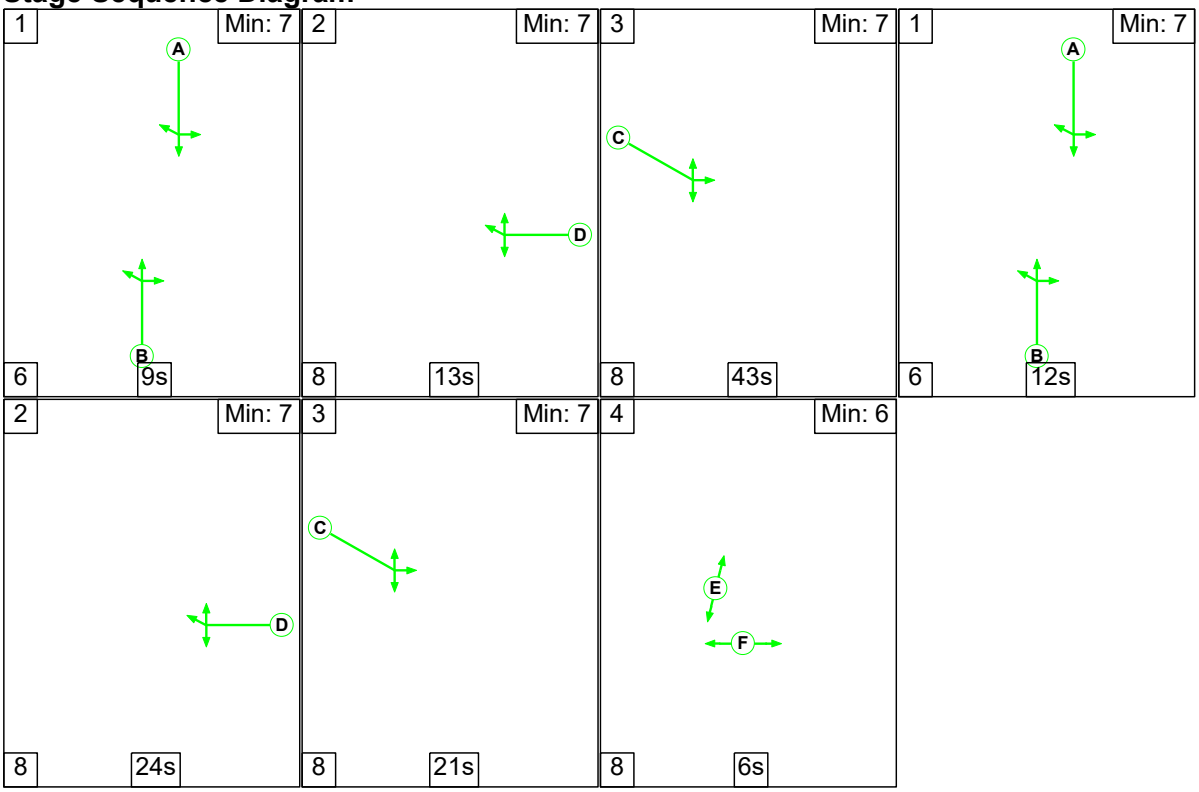
PRC for Signalled Lanes (%): 5.4
PRC Over All Lanes (%): 5.4

Total Delay for Signalled Lanes (pcuHr): 19.67
Total Delay Over All Lanes(pcuHr): 19.67

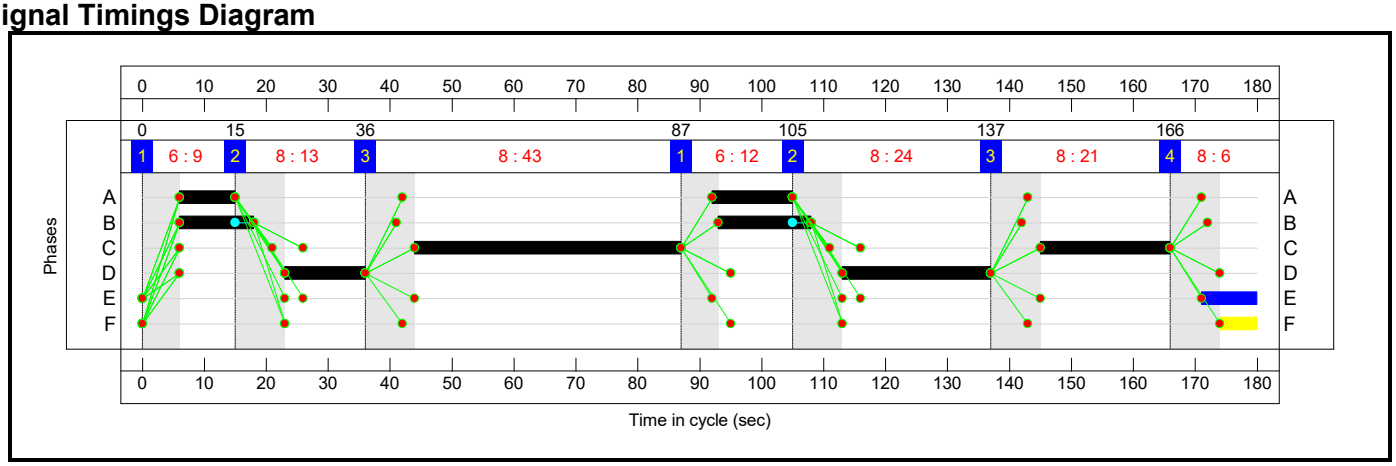
Cycle Time (s): 180

Scenario 3: '2034 DS3AwTP - AM Peak' (FG3: '2034 DS3AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

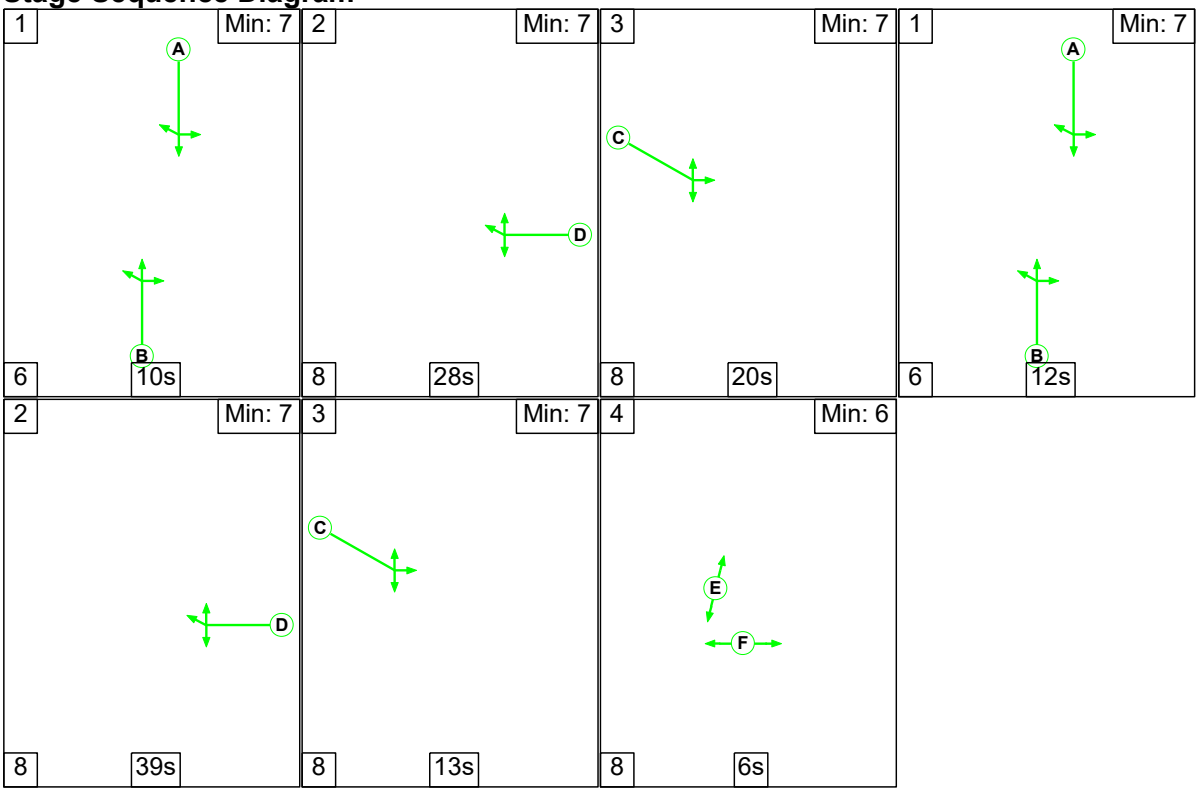
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
Middleton Stoney Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	27	-	-	216	1875	302	71.5%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	64	-	-	477	1780	653	73.1%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	22	-	-	181	1876	250	72.4%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	37	-	-	269	1739	377	71.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**33**	**1**	**0**	**9.8**	**5.0**	**0.1**	**14.8**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**33**	**1**	**0**	**9.8**	**5.0**	**0.1**	**14.8**	**-**	**-**	**-**	**-**	
1/1	216	216	18	1	0	2.1	1.2	0.0	3.4	56.5	5.2	1.2	6.4	
2/1	477	477	-	-	-	3.3	1.3	-	4.6	34.8	10.2	1.3	11.5	
6/1	181	181	15	0	0	1.9	1.3	0.0	3.2	63.2	4.4	1.3	5.7	
8/1	269	269	-	-	-	2.5	1.2	-	3.7	49.2	6.7	1.2	7.9	

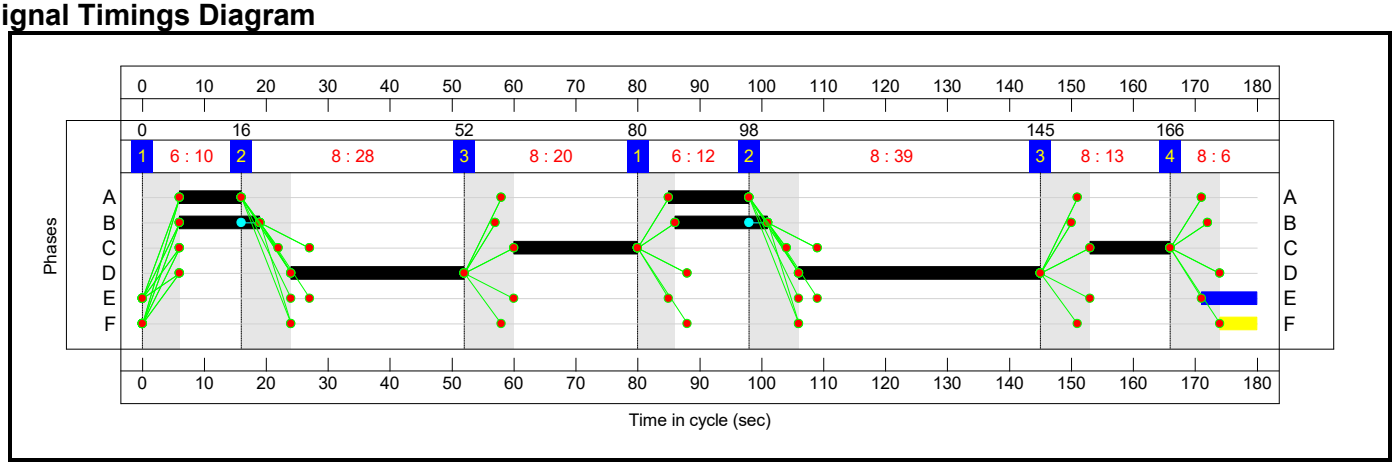
C1 PRC for Signalled Lanes (%): 23.1 Total Delay for Signalled Lanes (pcuHr): 14.85 Cycle Time (s): 180
PRC Over All Lanes (%): 23.1 Total Delay Over All Lanes(pcuHr): 14.85

Scenario 4: '2034 DS3AwTP - PM Peak' (FG4: '2034 DS3AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

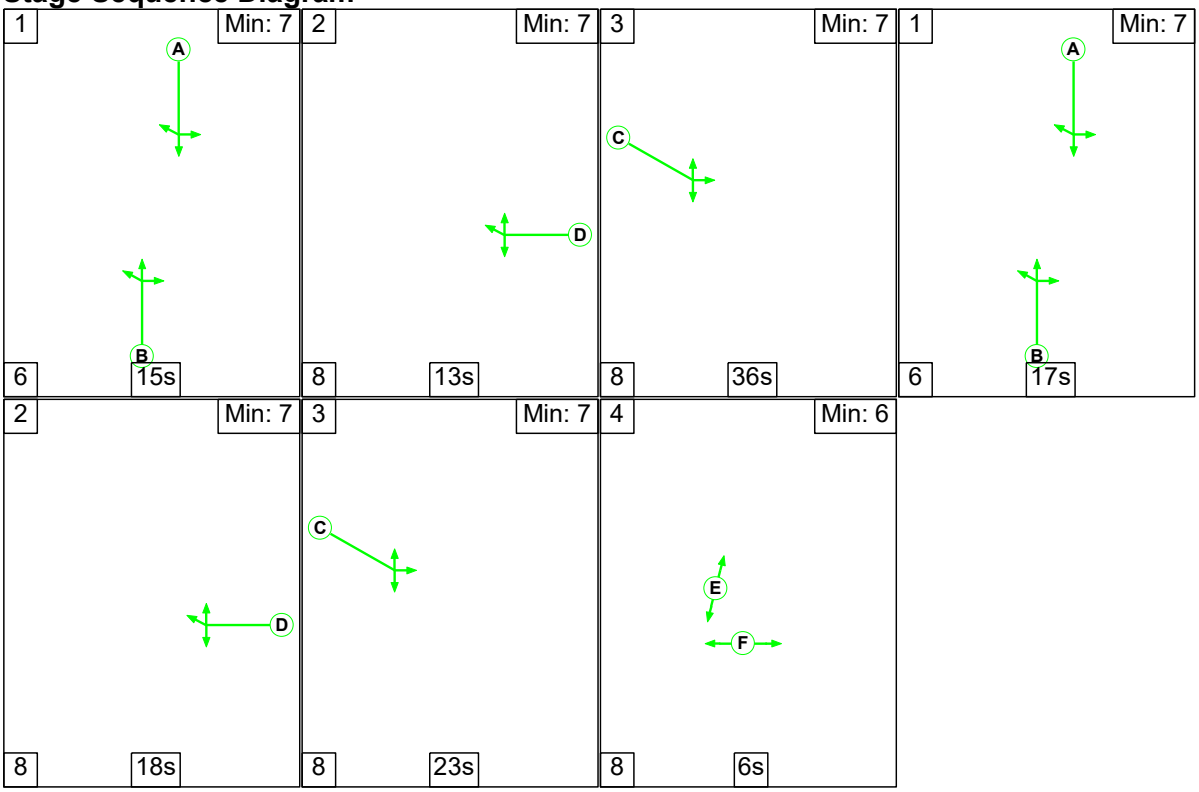
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
Middleton Stoney Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	28	-	-	219	1894	316	69.4%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	33	-	-	283	1786	347	81.5%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	23	-	-	197	1840	239	82.3%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	67	-	-	561	1746	669	83.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**50**	**11**	**9**	**10.9**	**7.8**	**0.1**	**18.8**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**50**	**11**	**9**	**10.9**	**7.8**	**0.1**	**18.8**	**-**	**-**	**-**	**-**	
1/1	219	219	18	11	9	2.2	1.1	0.1	3.3	54.9	5.7	1.1	6.8	
2/1	283	283	-	-	-	2.7	2.1	-	4.8	61.0	6.8	2.1	8.8	
6/1	197	197	32	0	0	2.1	2.1	0.1	4.3	77.8	5.3	2.1	7.4	
8/1	561	561	-	-	-	3.9	2.5	-	6.4	41.2	13.2	2.5	15.7	

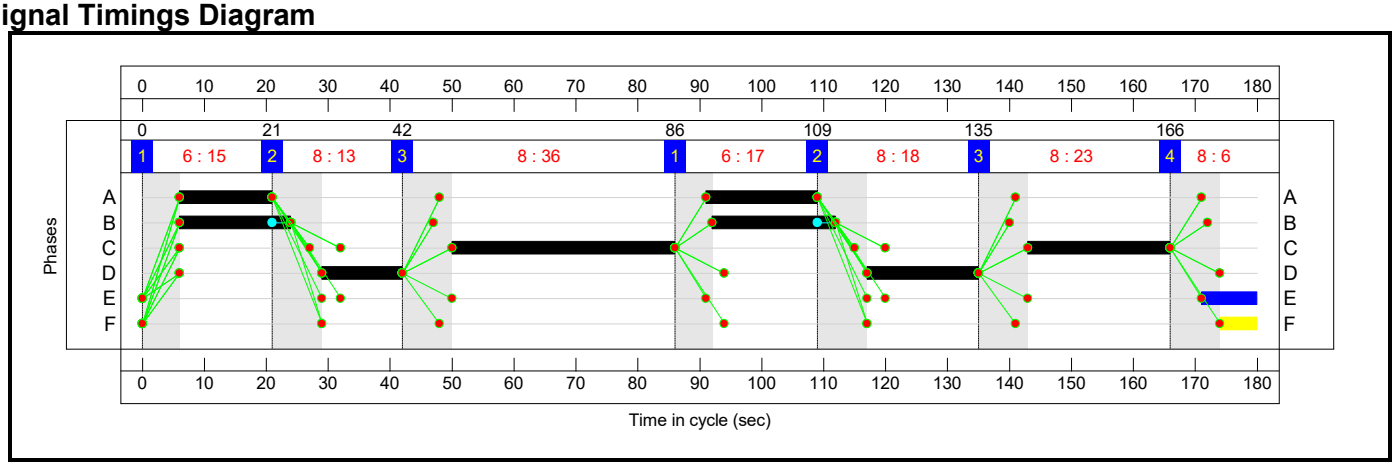
C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 18.81 Cycle Time (s): 180
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 18.81

Scenario 5: '2042 DS4A - AM Peak' (FG5: '2042 DS4A - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

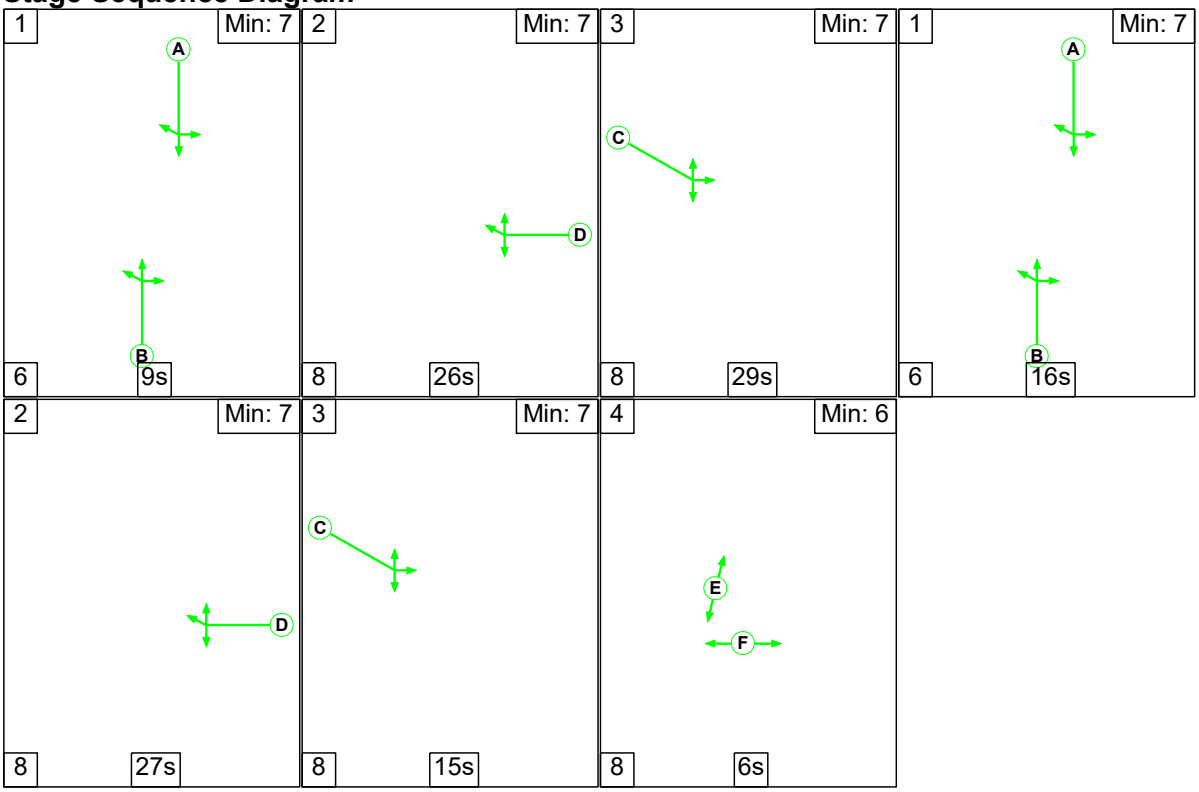
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
Middleton Stoney Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	38	-	-	230	1880	418	55.1%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	59	-	-	532	1782	604	88.1%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	33	-	-	322	1892	368	87.5%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	31	-	-	274	1736	318	86.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**27**	**10**	**0**	**12.0**	**9.8**	**0.1**	**21.9**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**27**	**10**	**0**	**12.0**	**9.8**	**0.1**	**21.9**	**-**	**-**	**-**	**-**	
1/1	230	230	11	10	0	2.0	0.6	0.1	2.7	41.5	5.3	0.6	5.9	
2/1	532	532	-	-	-	4.2	3.4	-	7.5	51.0	13.2	3.4	16.5	
6/1	322	322	16	0	0	3.2	3.1	0.0	6.3	70.1	8.1	3.1	11.2	
8/1	274	274	-	-	-	2.7	2.8	-	5.5	71.8	6.6	2.8	9.4	

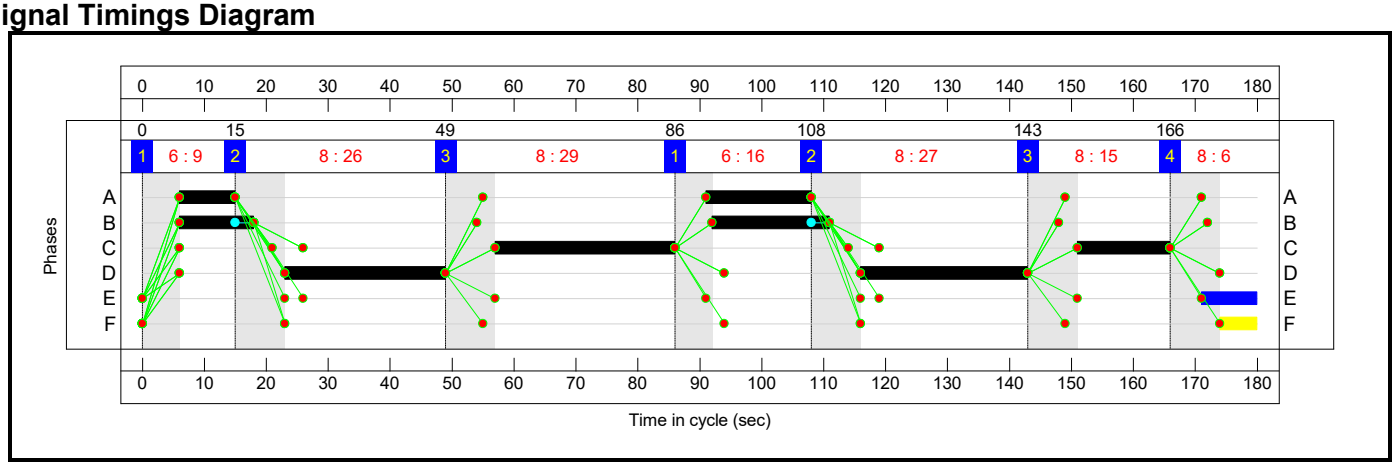
C1 PRC for Signalled Lanes (%): 2.2 Total Delay for Signalled Lanes (pcuHr): 21.92 Cycle Time (s): 180
PRC Over All Lanes (%): 2.2 Total Delay Over All Lanes(pcuHr): 21.92

Scenario 6: '2042 DS4A - PM Peak' (FG6: '2042 DS4A - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
Middleton Stoney Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	31	-	-	226	1904	349	64.7%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	44	-	-	346	1786	456	75.8%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	26	-	-	211	1858	284	74.3%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	53	-	-	405	1738	531	76.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**50**	**11**	**13**	**10.4**	**5.4**	**0.1**	**15.9**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**50**	**11**	**13**	**10.4**	**5.4**	**0.1**	**15.9**	**-**	**-**	**-**	**-**	
1/1	226	226	24	11	13	2.1	0.9	0.1	3.1	49.6	5.2	0.9	6.1	
2/1	346	346	-	-	-	3.0	1.5	-	4.5	46.9	8.3	1.5	9.8	
6/1	211	211	26	0	0	2.1	1.4	0.1	3.6	60.8	5.0	1.4	6.4	
8/1	405	405	-	-	-	3.2	1.6	-	4.8	42.3	9.7	1.6	11.2	

C1

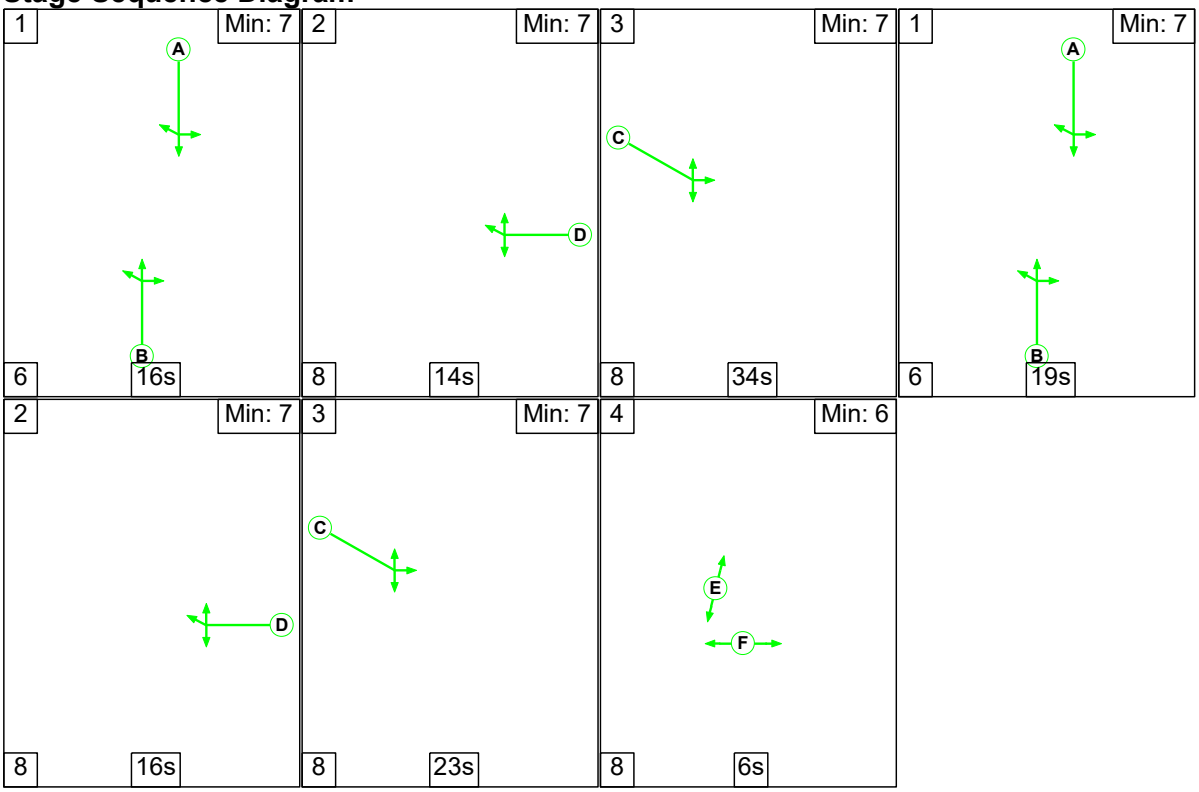
PRC for Signalled Lanes (%): 18.0
PRC Over All Lanes (%): 18.0

Total Delay for Signalled Lanes (pcuHr): 15.94
Total Delay Over All Lanes(pcuHr): 15.94

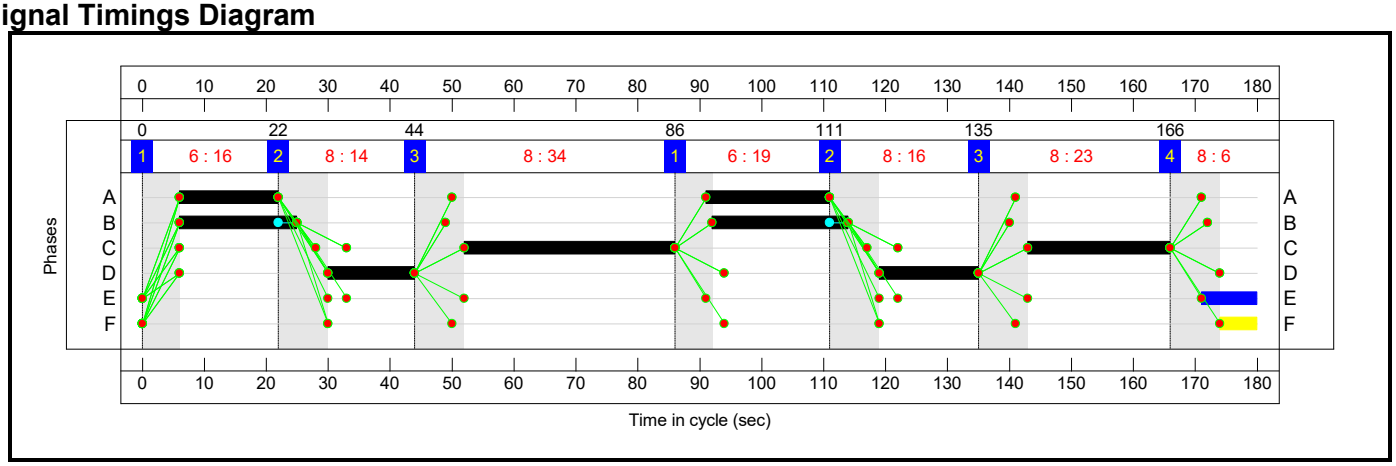
Cycle Time (s): 180

Scenario 7: '2042 DS4AwTP - AM Peak' (FG7: '2042 DS4AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

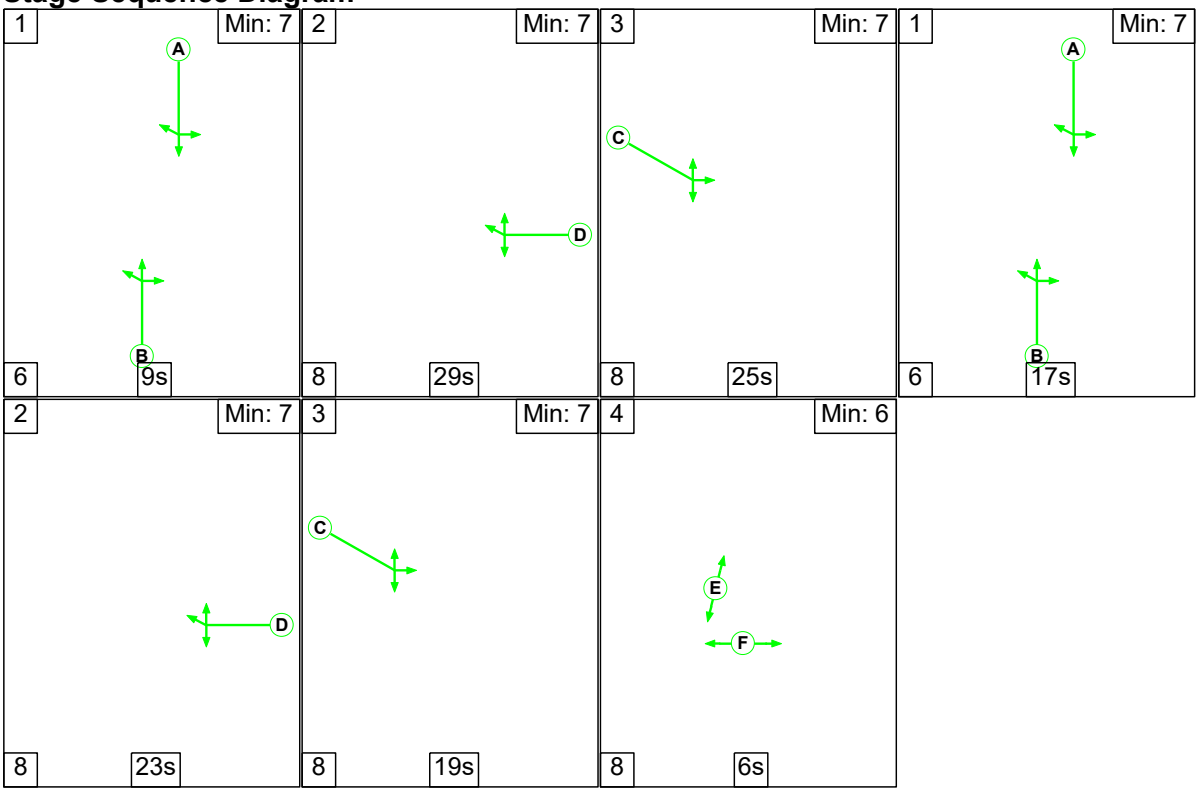
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.9%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.9%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	41	-	-	224	1880	449	49.9%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	57	-	-	531	1783	584	90.9%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	36	-	-	354	1894	400	88.5%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	30	-	-	273	1736	309	88.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	-	-	**27**	**11**	**1**	**12.3**	**11.4**	**0.1**	**23.7**	-	-	-	-	
Middleton Stoney Junction	-	-	**27**	**11**	**1**	**12.3**	**11.4**	**0.1**	**23.7**	-	-	-	-	
1/1	224	224	11	11	1	1.8	0.5	0.1	2.4	38.7	5.0	0.5	5.5	
2/1	531	531	-	-	-	4.3	4.3	-	8.6	58.2	13.6	4.3	17.9	
6/1	354	354	16	0	0	3.4	3.4	0.0	6.8	68.9	8.9	3.4	12.3	
8/1	273	273	-	-	-	2.7	3.2	-	6.0	78.9	6.6	3.2	9.8	

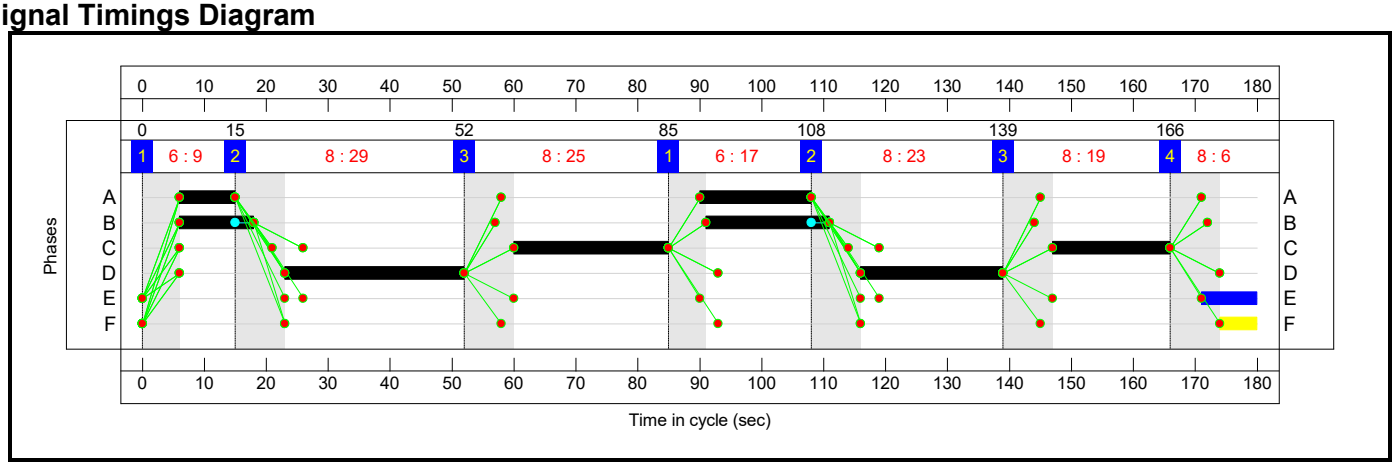
C1 PRC for Signalled Lanes (%): -1.0 Total Delay for Signalled Lanes (pcuHr): 23.74 Cycle Time (s): 180
PRC Over All Lanes (%): -1.0 Total Delay Over All Lanes(pcuHr): 23.74

Scenario 8: '2042 DS4AwTP - PM Peak' (FG8: '2042 DS4AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.6%**
Middleton Stoney Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.6%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		2	32	-	-	224	1891	357	62.7%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		2	44	-	-	336	1786	456	73.6%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		2	27	-	-	213	1858	295	72.3%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		2	52	-	-	380	1739	522	72.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction Proposed Improvememts	**-**	**-**	**36**	**10**	**0**	**10.1**	**4.8**	**0.1**	**14.9**	**-**	**-**	**-**	**-**	
Middleton Stoney Junction	**-**	**-**	**36**	**10**	**0**	**10.1**	**4.8**	**0.1**	**14.9**	**-**	**-**	**-**	**-**	
1/1	224	224	10	10	0	2.1	0.8	0.0	2.9	47.4	5.2	0.8	6.0	
2/1	336	336	-	-	-	2.9	1.4	-	4.3	45.6	8.3	1.4	9.7	
6/1	213	213	26	0	0	2.1	1.3	0.1	3.4	58.0	5.1	1.3	6.4	
8/1	380	380	-	-	-	3.0	1.3	-	4.3	40.7	8.4	1.3	9.8	

C1 PRC for Signalled Lanes (%): 22.3 Total Delay for Signalled Lanes (pcuHr): 14.93 Cycle Time (s): 180
PRC Over All Lanes (%): 22.3 Total Delay Over All Lanes(pcuHr): 14.93

APPENDIX 67

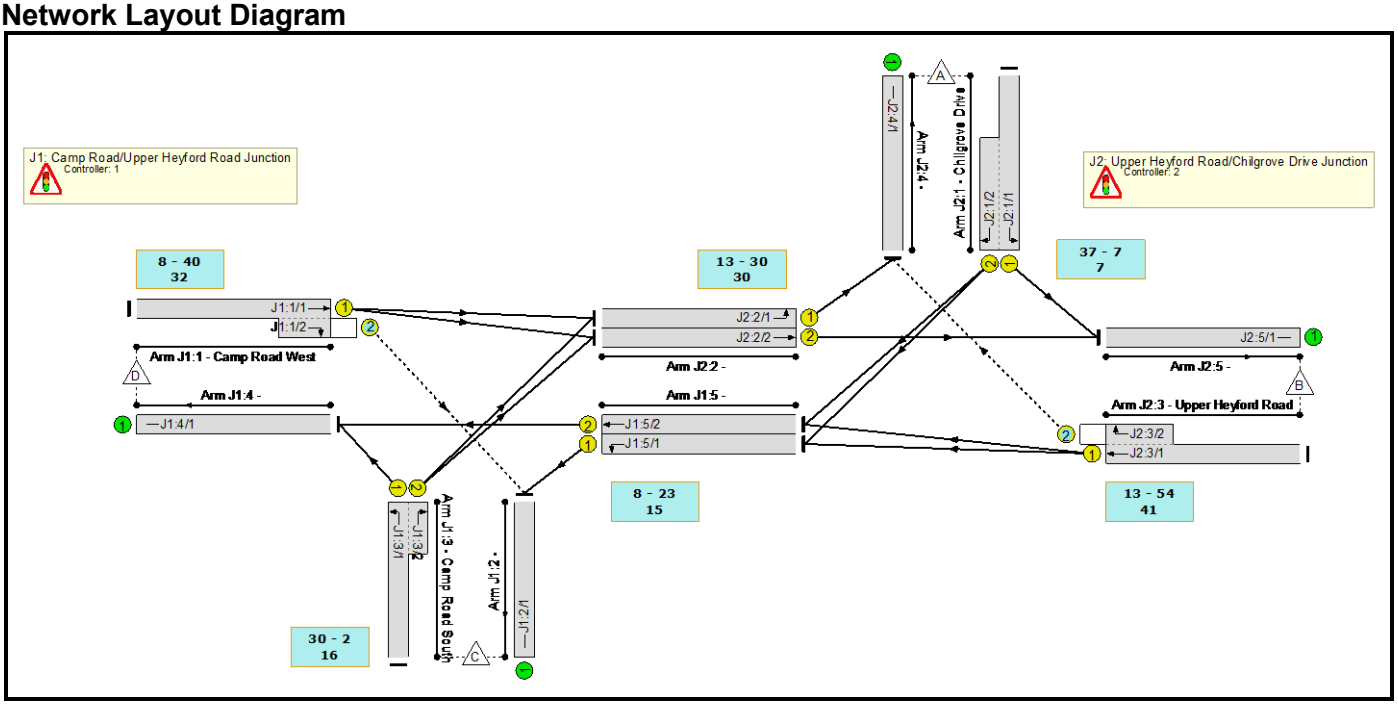
CAMP ROAD/UPPER HEYFORD ROAD MODELLING RESULTS

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Camp Road/Chilgrove Drive junction**
Location:	
Additional detail:	
File name:	260126 Camp Road_Chilgrove Drive Junction.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



Scenarios

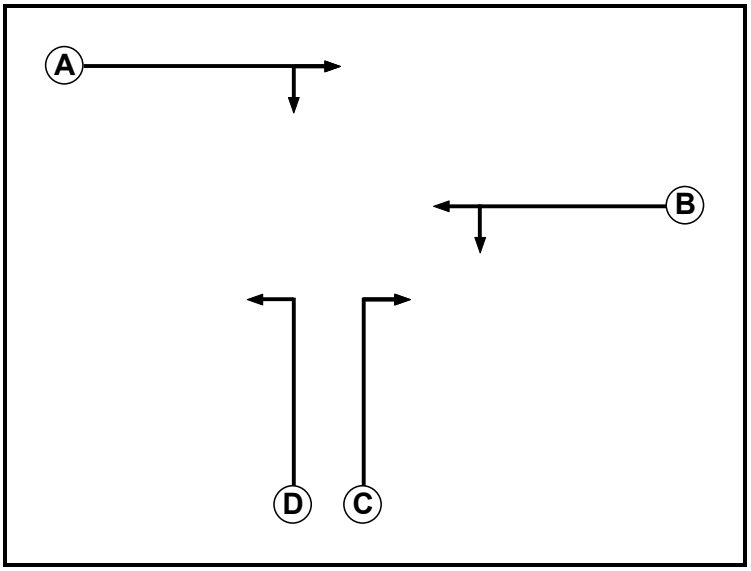
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2034 RC3A - AM Peak	2034 RC3A - AM	Network Control Plan 1	08:00 - 09:00	60	49.1	12.05
2	2034 RC3A - PM Peak	2034 RC3A - PM	Network Control Plan 1	17:00 - 18:00	60	117.8	7.59
3	2034 DS3A - AM Peak	2034 DS3A - AM	Network Control Plan 1	08:00 - 09:00	60	15.4	10.91
4	2034 DS3A - PM Peak	2034 DS3A - PM	Network Control Plan 1	17:00 - 18:00	60	85.4	5.84
5	2034 DS3AwTP - AM Peak	2034 DS3AwTP - AM	Network Control Plan 1	08:00 - 09:00	60	27.2	10.12
6	2034 DS3AwTP - PM Peak	2034 DS3AwTP - PM	Network Control Plan 1	17:00 - 18:00	60	86.1	5.86
7	2042 RC4A - AM Peak	2042 RC4A - AM	Network Control Plan 1	08:00 - 09:00	60	48.0	11.77
8	2042 RC4A - PM Peak	2042 RC4A - PM	Network Control Plan 1	17:00 - 18:00	60	114.1	7.40
9	2042 DS4A - AM Peak	2042 DS4A - AM	Network Control Plan 1	08:00 - 09:00	60	8.2	13.37
10	2042 DS4A - PM Peak	2042 DS4A - PM	Network Control Plan 1	17:00 - 18:00	60	39.7	6.74
11	2042 DS4AwTP - AM Peak	2042 DS4AwTP - AM	Network Control Plan 1	08:00 - 09:00	60	6.4	13.65
12	2042 DS4AwTP - PM Peak	2042 DS4AwTP - PM	Network Control Plan 1	17:00 - 18:00	60	37.9	6.59
13	2031 RC2A - AM Peak	2031 RC2A - AM	Network Control Plan 1	08:00 - 09:00	60	58.1	11.10
14	2031 RC2A - PM Peak	2031 RC2A - PM	Network Control Plan 1	17:00 - 18:00	60	123.1	7.18
15	2031 DS2A - AM Peak	2031 DS2A - AM	Network Control Plan 1	08:00 - 09:00	60	49.7	9.51
16	2031 DS2A - PM Peak	2031 DS2A - PM	Network Control Plan 1	17:00 - 18:00	60	141.6	6.98
17	2031 DS2AwTP - AM Peak	2031 DS2AwTP - AM	Network Control Plan 1	08:00 - 09:00	60	51.3	9.40
18	2031 DS2AwTP - PM Peak	2031 DS2AwTP - PM	Network Control Plan 1	17:00 - 18:00	60	138.8	6.87

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	4	3	Camp Road/Upper Heyford Road Junction	
C2	Gen		Stage Stream 1	4	3	Upper Heyford Road/Chilgrove Drive Junction	

Controller :C1

Phase Diagram



Phase Input Data

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

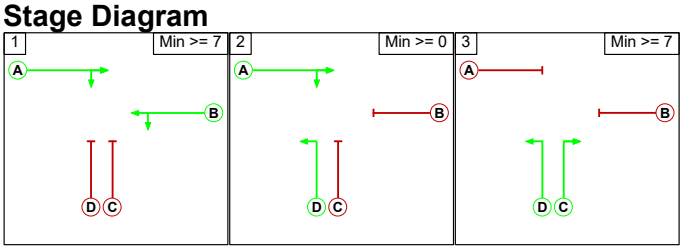
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D
A		-	6	-
B	-		7	7
C	6	6		-
D	-	5	-	

Phases in Stage

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

Stage Diagram



Phase Delays

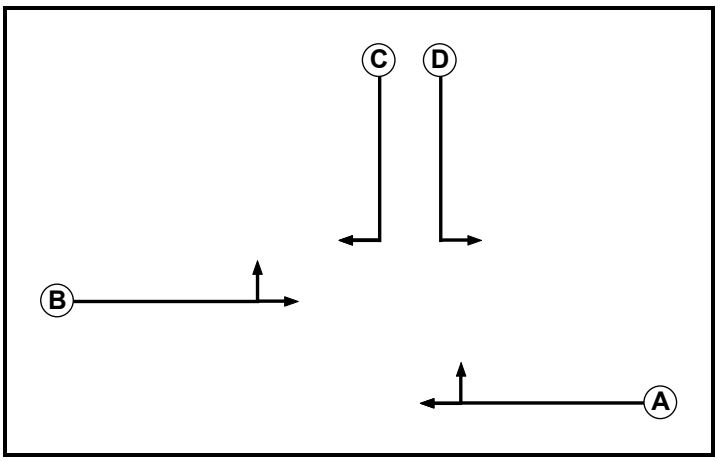
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage			
		1	2	3
From Stage	1		7	7
	2	5		6
	3	6	6	

Controller :C2

Phase Diagram



Phase Input Data

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

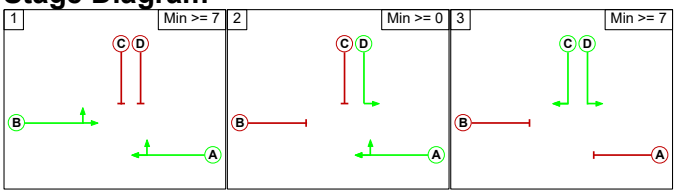
Phase Intergreens Matrix

	Starting Phase				
		A	B	C	D
Terminating Phase	A		-	6	-
	B	-		7	7
	C	6	6		-
	D	-	5	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage			
		1	2	3
From Stage	1		7	7
	2	5		6
	3	6	6	

Lane Input Data

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Camp Road West)	U	A	2	3	60.0	Geom	-	2.65	0.00	Y	Arm J2:2 Ahead	Inf
J1:1/2 (Camp Road West)	O	A	2	3	4.0	Geom	-	2.65	0.00	Y	Arm J1:2 Right	15.00
J1:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (Camp Road South)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:4 Left	10.00
J1:3/2 (Camp Road South)	U	C	2	3	4.0	Geom	-	3.50	0.00	Y	Arm J2:2 Right	15.00
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1	U	B	2	3	14.8	Geom	-	3.50	0.00	Y	Arm J1:2 Left	12.00
J1:5/2	U	B	2	3	14.8	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Chilgrove Drive)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:5 Left	12.00
J2:1/2 (Chilgrove Drive)	U	C	2	3	8.7	Geom	-	3.50	0.00	Y	Arm J1:5 Right	15.00
J2:2/1	U	B	2	3	15.7	Geom	-	3.50	0.00	Y	Arm J2:4 Left	12.00
J2:2/2	U	B	2	3	15.7	Geom	-	3.50	0.00	Y	Arm J2:5 Ahead	Inf
J2:3/1 (Upper Heyford Road)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:5 Ahead	Inf
J2:3/2 (Upper Heyford Road)	O	A	2	3	5.2	Geom	-	3.50	0.00	Y	Arm J2:4 Right	15.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (Camp Road West)	J1:2/1 (Right)	1439	0	J1:5/1	1.09	All	2.00	-	0.50	2	2.00
				J1:5/2	1.09	All					

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:3/2 (Upper Heyford Road)	J2:4/1 (Right)	1439	0	J2:2/1	1.09	All	2.00	-	0.50	2	2.00
				J2:2/2	1.09	All					

Lane Connector Input Data

Junction: J1: Camp Road/Upper Heyford Road Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J1:1/1	J2:2/1	Leaving	7	35
J1:1/1	J2:2/2	Leaving	7	35
J1:1/2	J1:2/1	Internal	5	35
J1:3/1	J1:4/1	Internal	5	35
J1:3/2	J2:2/1	Leaving	7	35
J1:3/2	J2:2/2	Leaving	7	35
J1:5/1	J1:2/1	Internal	5	35
J1:5/2	J1:4/1	Internal	5	35
J2:1/2	J1:5/1	Entering	7	35
J2:1/2	J1:5/2	Entering	7	35
J2:3/1	J1:5/1	Entering	7	35
J2:3/1	J1:5/2	Entering	7	35

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J1:1/1	J2:2/1	Entering	7	35
J1:1/1	J2:2/2	Entering	7	35
J1:3/2	J2:2/1	Entering	7	35
J1:3/2	J2:2/2	Entering	7	35
J2:1/1	J2:5/1	Internal	5	35
J2:1/2	J1:5/1	Leaving	7	35
J2:1/2	J1:5/2	Leaving	7	35
J2:2/1	J2:4/1	Internal	5	35
J2:2/2	J2:5/1	Internal	5	35
J2:3/1	J1:5/1	Leaving	7	35
J2:3/1	J1:5/2	Leaving	7	35
J2:3/2	J2:4/1	Internal	5	35

Lane Saturation Flows

Scenario 1: '2034 RC3A - AM Peak' (FG1: '2034 RC3A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2034 RC3A - PM Peak' (FG2: '2034 RC3A - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2034 DS3A - AM Peak' (FG3: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2034 DS3A - PM Peak' (FG4: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2034 DS3AwTP - AM Peak' (FG5: '2034 DS3AwTP - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2034 DS3AwTP - PM Peak' (FG6: '2034 DS3AwTP - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2042 RC4A - AM Peak' (FG7: '2042 RC4A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2042 RC4A - PM Peak' (FG8: '2042 RC4A - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2042 DS4A - AM Peak' (FG9: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2042 DS4A - PM Peak' (FG10: '2042 DS4A - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2042 DS4AwTP - AM Peak' (FG11: '2042 DS4AwTP - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2042 DS4AwTP - PM Peak' (FG12: '2042 DS4AwTP - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2031 RC2A - AM Peak' (FG13: '2031 RC2A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2031 RC2A - PM Peak' (FG14: '2031 RC2A - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2031 DS2A - AM Peak' (FG15: '2031 DS2A - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2031 DS2A - PM Peak' (FG16: '2031 DS2A - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 17: '2031 DS2AwTP - AM Peak' (FG17: '2031 DS2AwTP - AM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2031 DS2AwTP - PM Peak' (FG18: '2031 DS2AwTP - PM', Plan 1: 'Network Control Plan 1')

Junction: J1: Camp Road/Upper Heyford Road Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Camp Road West)	2.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1880	1880
J1:1/2 (Camp Road West)	2.65	0.00	Y	Arm J1:2 Right	15.00	100.0 %	1709	1709
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Camp Road South)	3.50	0.00	Y	Arm J1:4 Left	10.00	100.0 %	1709	1709
J1:3/2 (Camp Road South)	3.50	0.00	Y	Arm J2:2 Right	15.00	100.0 %	1786	1786
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.50	0.00	Y	Arm J1:2 Left	12.00	100.0 %	1747	1747
J1:5/2	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Upper Heyford Road/Chilgrove Drive Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Chilgrove Drive)	3.50	0.00	Y	Arm J2:5 Left	12.00	100.0 %	1747	1747
J2:1/2 (Chilgrove Drive)	3.50	0.00	Y	Arm J1:5 Right	15.00	100.0 %	1786	1786
J2:2/1	3.50	0.00	Y	Arm J2:4 Left	12.00	100.0 %	1747	1747
J2:2/2	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:3/1 (Upper Heyford Road)	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:3/2 (Upper Heyford Road)	3.50	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1786	1786
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034 RC3A - AM'	08:00	09:00	01:00	
2: '2034 RC3A - PM'	17:00	18:00	01:00	
3: '2034 DS3A - AM'	08:00	09:00	01:00	
4: '2034 DS3A - PM'	17:00	18:00	01:00	
5: '2034 DS3AwTP - AM'	08:00	09:00	01:00	
6: '2034 DS3AwTP - PM'	17:00	18:00	01:00	
7: '2042 RC4A - AM'	08:00	09:00	01:00	
8: '2042 RC4A - PM'	17:00	18:00	01:00	
9: '2042 DS4A - AM'	08:00	09:00	01:00	
10: '2042 DS4A - PM'	17:00	18:00	01:00	
11: '2042 DS4AwTP - AM'	08:00	09:00	01:00	
12: '2042 DS4AwTP - PM'	17:00	18:00	01:00	
13: '2031 RC2A - AM'	08:00	09:00	01:00	
14: '2031 RC2A - PM'	17:00	18:00	01:00	
15: '2031 DS2A - AM'	08:00	09:00	01:00	
16: '2031 DS2A - PM'	17:00	18:00	01:00	
17: '2031 DS2AwTP - AM'	08:00	09:00	01:00	
18: '2031 DS2AwTP - PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2034 RC3A - AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	156	196	17	369
	B	352	0	3	129	484
	C	223	16	0	164	403
	D	51	186	381	0	618
	Tot.	626	358	580	310	1874

FG2: '2034 RC3A - PM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	257	207	40	504
	B	105	0	3	85	193
	C	160	3	0	271	434
	D	7	107	128	0	242
	Tot.	272	367	338	396	1373

FG3: '2034 DS3A - AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	318	51	14	383
	B	470	0	0	302	772
	C	89	0	0	27	116
	D	64	470	106	0	640
	Tot.	623	788	157	343	1911

FG4: '2034 DS3A - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	423	72	12	507
	B	251	0	0	90	341
	C	33	0	0	256	289
	D	9	232	33	0	274
	Tot.	293	655	105	358	1411

FG5: '2034 DS3AwTP - AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	309	51	14	374
	B	471	0	0	301	772
	C	89	0	0	25	114
	D	64	459	106	0	629
	Tot.	624	768	157	340	1889

FG6: '2034 DS3AwTP - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	418	71	23	512
	B	244	0	0	73	317
	C	33	0	0	260	293
	D	9	238	28	0	275
	Tot.	286	656	99	356	1397

FG7: '2042 RC4A - AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	191	177	4	372
	B	368	0	0	118	486
	C	210	12	0	187	409
	D	46	213	419	0	678
	Tot.	624	416	596	309	1945

FG8: '2042 RC4A - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	387	122	13	522
	B	125	0	1	103	229
	C	158	4	0	299	461
	D	9	77	185	0	271
	Tot.	292	468	308	415	1483

FG9: '2042 DS4A - AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	343	87	10	440
	B	530	0	0	427	957
	C	75	0	0	18	93
	D	41	515	133	0	689
	Tot.	646	858	220	455	2179

FG10: '2042 DS4A - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	469	76	7	552
	B	313	0	0	356	669
	C	16	0	0	34	50
	D	7	267	44	0	318
	Tot.	336	736	120	397	1589

FG11: '2042 DS4AwTP - AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	326	87	10	423
	B	533	0	0	425	958
	C	73	0	0	18	91
	D	41	507	133	0	681
	Tot.	647	833	220	453	2153

FG12: '2042 DS4AwTP - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	475	65	8	548
	B	305	0	0	349	654
	C	16	0	0	29	45
	D	7	263	44	0	314
	Tot.	328	738	109	386	1561

FG13: '2031 RC2A - AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	145	182	19	346
	B	339	0	3	123	465
	C	215	13	0	143	371
	D	60	161	368	0	589
	Tot.	614	319	553	285	1771

FG14: '2031 RC2A - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	237	207	43	487
	B	99	0	2	75	176
	C	159	4	0	244	407
	D	8	94	122	0	224
	Tot.	266	335	331	362	1294

FG15: '2031 DS2A - AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	174	148	5	327
	B	314	0	3	74	391
	C	234	12	0	179	425
	D	61	116	394	0	571
	Tot.	609	302	545	258	1714

FG16: '2031 DS2A - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	308	136	12	456
	B	94	0	8	72	174
	C	166	7	0	251	424
	D	10	44	168	0	222
	Tot.	270	359	312	335	1276

FG17: '2031 DS2AwTP - AM'
Desired Flow :

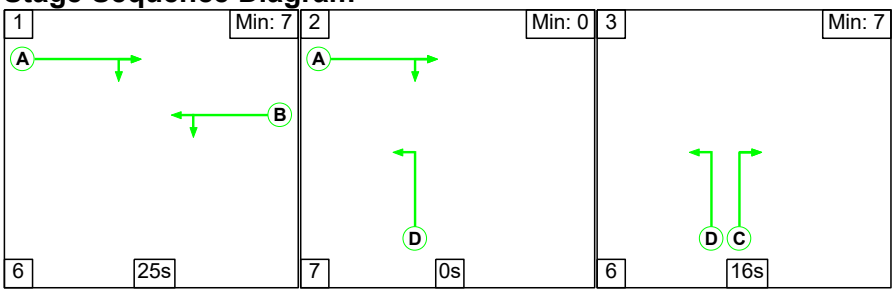
		Destination				
		A	B	C	D	Tot.
Origin	A	0	173	147	5	325
	B	314	0	3	72	389
	C	231	12	0	178	421
	D	61	114	393	0	568
	Tot.	606	299	543	255	1703

FG18: '2031 DS2AwTP - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	314	129	12	455
	B	93	0	8	68	169
	C	166	7	0	251	424
	D	10	44	170	0	224
	Tot.	269	365	307	331	1272

Scenario 1: '2034 RC3A - AM Peak' (FG1: '2034 RC3A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

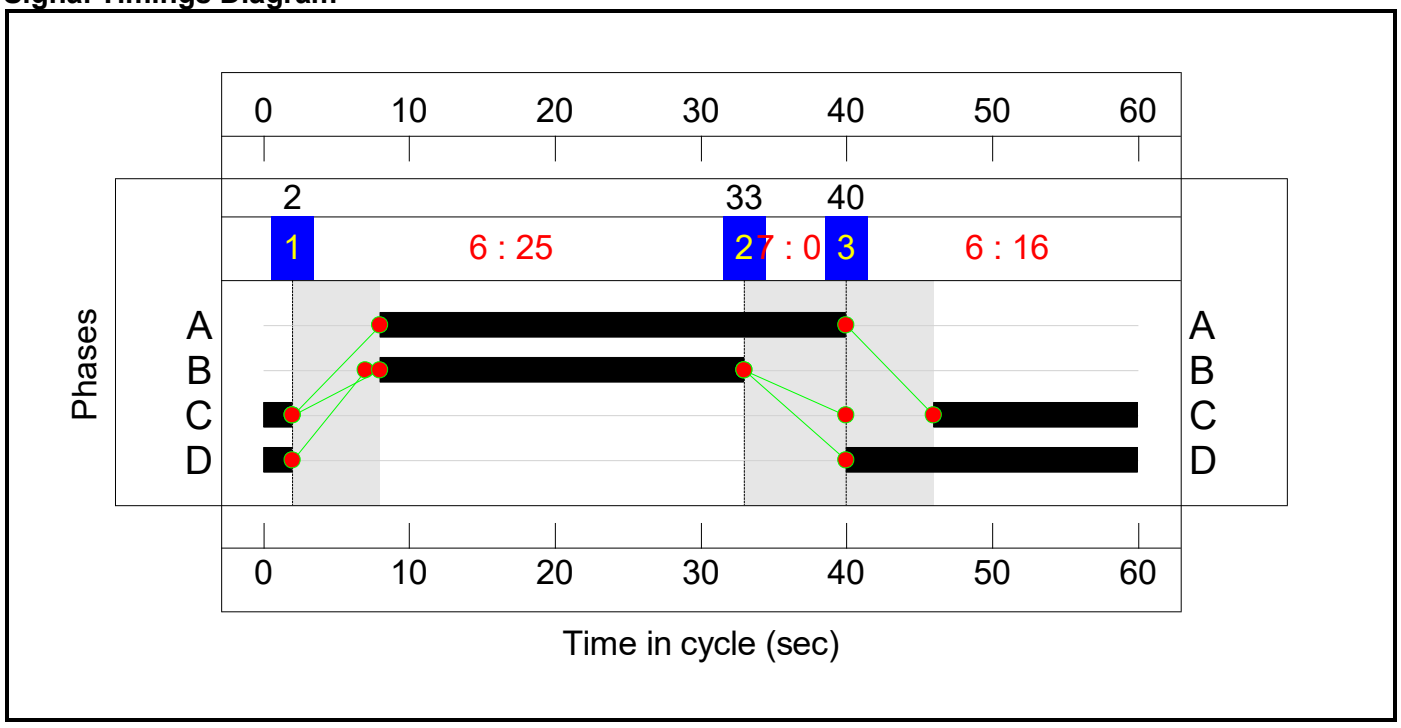
Stage Sequence Diagram



Stage Timings

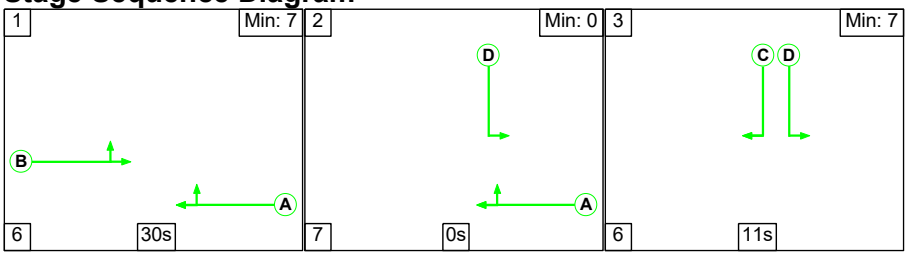
Stage	1	2	3
Duration	25	0	16
Change Point	2	33	40

Signal Timings Diagram



Controller :C2

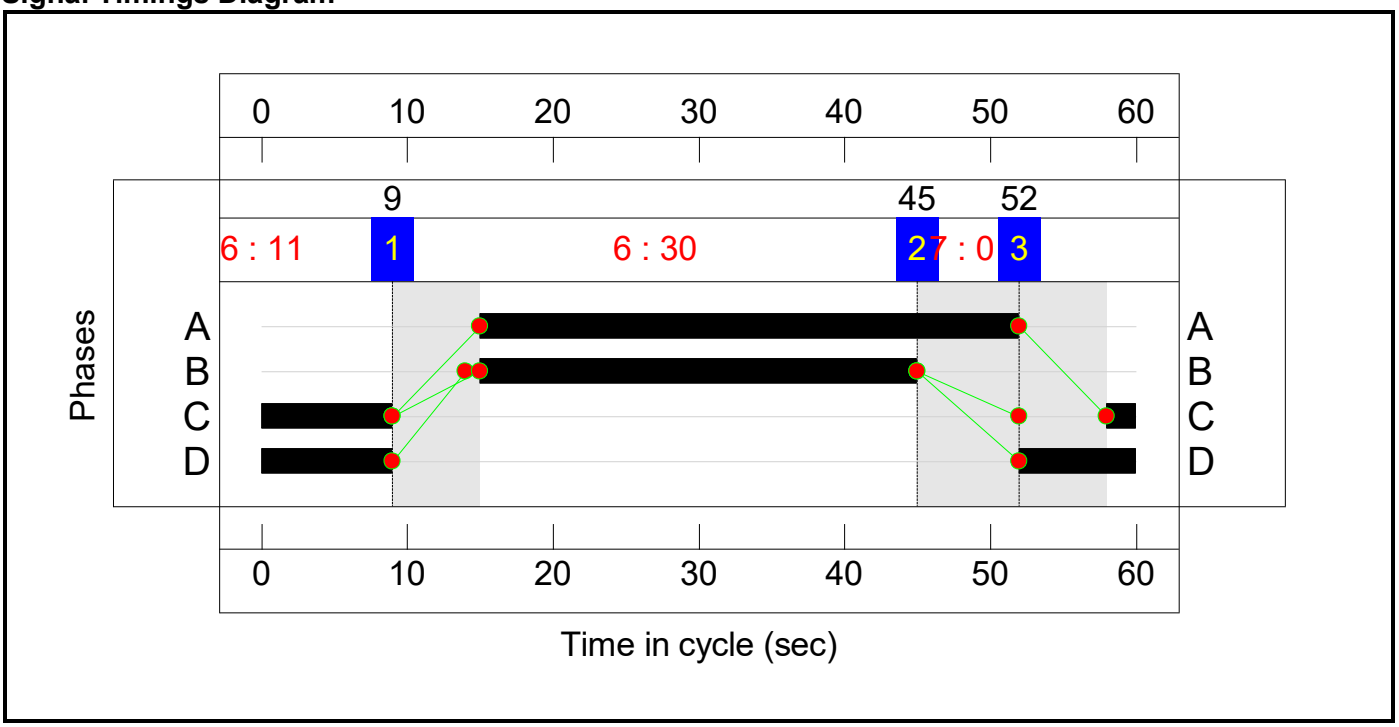
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	0	11
Change Point	9	45	52

Signal Timings Diagram



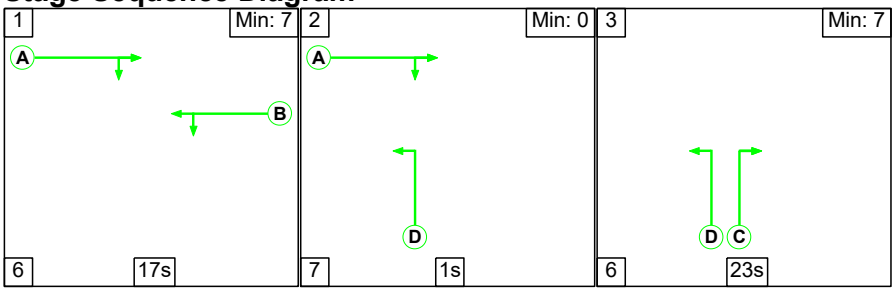
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**60.4%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**60.4%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	32	-	-	618	1880:1709	394+633	60.2 : 60.2%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	22:16	-	-	403	1709:1786	272+396	60.4 : 60.4%
5/1	Left	U	N/A	N/A	C1:B		1	25	-	-	199	1747	757	26.3%
5/2	Ahead	U	N/A	N/A	C1:B		1	25	-	-	146	1965	852	17.1%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**59.6%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	17:11	-	-	369	1747:1786	262+357	59.6 : 59.6%
2/1	Left	U	N/A	N/A	C2:B		1	30	-	-	274	1747	903	30.4%
2/2	Ahead	U	N/A	N/A	C2:B		1	30	-	-	202	1965	1015	19.9%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	37	-	-	484	1965:1786	261+697	50.5 : 50.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**647**	**61**	**24**	**8.0**	**3.1**	**0.9**	**12.0**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**337**	**32**	**13**	**3.7**	**1.7**	**0.5**	**5.9**	**-**	**-**	**-**	**-**	
1/1+1/2	618	618	337	32	13	1.5	0.8	0.5	2.7	15.7	4.6	0.8	5.3	
3/1+3/2	403	403	-	-	-	1.8	0.8	-	2.5	22.5	3.3	0.8	4.0	
5/1	199	199	-	-	-	0.1	0.2	-	0.3	5.2	2.7	0.2	2.9	
5/2	146	146	-	-	-	0.4	0.0	-	0.4	8.7	1.1	0.0	1.1	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**311**	**29**	**12**	**4.3**	**1.5**	**0.5**	**6.2**	**-**	**-**	**-**	**-**	
1/1+1/2	369	369	-	-	-	2.0	0.7	-	2.7	26.6	3.2	0.7	3.9	
2/1	274	274	-	-	-	1.3	0.2	-	1.5	20.0	4.2	0.2	4.4	
2/2	202	202	-	-	-	0.2	0.0	-	0.2	2.7	0.8	0.0	0.8	
3/1+3/2	484	484	311	29	12	0.8	0.5	0.5	1.8	13.4	3.7	0.5	4.2	

C1	PRC for Signalled Lanes (%):	49.1	Total Delay for Signalled Lanes (pcuHr):	5.85	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	50.9	Total Delay for Signalled Lanes (pcuHr):	6.19	Cycle Time (s):	60
	PRC Over All Lanes (%):	49.1	Total Delay Over All Lanes(pcuHr):	12.05		

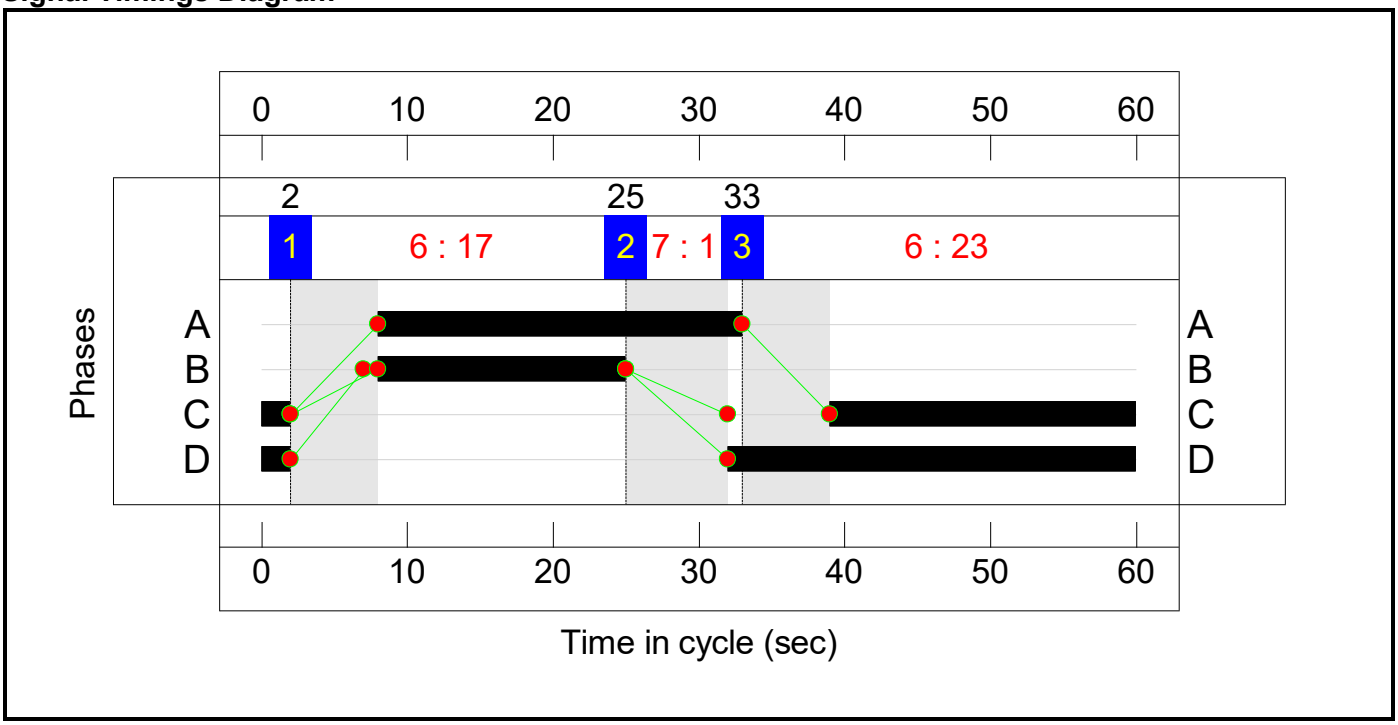
Scenario 2: '2034 RC3A - PM Peak' (FG2: '2034 RC3A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1
Stage Sequence Diagram



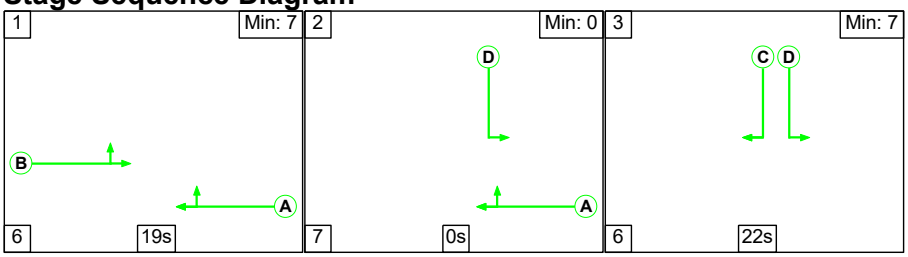
Stage Timings

Stage	1	2	3
Duration	17	1	23
Change Point	2	25	33

Signal Timings Diagram



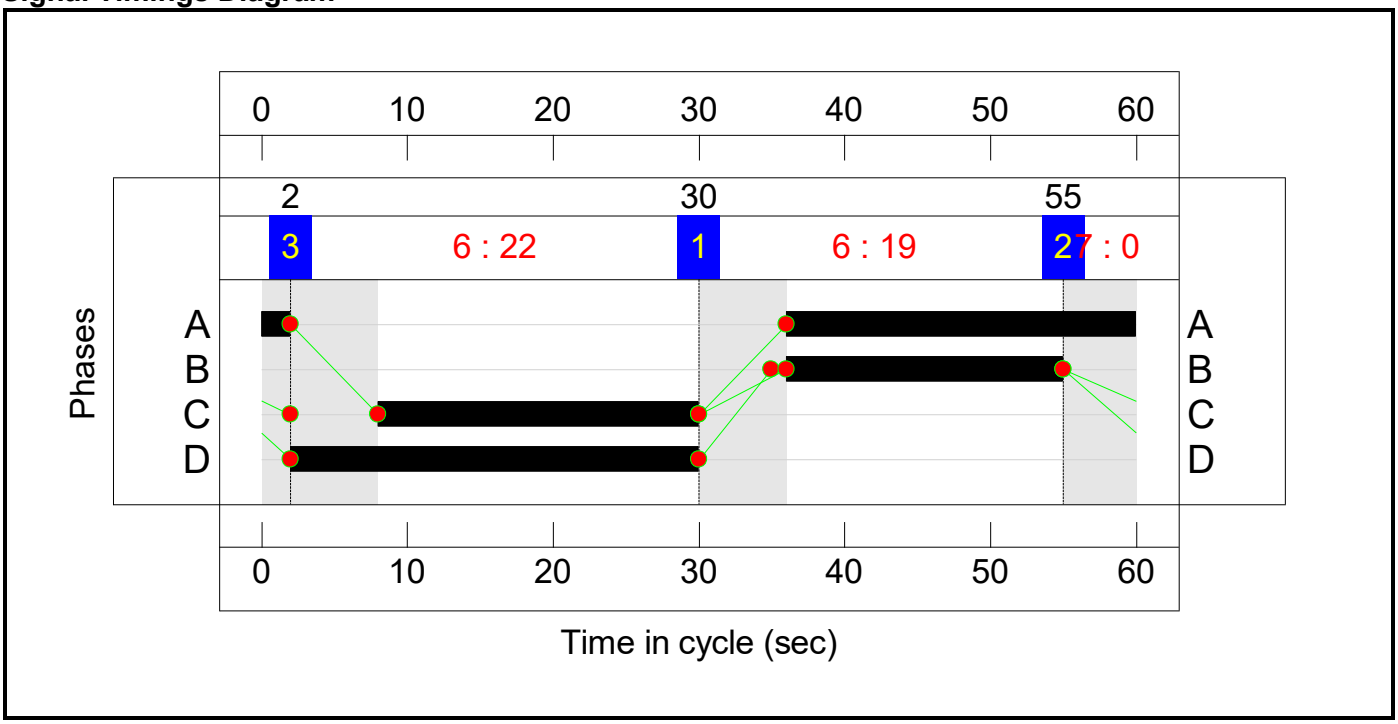
Controller :C2
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	0	22
Change Point	30	55	2

Signal Timings Diagram



Network Results

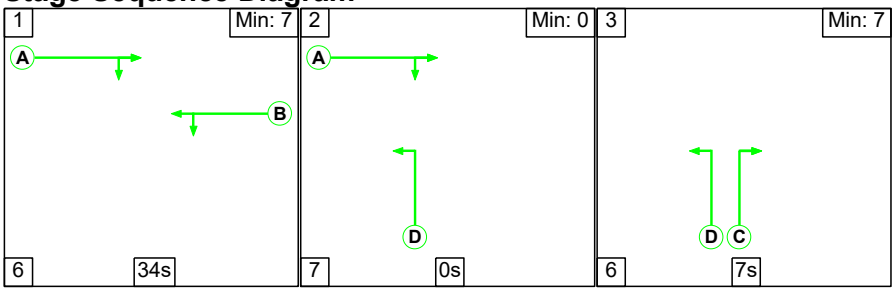
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**41.3%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**41.3%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	25	-	-	242	1880:1709	404+454	28.2 : 28.2%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	30:23	-	-	434	1709:1786	656+394	41.3 : 41.3%
5/1	Left	U	N/A	N/A	C1:B		1	17	-	-	210	1747	524	40.1%
5/2	Ahead	U	N/A	N/A	C1:B		1	17	-	-	125	1965	590	21.2%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**40.1%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	28:22	-	-	504	1747:1786	640+615	40.1 : 40.1%
2/1	Left	U	N/A	N/A	C2:B		1	19	-	-	167	1747	582	28.7%
2/2	Ahead	U	N/A	N/A	C2:B		1	19	-	-	110	1965	655	16.8%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	26	-	-	193	1965:1786	449+535	19.6 : 19.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**204**	**22**	**8**	**5.9**	**1.5**	**0.1**	**7.6**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**111**	**13**	**4**	**2.9**	**0.9**	**0.1**	**3.9**	**-**	**-**	**-**	**-**	
1/1+1/2	242	242	111	13	4	0.7	0.2	0.1	1.0	14.5	1.3	0.2	1.5	
3/1+3/2	434	434	-	-	-	1.2	0.4	-	1.5	12.6	2.6	0.4	2.9	
5/1	210	210	-	-	-	0.5	0.3	-	0.8	14.5	0.9	0.3	1.2	
5/2	125	125	-	-	-	0.5	0.0	-	0.5	15.6	1.5	0.0	1.5	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**93**	**9**	**4**	**3.0**	**0.7**	**0.1**	**3.7**	**-**	**-**	**-**	**-**	
1/1+1/2	504	504	-	-	-	1.6	0.3	-	1.9	13.7	2.9	0.3	3.2	
2/1	167	167	-	-	-	0.4	0.2	-	0.6	13.5	0.8	0.2	1.0	
2/2	110	110	-	-	-	0.5	0.0	-	0.5	15.2	1.7	0.0	1.7	
3/1+3/2	193	193	93	9	4	0.5	0.1	0.1	0.7	13.1	1.0	0.1	1.1	

C1	PRC for Signalled Lanes (%):	117.8	Total Delay for Signalled Lanes (pcuHr):	3.88	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	124.2	Total Delay for Signalled Lanes (pcuHr):	3.71	Cycle Time (s):	60
	PRC Over All Lanes (%):	117.8	Total Delay Over All Lanes(pcuHr):	7.59		

Scenario 3: '2034 DS3A - AM Peak' (FG3: '2034 DS3A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

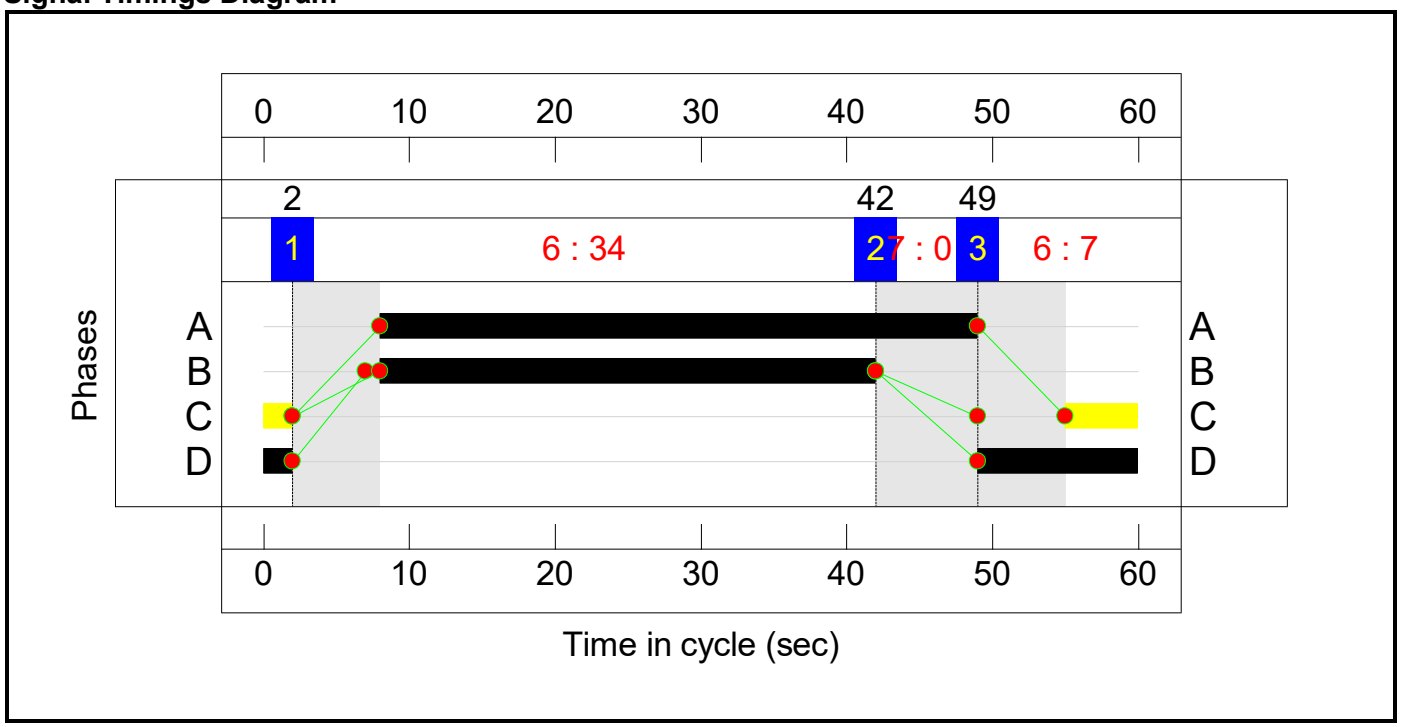
Stage Sequence Diagram



Stage Timings

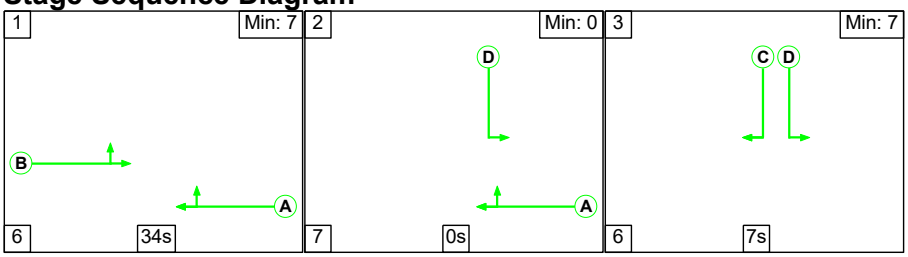
Stage	1	2	3
Duration	34	0	7
Change Point	2	42	49

Signal Timings Diagram



Controller :C2

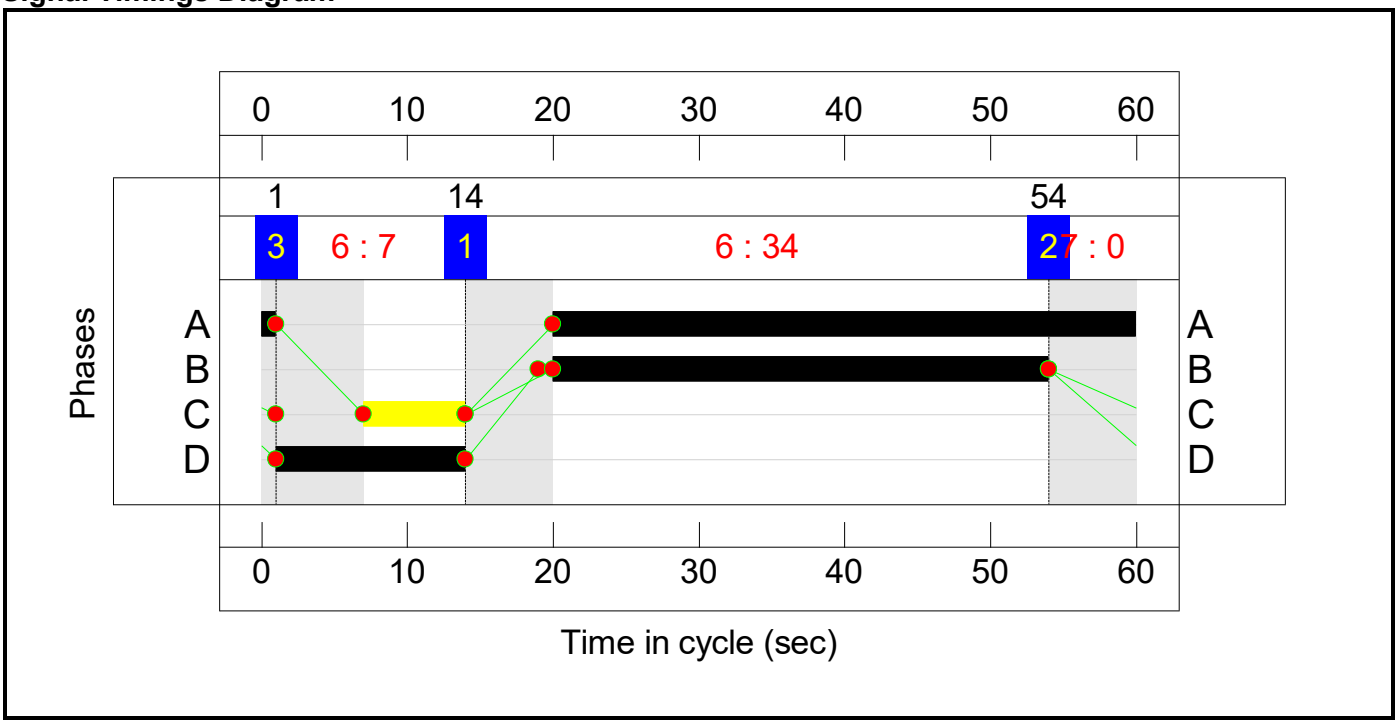
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	0	7
Change Point	14	54	1

Signal Timings Diagram



Network Results

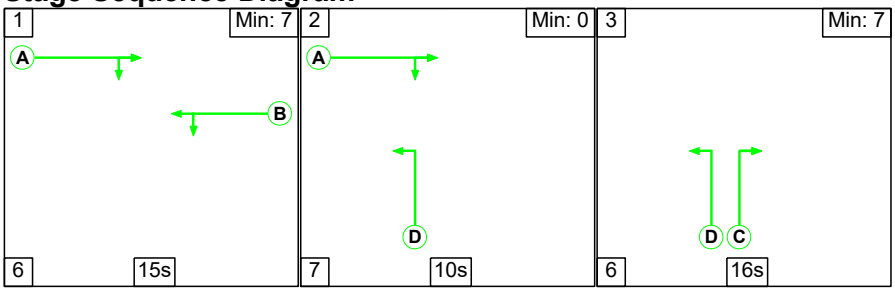
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**78.0%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**47.9%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	41	-	-	640	1880:1709	1114+221	47.9 : 47.9%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	13:7	-	-	116	1709:1786	72+238	37.4 : 37.4%
5/1	Left	U	N/A	N/A	C1:B		1	34	-	-	51	1747	1019	5.0%
5/2	Ahead	U	N/A	N/A	C1:B		1	34	-	-	316	1965	1146	27.6%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**78.0%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	13:7	-	-	383	1747:1786	408+83	78.0 : 78.0%
2/1	Left	U	N/A	N/A	C2:B		1	34	-	-	153	1747	1019	15.0%
2/2	Ahead	U	N/A	N/A	C2:B		1	34	-	-	470	1965	1146	41.0%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	41	-	-	772	1965:1786	418+651	72.2 : 72.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**476**	**81**	**19**	**6.2**	**3.9**	**0.9**	**10.9**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**94**	**9**	**4**	**1.9**	**0.8**	**0.0**	**2.7**	**-**	**-**	**-**	**-**	
1/1+1/2	640	640	94	9	4	0.6	0.5	0.0	1.2	6.5	3.7	0.5	4.2	
3/1+3/2	116	116	-	-	-	0.7	0.3	-	1.0	31.6	1.3	0.3	1.6	
5/1	51	51	-	-	-	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0	
5/2	316	316	-	-	-	0.5	0.0	-	0.5	5.8	2.2	0.0	2.2	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**382**	**72**	**16**	**4.3**	**3.1**	**0.8**	**8.2**	**-**	**-**	**-**	**-**	
1/1+1/2	383	383	-	-	-	2.3	1.7	-	4.0	38.0	4.9	1.7	6.7	
2/1	153	153	-	-	-	0.5	0.1	-	0.6	13.1	2.0	0.1	2.1	
2/2	470	470	-	-	-	0.4	0.0	-	0.4	3.1	4.1	0.0	4.1	
3/1+3/2	772	772	382	72	16	1.1	1.3	0.8	3.2	14.9	5.6	1.3	6.9	

C1	PRC for Signalled Lanes (%):	87.8	Total Delay for Signalled Lanes (pcuHr):	2.71	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	8.20	Cycle Time (s):	60
	PRC Over All Lanes (%):	15.4	Total Delay Over All Lanes(pcuHr):	10.91		

Scenario 4: '2034 DS3A - PM Peak' (FG4: '2034 DS3A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

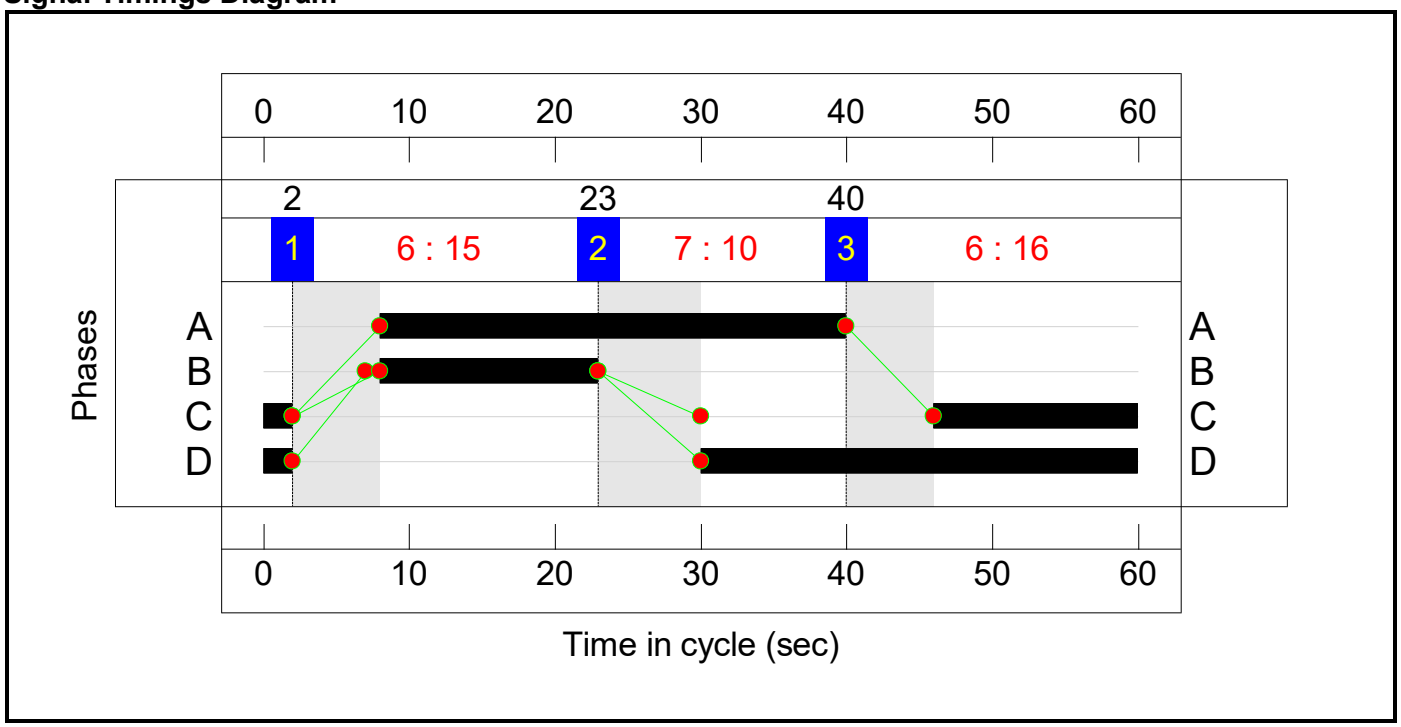
Stage Sequence Diagram



Stage Timings

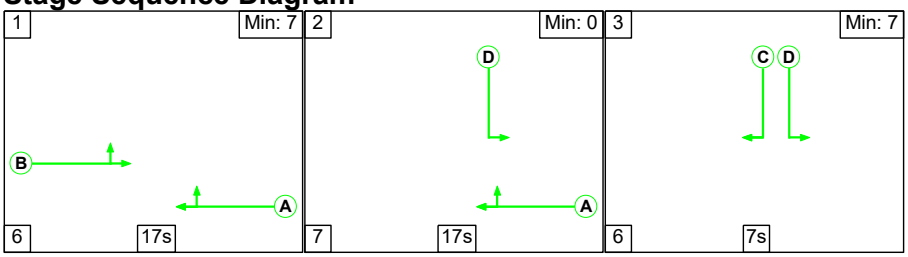
Stage	1	2	3
Duration	15	10	16
Change Point	2	23	40

Signal Timings Diagram



Controller :C2

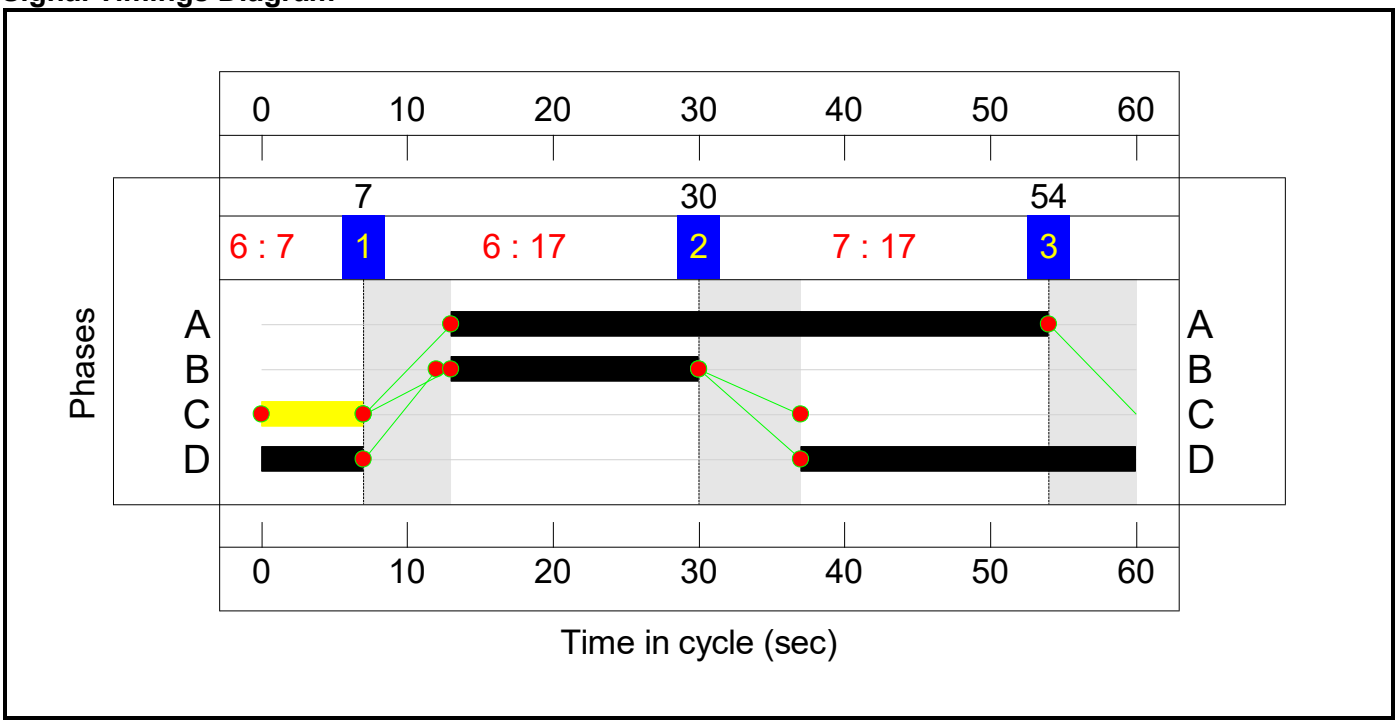
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	17	17	7
Change Point	7	30	54

Signal Timings Diagram



Network Results

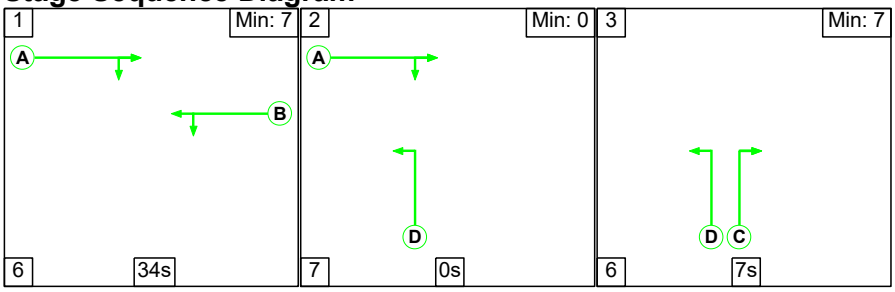
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.5%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**29.3%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	32	-	-	274	1880:1709	921+126	26.2 : 26.2%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	32:16	-	-	289	1709:1786	874+113	29.3 : 29.3%
5/1	Left	U	N/A	N/A	C1:B		1	15	-	-	72	1747	466	15.5%
5/2	Ahead	U	N/A	N/A	C1:B		1	15	-	-	102	1965	524	19.5%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.5%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	30:7	-	-	507	1747:1786	872+173	48.5 : 48.5%
2/1	Left	U	N/A	N/A	C2:B		1	17	-	-	42	1747	524	8.0%
2/2	Ahead	U	N/A	N/A	C2:B		1	17	-	-	232	1965	590	39.4%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	41	-	-	341	1965:1786	339+945	26.6 : 26.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**174**	**100**	**9**	**4.4**	**1.2**	**0.2**	**5.8**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**24**	**8**	**1**	**1.6**	**0.5**	**0.0**	**2.1**	**-**	**-**	**-**	**-**	
1/1+1/2	274	274	24	8	1	0.5	0.2	0.0	0.7	9.4	2.0	0.2	2.2	
3/1+3/2	289	289	-	-	-	0.7	0.2	-	0.9	10.7	2.2	0.2	2.4	
5/1	72	72	-	-	-	0.0	0.1	-	0.1	5.2	0.6	0.1	0.7	
5/2	102	102	-	-	-	0.5	0.0	-	0.5	16.1	1.2	0.0	1.2	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**151**	**92**	**8**	**2.8**	**0.7**	**0.2**	**3.7**	**-**	**-**	**-**	**-**	
1/1+1/2	507	507	-	-	-	1.6	0.5	-	2.1	15.0	4.5	0.5	4.9	
2/1	42	42	-	-	-	0.2	0.0	-	0.2	19.1	0.6	0.0	0.6	
2/2	232	232	-	-	-	0.7	0.0	-	0.7	10.3	1.3	0.0	1.3	
3/1+3/2	341	341	151	92	8	0.3	0.2	0.2	0.7	7.5	1.4	0.2	1.6	

C1	PRC for Signalled Lanes (%):	207.2	Total Delay for Signalled Lanes (pcuHr):	2.13	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	85.4	Total Delay for Signalled Lanes (pcuHr):	3.71	Cycle Time (s):	60
	PRC Over All Lanes (%):	85.4	Total Delay Over All Lanes(pcuHr):	5.84		

Scenario 5: '2034 DS3AwTP - AM Peak' (FG5: '2034 DS3AwTP - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

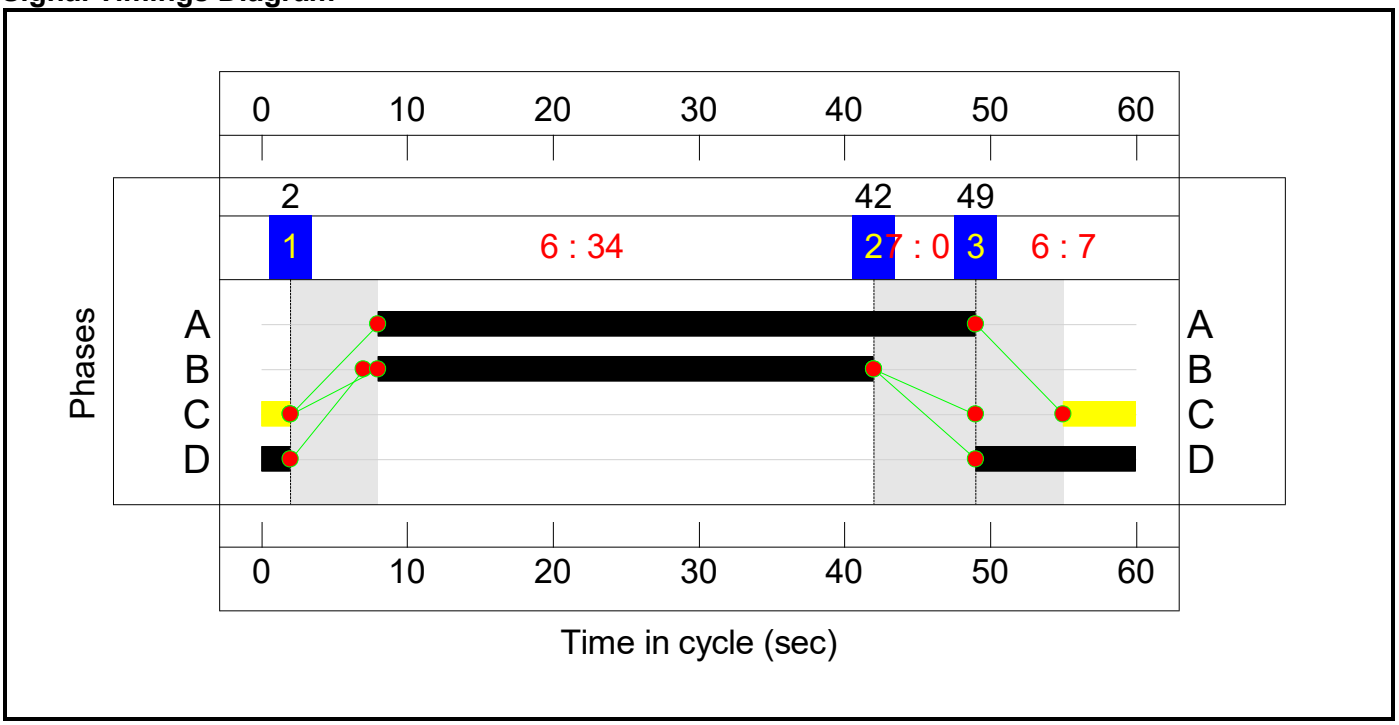
Stage Sequence Diagram



Stage Timings

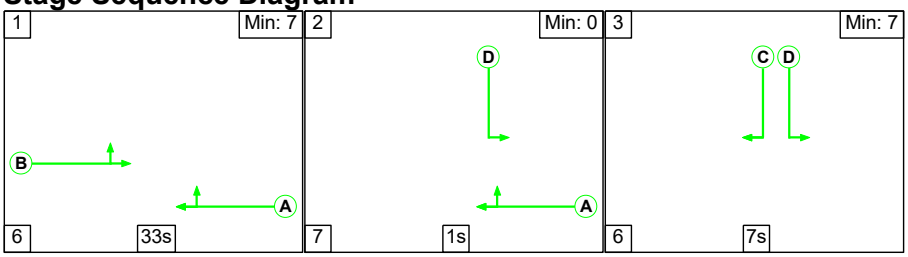
Stage	1	2	3
Duration	34	0	7
Change Point	2	42	49

Signal Timings Diagram



Controller :C2

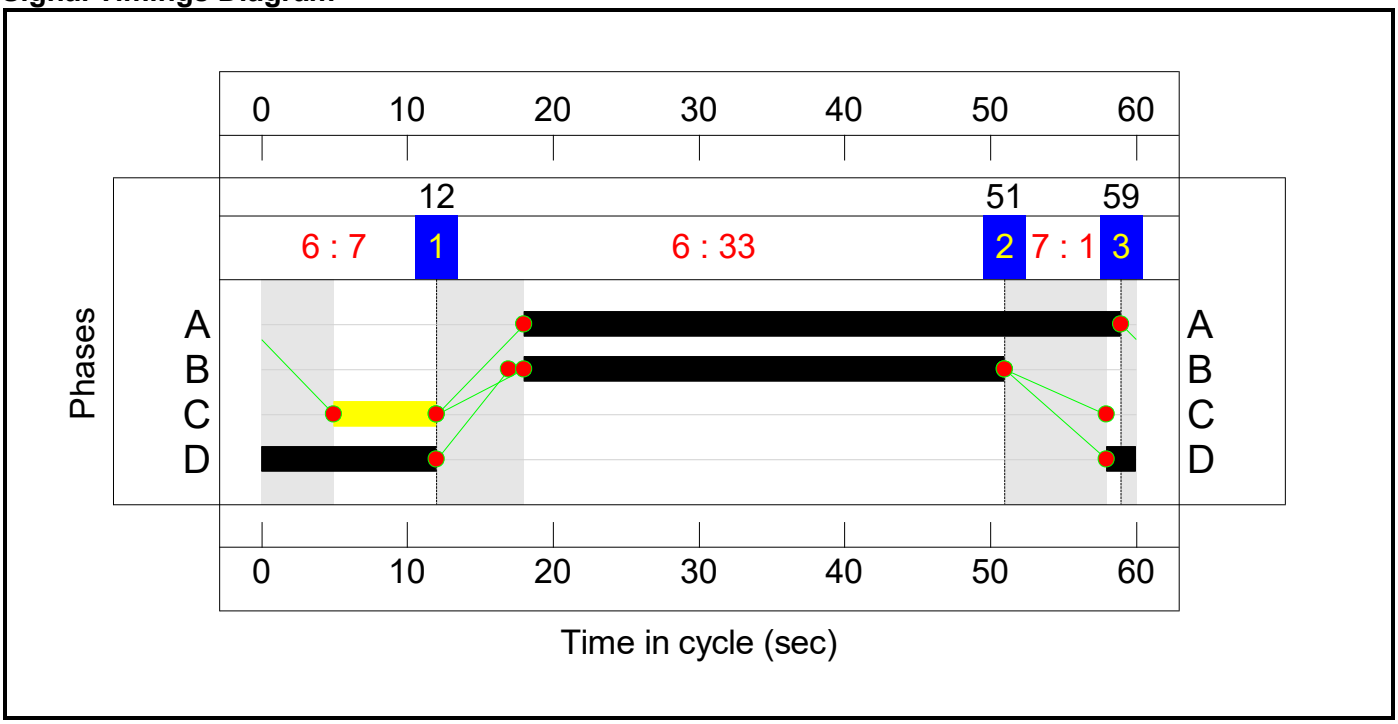
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	1	7
Change Point	12	51	59

Signal Timings Diagram



Network Results

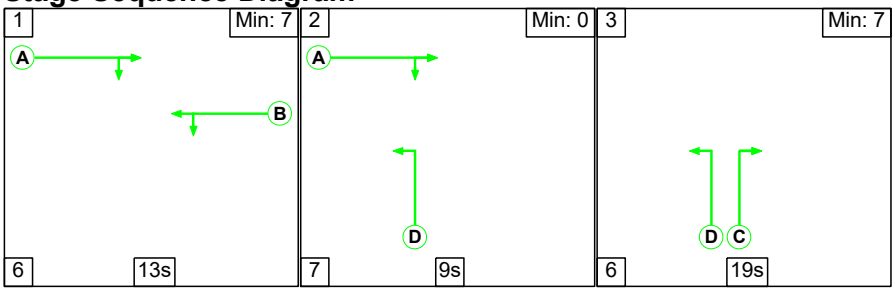
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**70.7%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**47.1%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	41	-	-	629	1880:1709	1111+225	47.1 : 47.1%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	13:7	-	-	114	1709:1786	67+238	37.4 : 37.4%
5/1	Left	U	N/A	N/A	C1:B		1	34	-	-	51	1747	1019	5.0%
5/2	Ahead	U	N/A	N/A	C1:B		1	34	-	-	315	1965	1146	27.5%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**70.7%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	14:7	-	-	374	1747:1786	437+92	70.7 : 70.7%
2/1	Left	U	N/A	N/A	C2:B		1	33	-	-	153	1747	990	15.5%
2/2	Ahead	U	N/A	N/A	C2:B		1	33	-	-	459	1965	1113	41.2%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	41	-	-	772	1965:1786	427+669	70.5 : 70.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**464**	**94**	**19**	**6.0**	**3.2**	**0.9**	**10.1**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**94**	**9**	**4**	**1.8**	**0.8**	**0.1**	**2.7**	**-**	**-**	**-**	**-**	
1/1+1/2	629	629	94	9	4	0.6	0.4	0.1	1.1	6.5	3.5	0.4	3.9	
3/1+3/2	114	114	-	-	-	0.7	0.3	-	1.0	31.9	1.3	0.3	1.6	
5/1	51	51	-	-	-	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0	
5/2	315	315	-	-	-	0.5	0.0	-	0.5	5.7	2.1	0.0	2.1	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**370**	**85**	**16**	**4.2**	**2.5**	**0.8**	**7.5**	**-**	**-**	**-**	**-**	
1/1+1/2	374	374	-	-	-	2.2	1.2	-	3.4	32.5	4.6	1.2	5.8	
2/1	153	153	-	-	-	0.4	0.1	-	0.5	12.2	2.0	0.1	2.0	
2/2	459	459	-	-	-	0.5	0.0	-	0.5	3.6	4.1	0.0	4.1	
3/1+3/2	772	772	370	85	16	1.1	1.2	0.8	3.1	14.4	5.8	1.2	6.9	

C1	PRC for Signalled Lanes (%):	91.2	Total Delay for Signalled Lanes (pcuHr):	2.67	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	7.45	Cycle Time (s):	60
	PRC Over All Lanes (%):	27.2	Total Delay Over All Lanes(pcuHr):	10.12		

Scenario 6: '2034 DS3AwTP - PM Peak' (FG6: '2034 DS3AwTP - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

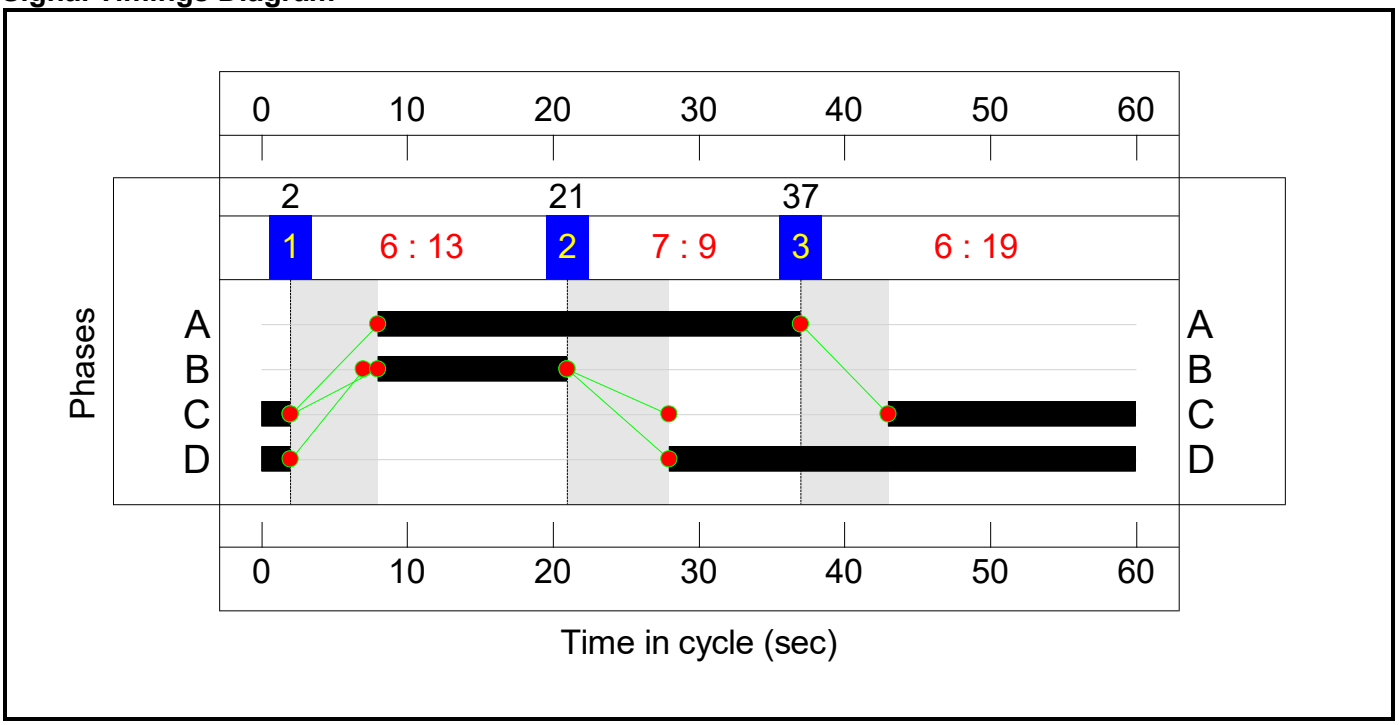
Stage Sequence Diagram



Stage Timings

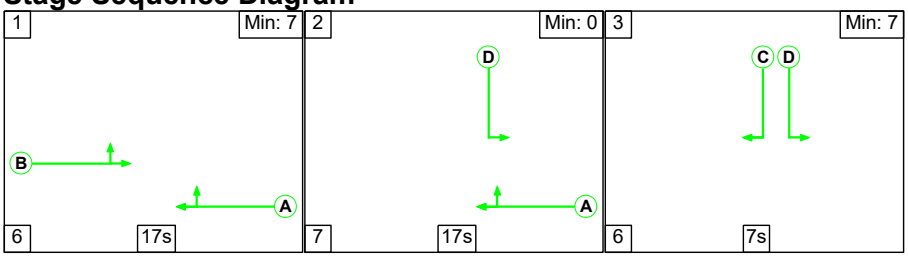
Stage	1	2	3
Duration	13	9	19
Change Point	2	21	37

Signal Timings Diagram



Controller :C2

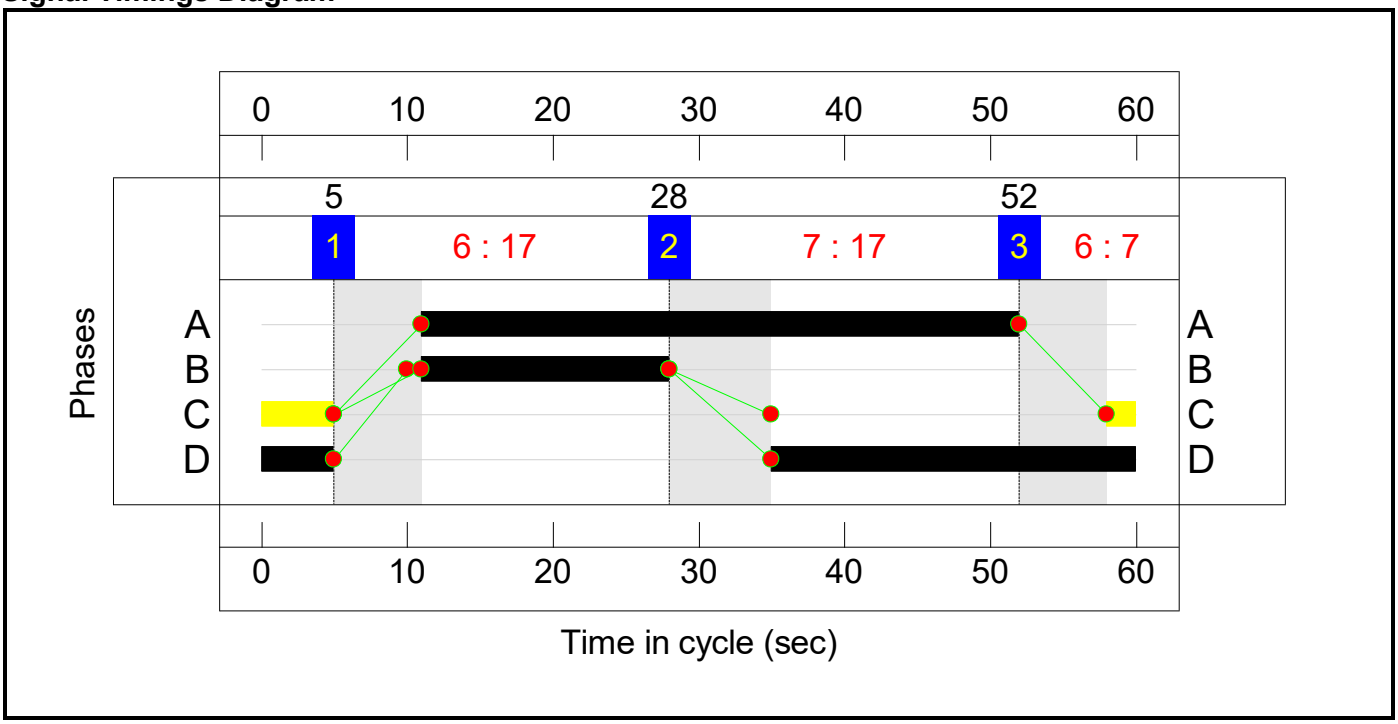
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	17	17	7
Change Point	5	28	52

Signal Timings Diagram



Network Results

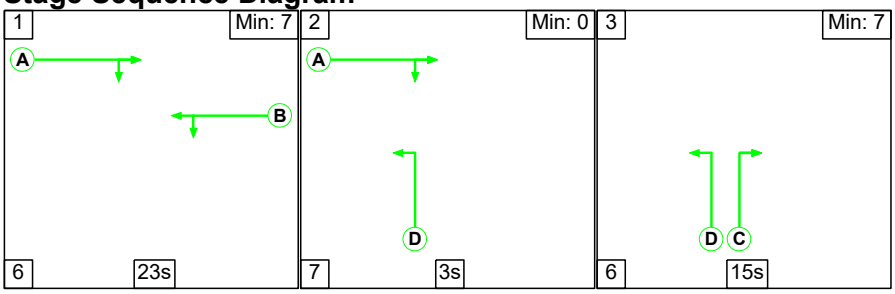
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.4%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**29.0%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	29	-	-	275	1880:1709	853+97	29.0 : 29.0%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	34:19	-	-	293	1709:1786	926+118	28.1 : 28.1%
5/1	Left	U	N/A	N/A	C1:B		1	13	-	-	71	1747	408	17.4%
5/2	Ahead	U	N/A	N/A	C1:B		1	13	-	-	96	1965	458	20.9%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.4%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	30:7	-	-	512	1747:1786	864+194	48.4 : 48.4%
2/1	Left	U	N/A	N/A	C2:B		1	17	-	-	42	1747	524	8.0%
2/2	Ahead	U	N/A	N/A	C2:B		1	17	-	-	238	1965	590	40.4%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	41	-	-	317	1965:1786	280+936	26.1 : 26.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**167**	**96**	**9**	**4.5**	**1.2**	**0.2**	**5.9**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**21**	**7**	**1**	**1.7**	**0.5**	**0.0**	**2.2**	**-**	**-**	**-**	**-**	
1/1+1/2	275	275	21	7	1	0.7	0.2	0.0	0.9	11.3	2.3	0.2	2.5	
3/1+3/2	293	293	-	-	-	0.6	0.2	-	0.8	9.4	2.1	0.2	2.3	
5/1	71	71	-	-	-	0.0	0.1	-	0.1	7.2	0.9	0.1	1.0	
5/2	96	96	-	-	-	0.4	0.0	-	0.4	15.3	1.1	0.0	1.1	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**146**	**89**	**8**	**2.8**	**0.7**	**0.2**	**3.7**	**-**	**-**	**-**	**-**	
1/1+1/2	512	512	-	-	-	1.7	0.5	-	2.2	15.2	4.4	0.5	4.9	
2/1	42	42	-	-	-	0.2	0.0	-	0.2	19.1	0.6	0.0	0.6	
2/2	238	238	-	-	-	0.7	0.0	-	0.7	9.9	1.1	0.0	1.1	
3/1+3/2	317	317	146	89	8	0.3	0.2	0.2	0.6	7.3	1.4	0.2	1.5	

C1	PRC for Signalled Lanes (%):	210.8	Total Delay for Signalled Lanes (pcuHr):	2.18	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	86.1	Total Delay for Signalled Lanes (pcuHr):	3.68	Cycle Time (s):	60
	PRC Over All Lanes (%):	86.1	Total Delay Over All Lanes(pcuHr):	5.86		

Scenario 7: '2042 RC4A - AM Peak' (FG7: '2042 RC4A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

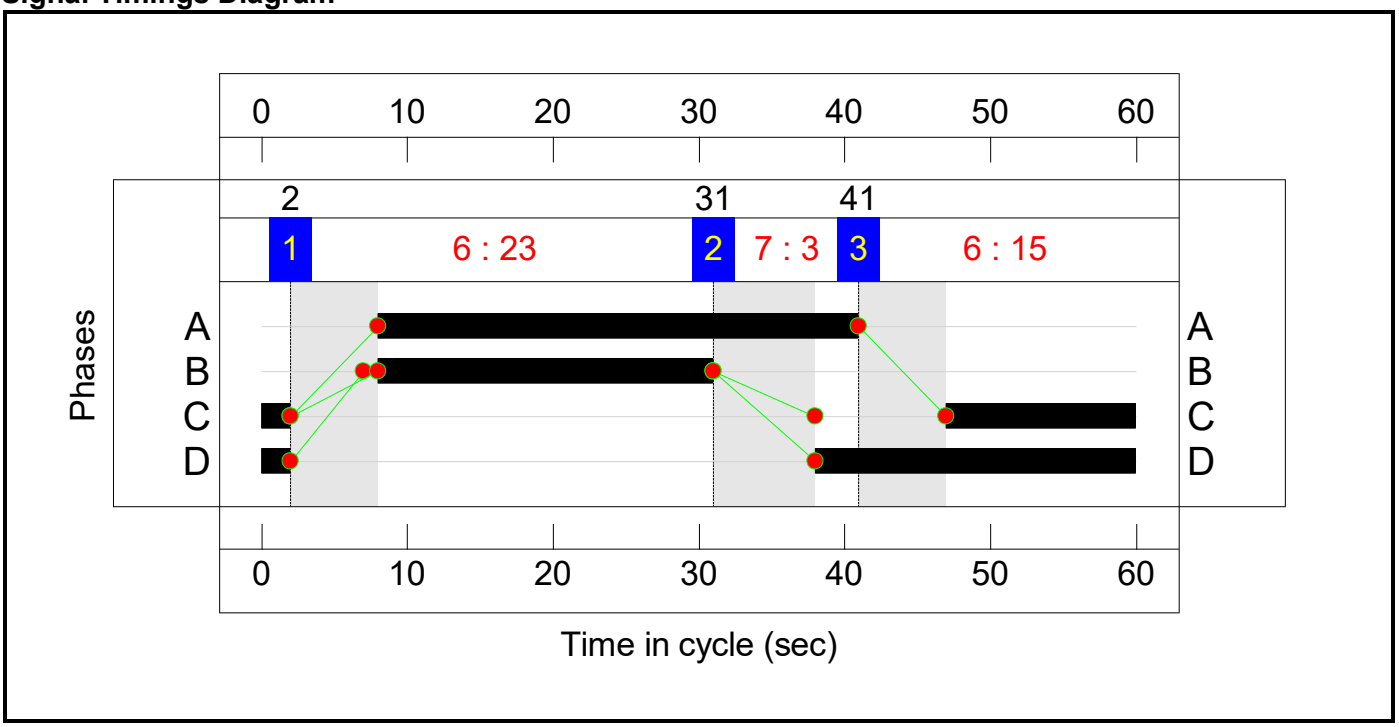
Stage Sequence Diagram



Stage Timings

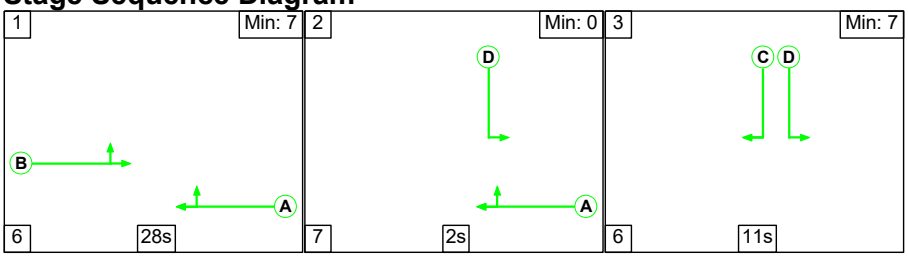
Stage	1	2	3
Duration	23	3	15
Change Point	2	31	41

Signal Timings Diagram



Controller :C2

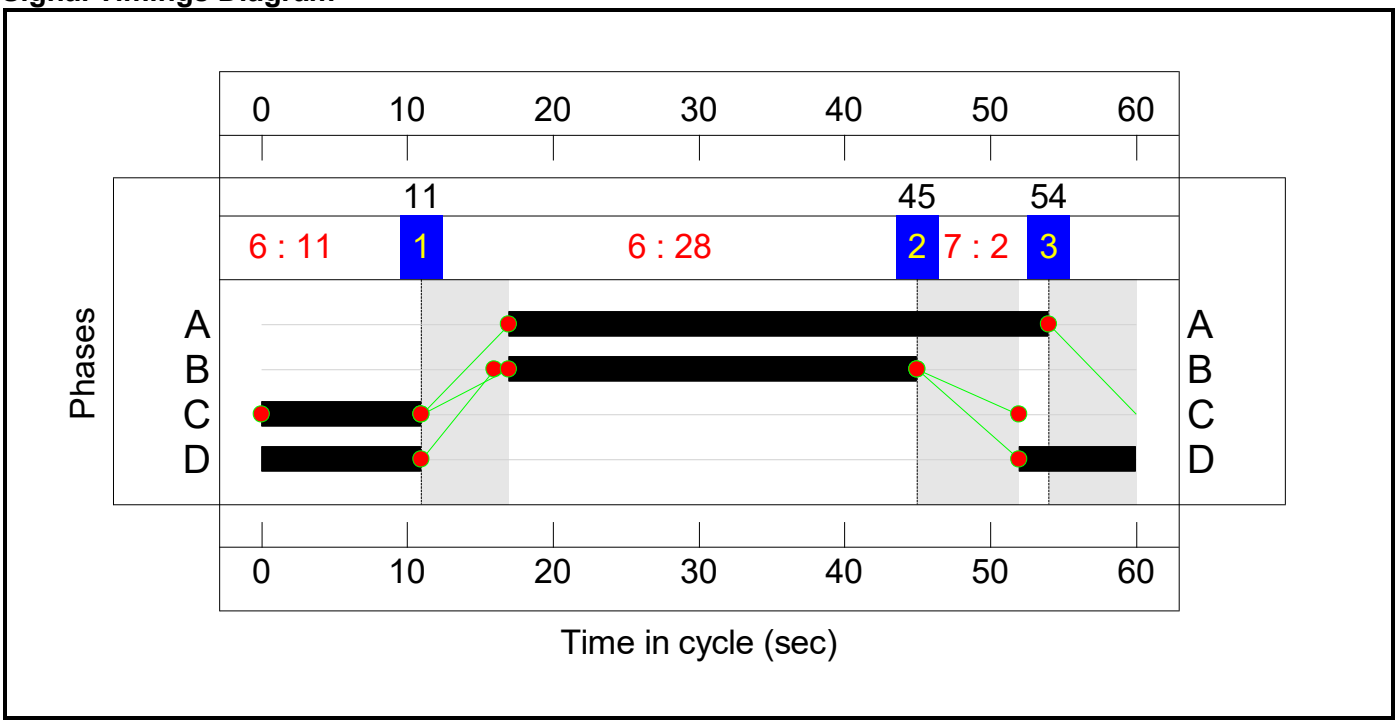
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	28	2	11
Change Point	11	45	54

Signal Timings Diagram



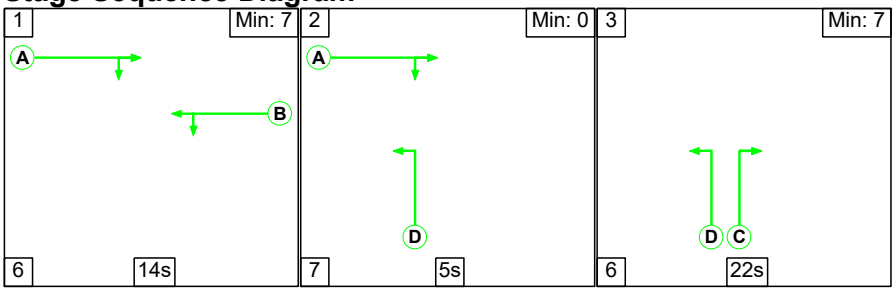
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**60.8%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**60.8%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	33	-	-	678	1880:1709	426+689	60.8 : 60.8%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	24:15	-	-	409	1709:1786	309+367	60.5 : 60.5%
5/1	Left	U	N/A	N/A	C1:B		1	23	-	-	177	1747	699	25.3%
5/2	Ahead	U	N/A	N/A	C1:B		1	23	-	-	122	1965	786	15.5%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**50.9%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	19:11	-	-	372	1747:1786	377+357	50.6 : 50.7%
2/1	Left	U	N/A	N/A	C2:B		1	28	-	-	256	1747	844	30.3%
2/2	Ahead	U	N/A	N/A	C2:B		1	28	-	-	225	1965	950	23.7%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	37	-	-	486	1965:1786	232+723	50.9 : 50.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**662**	**99**	**26**	**7.9**	**3.0**	**0.9**	**11.8**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**349**	**56**	**14**	**3.7**	**1.7**	**0.5**	**5.8**	**-**	**-**	**-**	**-**	
1/1+1/2	678	678	349	56	14	1.5	0.8	0.5	2.8	14.6	4.9	0.8	5.7	
3/1+3/2	409	409	-	-	-	1.7	0.8	-	2.5	22.0	3.1	0.8	3.8	
5/1	177	177	-	-	-	0.0	0.2	-	0.2	3.8	1.6	0.2	1.7	
5/2	122	122	-	-	-	0.4	0.0	-	0.4	11.1	1.1	0.0	1.1	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**313**	**43**	**12**	**4.2**	**1.2**	**0.5**	**6.0**	**-**	**-**	**-**	**-**	
1/1+1/2	372	372	-	-	-	1.9	0.5	-	2.4	23.0	2.7	0.5	3.2	
2/1	256	256	-	-	-	1.3	0.2	-	1.5	21.4	4.0	0.2	4.2	
2/2	225	225	-	-	-	0.2	0.0	-	0.2	3.6	1.9	0.0	1.9	
3/1+3/2	486	486	313	43	12	0.8	0.5	0.5	1.8	13.5	3.9	0.5	4.4	

C1	PRC for Signalled Lanes (%):	48.0	Total Delay for Signalled Lanes (pcuHr):	5.82	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	76.8	Total Delay for Signalled Lanes (pcuHr):	5.95	Cycle Time (s):	60
	PRC Over All Lanes (%):	48.0	Total Delay Over All Lanes(pcuHr):	11.77		

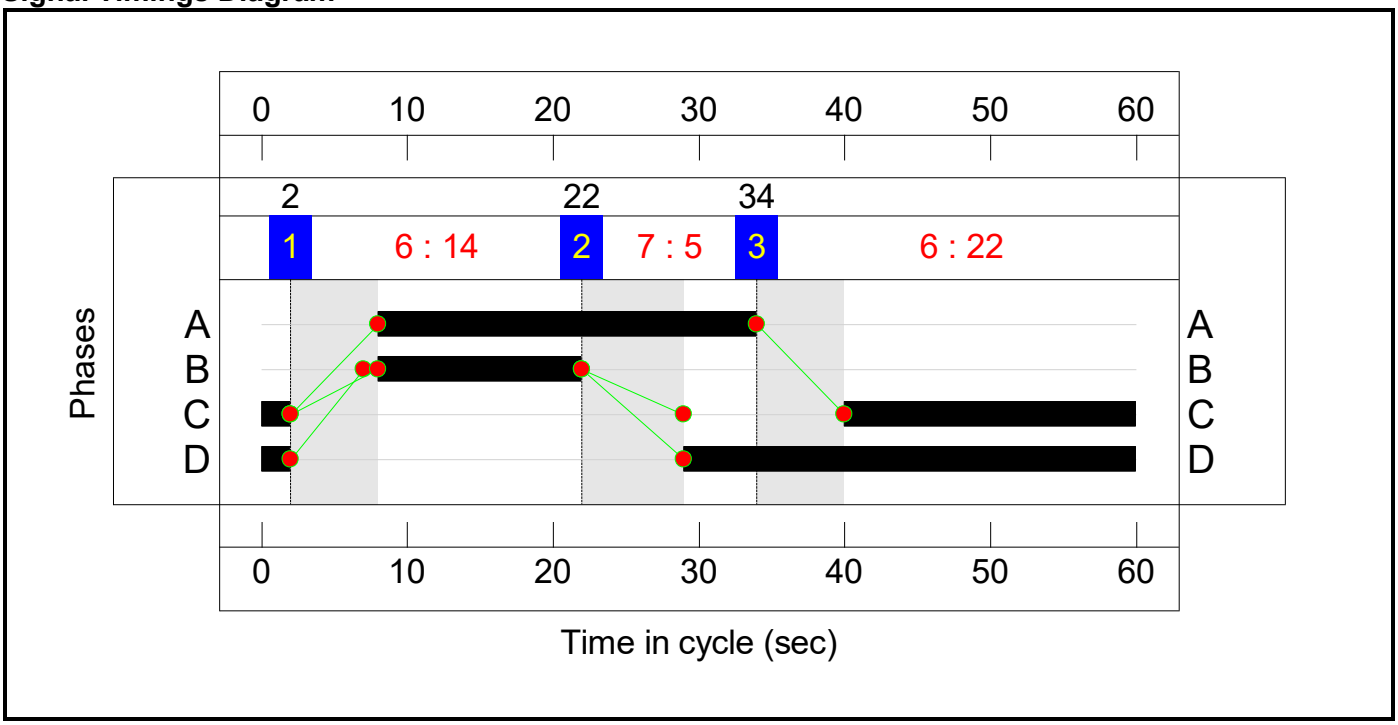
Scenario 8: '2042 RC4A - PM Peak' (FG8: '2042 RC4A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1
Stage Sequence Diagram



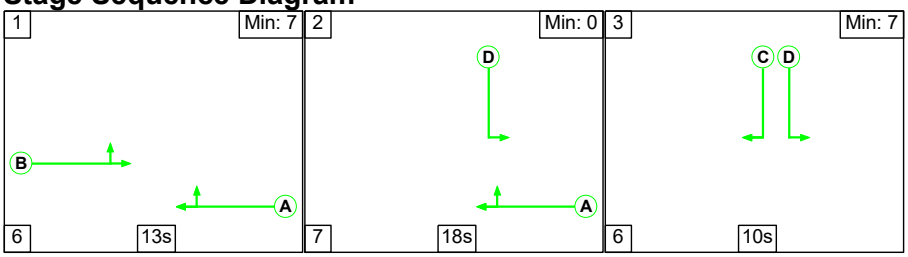
Stage Timings

Stage	1	2	3
Duration	14	5	22
Change Point	2	22	34

Signal Timings Diagram



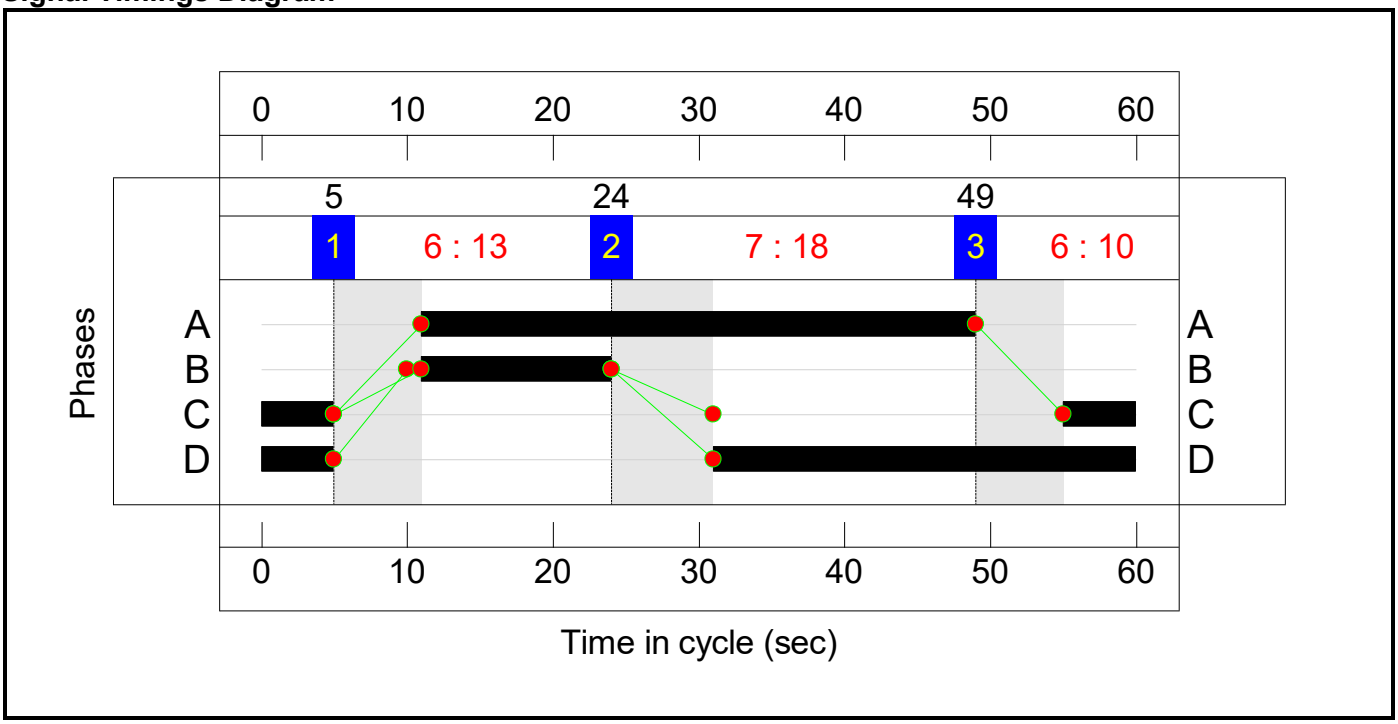
Controller :C2
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	13	18	10
Change Point	5	24	49

Signal Timings Diagram



Network Results

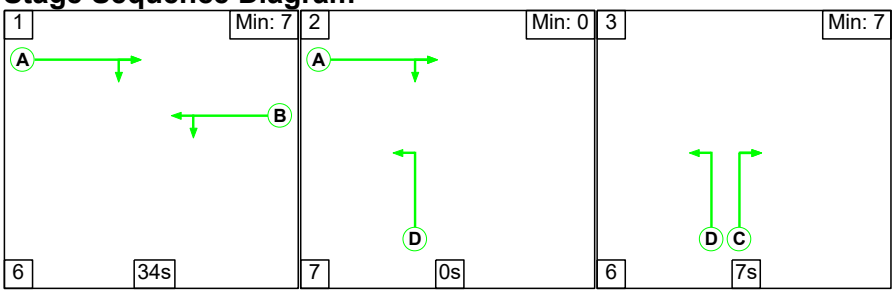
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**42.0%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**41.5%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	26	-	-	271	1880:1709	270+580	31.9 : 31.9%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	33:22	-	-	461	1709:1786	720+390	41.5 : 41.5%
5/1	Left	U	N/A	N/A	C1:B		1	14	-	-	123	1747	437	28.2%
5/2	Ahead	U	N/A	N/A	C1:B		1	14	-	-	116	1965	491	23.6%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**42.0%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	34:10	-	-	522	1747:1786	921+321	42.0 : 42.0%
2/1	Left	U	N/A	N/A	C2:B		1	13	-	-	167	1747	408	41.0%
2/2	Ahead	U	N/A	N/A	C2:B		1	13	-	-	81	1965	458	17.7%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	38	-	-	229	1965:1786	626+752	16.6 : 16.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**221**	**79**	**10**	**5.5**	**1.6**	**0.3**	**7.4**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**148**	**31**	**6**	**2.6**	**0.8**	**0.2**	**3.5**	**-**	**-**	**-**	**-**	
1/1+1/2	271	271	148	31	6	0.8	0.2	0.2	1.1	15.2	1.9	0.2	2.1	
3/1+3/2	461	461	-	-	-	1.1	0.4	-	1.5	11.6	2.6	0.4	2.9	
5/1	123	123	-	-	-	0.2	0.2	-	0.4	10.4	1.9	0.2	2.1	
5/2	116	116	-	-	-	0.5	0.0	-	0.5	16.5	1.3	0.0	1.3	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**73**	**48**	**4**	**3.0**	**0.8**	**0.1**	**3.9**	**-**	**-**	**-**	**-**	
1/1+1/2	522	522	-	-	-	1.5	0.4	-	1.9	13.1	3.4	0.4	3.8	
2/1	167	167	-	-	-	0.9	0.3	-	1.3	27.2	2.7	0.3	3.1	
2/2	81	81	-	-	-	0.3	0.0	-	0.3	11.9	0.5	0.0	0.5	
3/1+3/2	229	229	73	48	4	0.3	0.1	0.1	0.5	7.1	0.8	0.1	0.9	

C1	PRC for Signalled Lanes (%):	116.6	Total Delay for Signalled Lanes (pcuHr):	3.52	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	114.1	Total Delay for Signalled Lanes (pcuHr):	3.87	Cycle Time (s):	60
	PRC Over All Lanes (%):	114.1	Total Delay Over All Lanes(pcuHr):	7.40		

Scenario 9: '2042 DS4A - AM Peak' (FG9: '2042 DS4A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

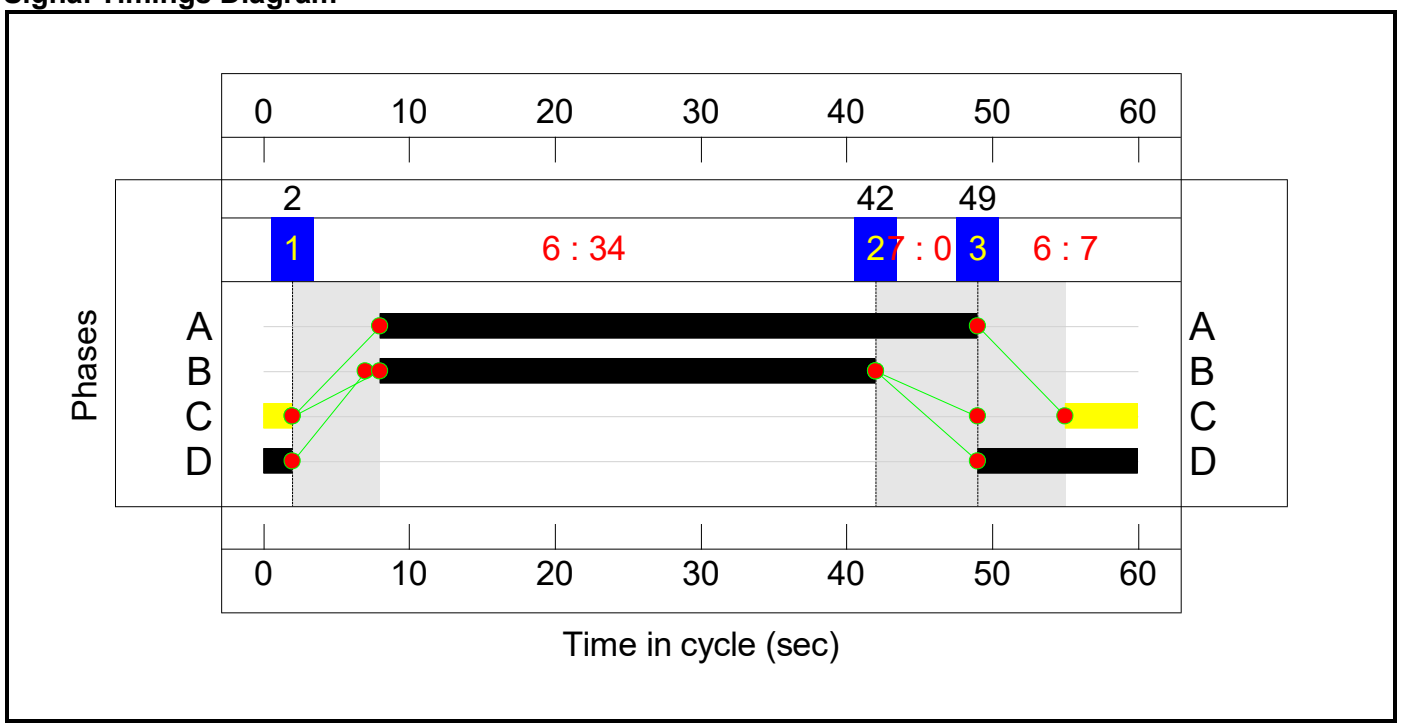
Stage Sequence Diagram



Stage Timings

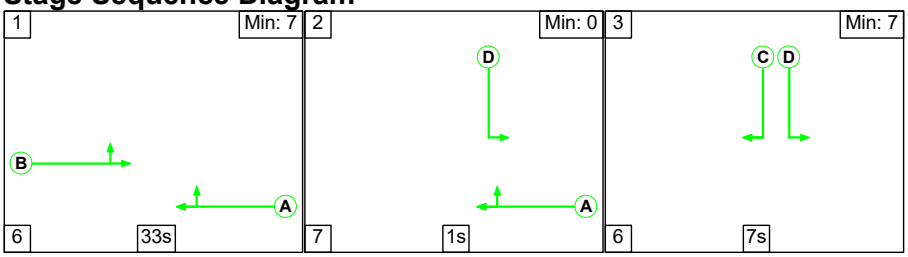
Stage	1	2	3
Duration	34	0	7
Change Point	2	42	49

Signal Timings Diagram



Controller :C2

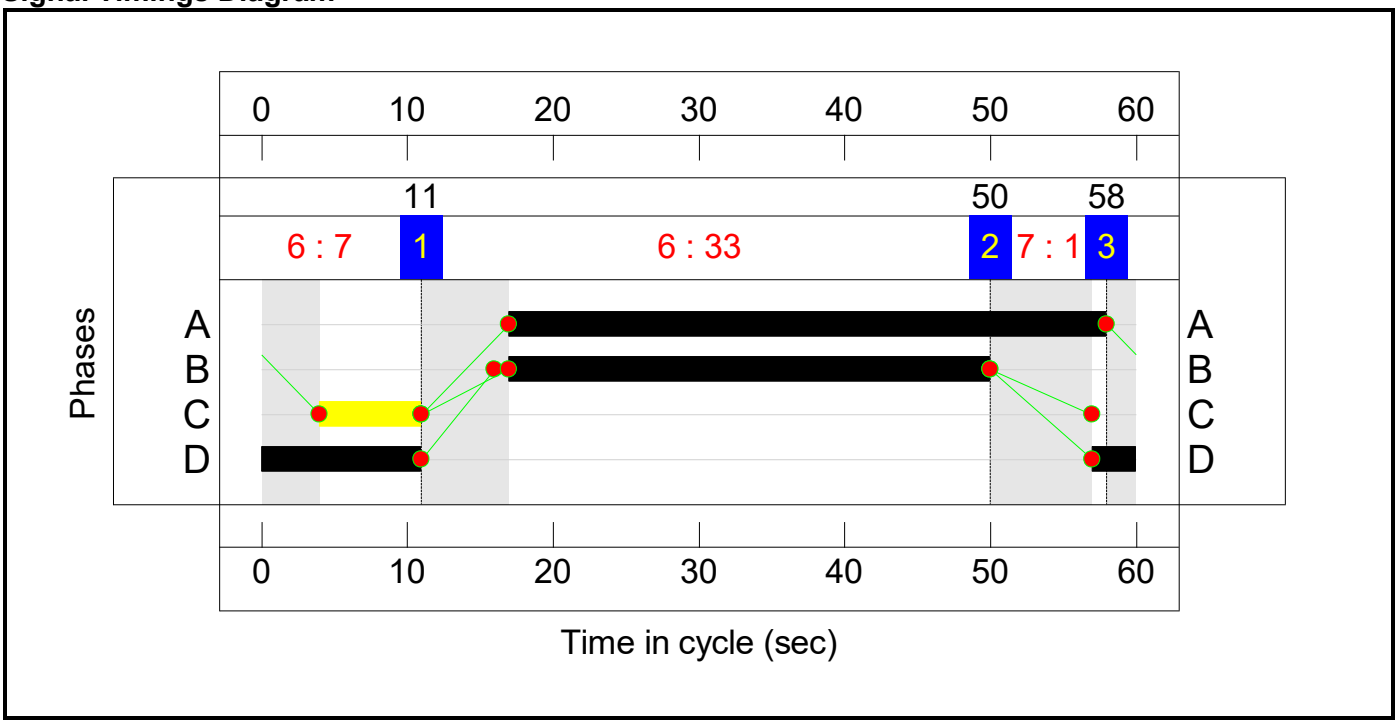
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	1	7
Change Point	11	50	58

Signal Timings Diagram



Network Results

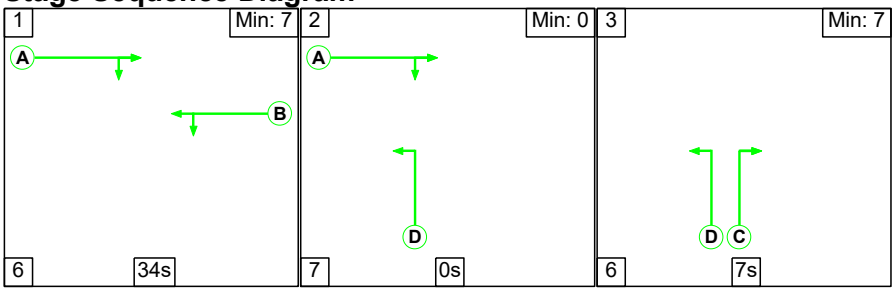
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.2%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**51.3%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	41	-	-	689	1880:1709	1083+259	51.3 : 51.3%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	13:7	-	-	93	1709:1786	57+238	31.5 : 31.5%
5/1	Left	U	N/A	N/A	C1:B		1	34	-	-	87	1747	1019	8.5%
5/2	Ahead	U	N/A	N/A	C1:B		1	34	-	-	437	1965	1146	38.1%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.2%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	14:7	-	-	440	1747:1786	437+124	78.5 : 78.5%
2/1	Left	U	N/A	N/A	C2:B		1	33	-	-	116	1747	990	11.7%
2/2	Ahead	U	N/A	N/A	C2:B		1	33	-	-	515	1965	1113	46.3%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	41	-	-	957	1965:1786	513+637	83.2 : 83.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**456**	**185**	**22**	**7.3**	**5.1**	**1.1**	**13.4**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**117**	**11**	**4**	**2.0**	**0.8**	**0.1**	**2.9**	**-**	**-**	**-**	**-**	
1/1+1/2	689	689	117	11	4	0.7	0.5	0.1	1.3	7.0	3.9	0.5	4.4	
3/1+3/2	93	93	-	-	-	0.6	0.2	-	0.8	31.4	1.1	0.2	1.4	
5/1	87	87	-	-	-	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0	
5/2	437	437	-	-	-	0.7	0.0	-	0.7	6.1	2.9	0.0	2.9	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**339**	**174**	**18**	**5.2**	**4.3**	**1.0**	**10.4**	**-**	**-**	**-**	**-**	
1/1+1/2	440	440	-	-	-	2.6	1.8	-	4.4	36.2	5.2	1.8	7.0	
2/1	116	116	-	-	-	0.3	0.1	-	0.4	12.1	1.5	0.1	1.6	
2/2	515	515	-	-	-	0.5	0.0	-	0.5	3.8	4.7	0.0	4.7	
3/1+3/2	957	957	339	174	18	1.7	2.4	1.0	5.1	19.1	7.9	2.4	10.4	

C1	PRC for Signalled Lanes (%):	75.4	Total Delay for Signalled Lanes (pcuHr):	2.93	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	10.44	Cycle Time (s):	60
	PRC Over All Lanes (%):	8.2	Total Delay Over All Lanes(pcuHr):	13.37		

Scenario 10: '2042 DS4A - PM Peak' (FG10: '2042 DS4A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

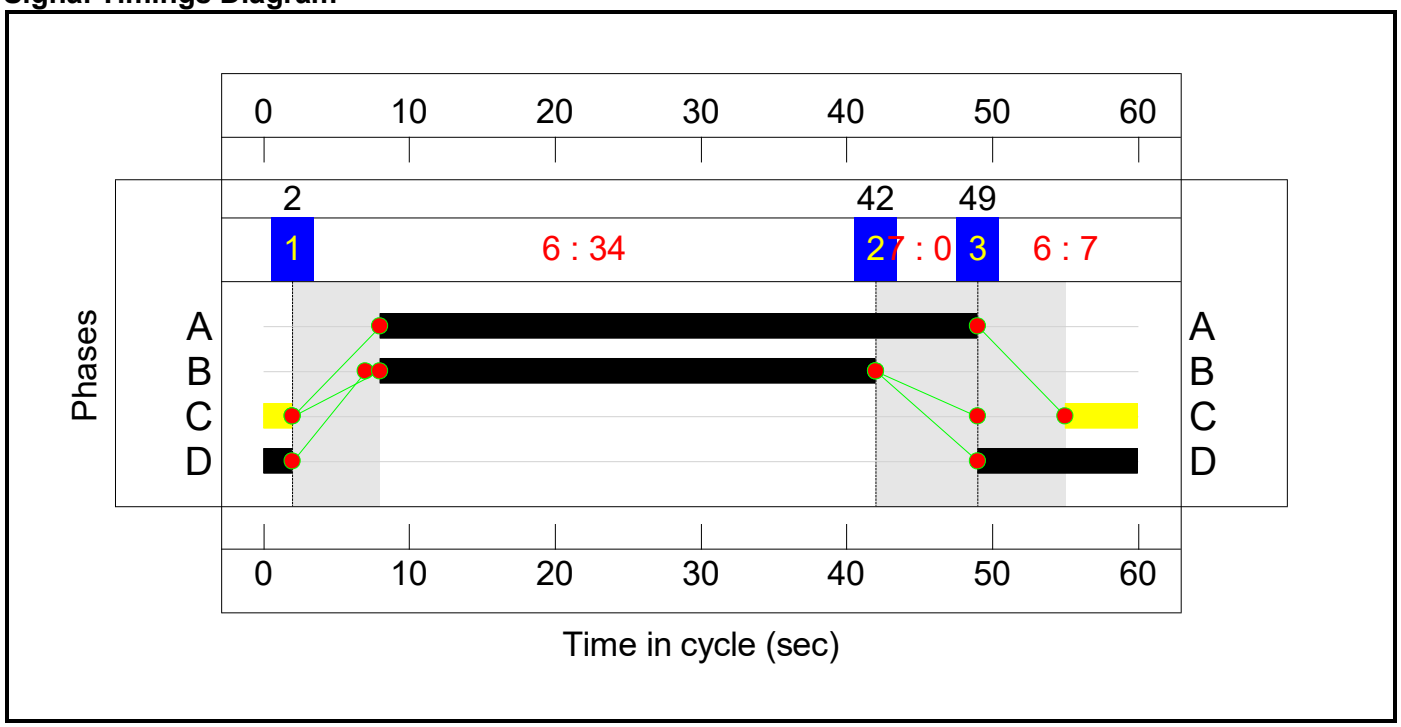
Stage Sequence Diagram



Stage Timings

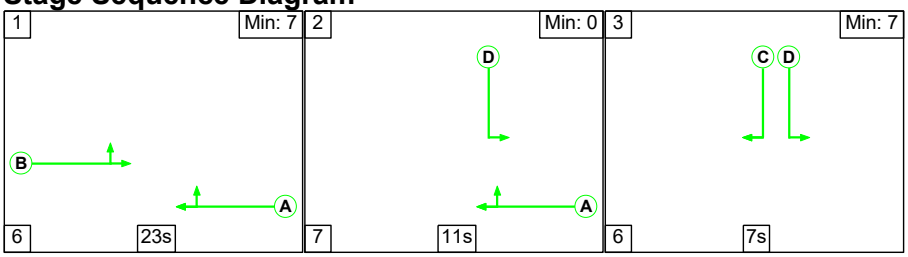
Stage	1	2	3
Duration	34	0	7
Change Point	2	42	49

Signal Timings Diagram



Controller :C2

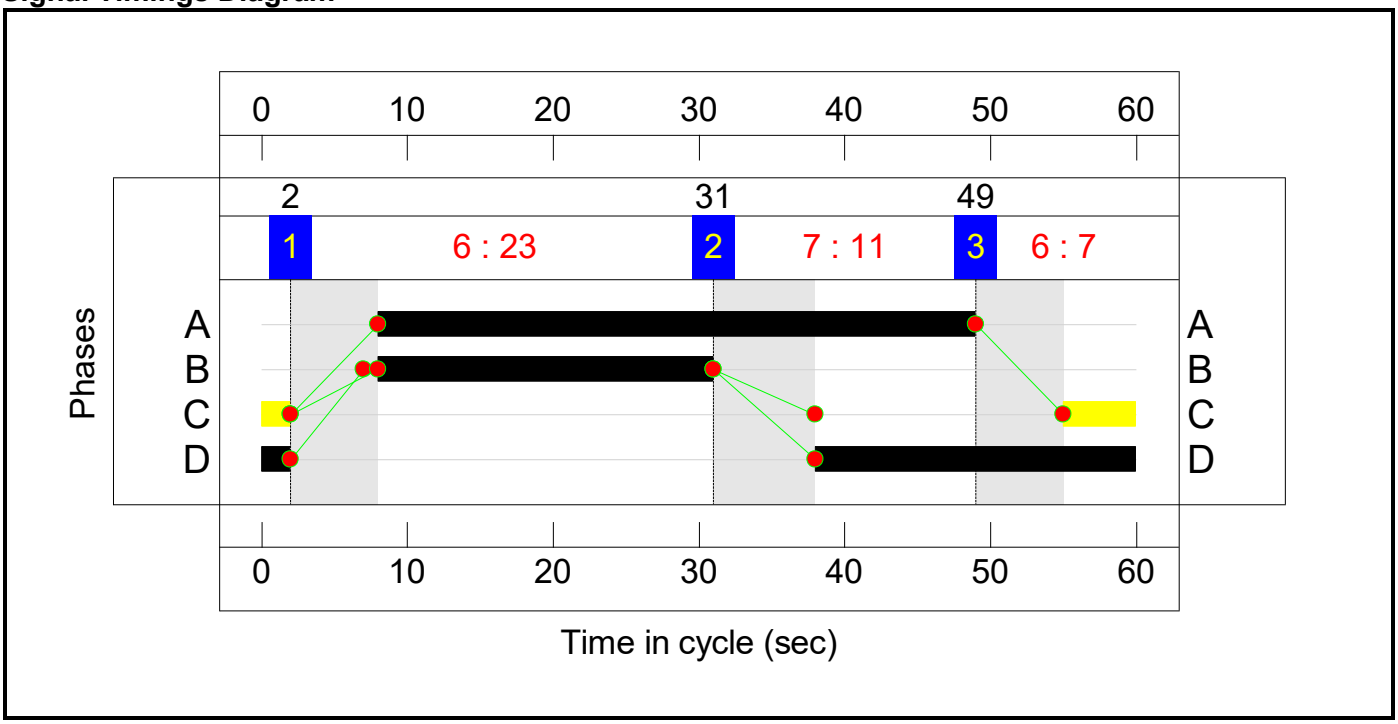
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	23	11	7
Change Point	2	31	49

Signal Timings Diagram



Network Results

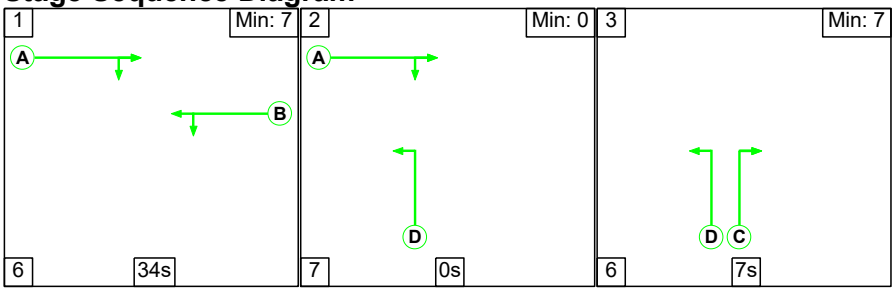
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.4%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**31.7%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	41	-	-	318	1880:1709	1145+184	23.9 : 23.9%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	13:7	-	-	50	1709:1786	358+168	9.5 : 9.5%
5/1	Left	U	N/A	N/A	C1:B		1	34	-	-	76	1747	1019	7.5%
5/2	Ahead	U	N/A	N/A	C1:B		1	34	-	-	363	1965	1146	31.7%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.4%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	24:7	-	-	552	1747:1786	728+129	64.4 : 64.4%
2/1	Left	U	N/A	N/A	C2:B		1	23	-	-	23	1747	699	3.3%
2/2	Ahead	U	N/A	N/A	C2:B		1	23	-	-	267	1965	786	34.0%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	41	-	-	669	1965:1786	859+756	41.4 : 41.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**258**	**87**	**12**	**4.9**	**1.5**	**0.3**	**6.7**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**39**	**4**	**1**	**1.1**	**0.2**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	
1/1+1/2	318	318	39	4	1	0.3	0.2	0.0	0.4	5.0	1.6	0.2	1.8	
3/1+3/2	50	50	-	-	-	0.3	0.1	-	0.3	23.4	0.4	0.1	0.5	
5/1	76	76	-	-	-	0.1	0.0	-	0.1	6.6	1.2	0.0	1.2	
5/2	363	363	-	-	-	0.5	0.0	-	0.5	4.7	1.6	0.0	1.6	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**219**	**83**	**10**	**3.8**	**1.3**	**0.3**	**5.4**	**-**	**-**	**-**	**-**	
1/1+1/2	552	552	-	-	-	2.4	0.9	-	3.3	21.3	6.1	0.9	7.0	
2/1	23	23	-	-	-	0.0	0.0	-	0.1	9.0	0.3	0.0	0.3	
2/2	267	267	-	-	-	0.8	0.0	-	0.8	10.7	1.9	0.0	1.9	
3/1+3/2	669	669	219	83	10	0.6	0.4	0.3	1.2	6.6	2.1	0.4	2.4	

C1	PRC for Signalled Lanes (%):	184.2	Total Delay for Signalled Lanes (pcuHr):	1.39	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	39.7	Total Delay for Signalled Lanes (pcuHr):	5.35	Cycle Time (s):	60
	PRC Over All Lanes (%):	39.7	Total Delay Over All Lanes(pcuHr):	6.74		

Scenario 11: '2042 DS4AwTP - AM Peak' (FG11: '2042 DS4AwTP - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

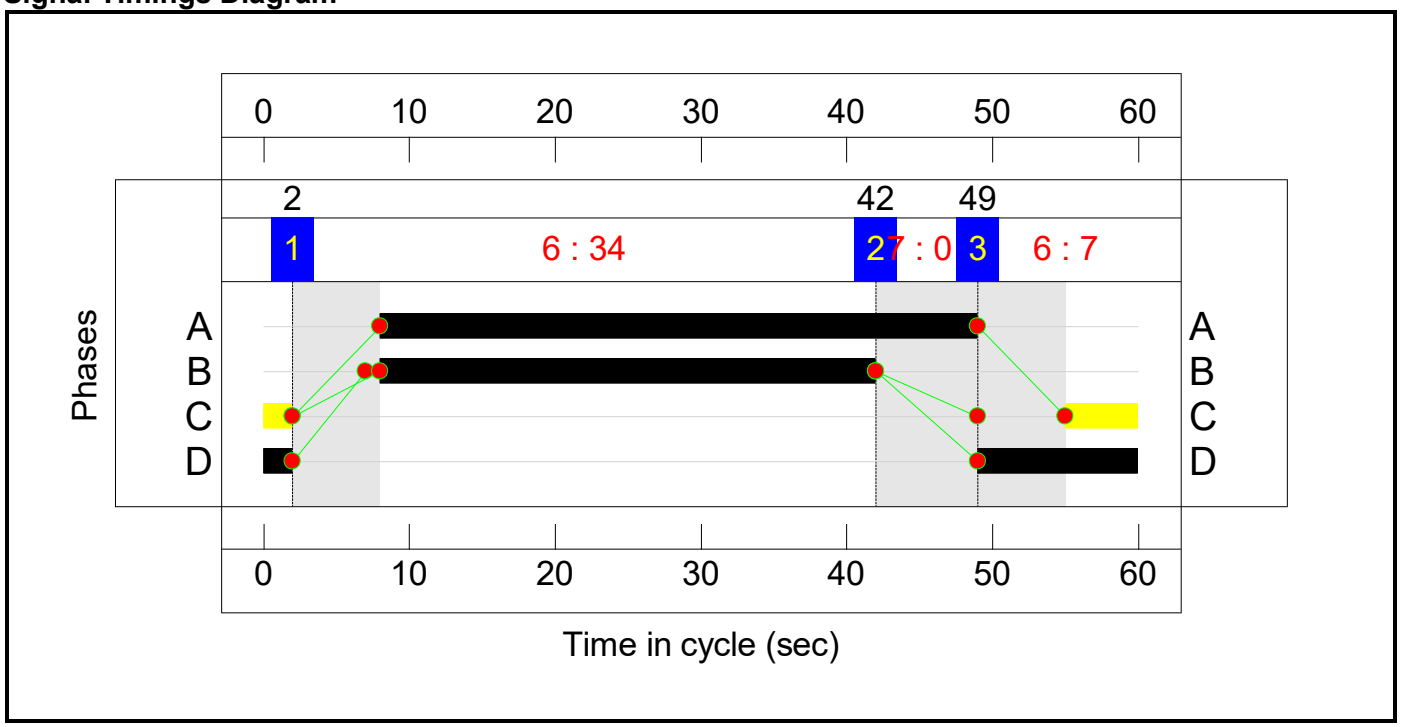
Stage Sequence Diagram



Stage Timings

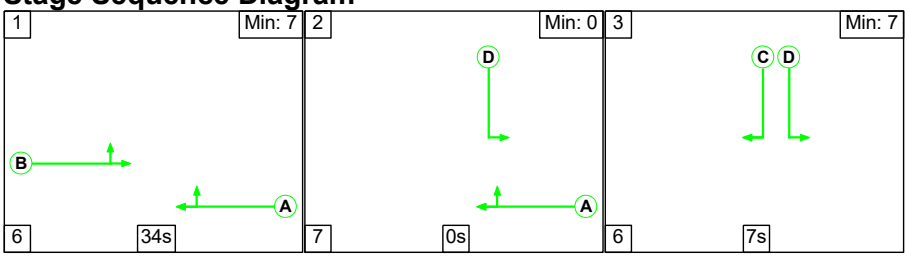
Stage	1	2	3
Duration	34	0	7
Change Point	2	42	49

Signal Timings Diagram



Controller :C2

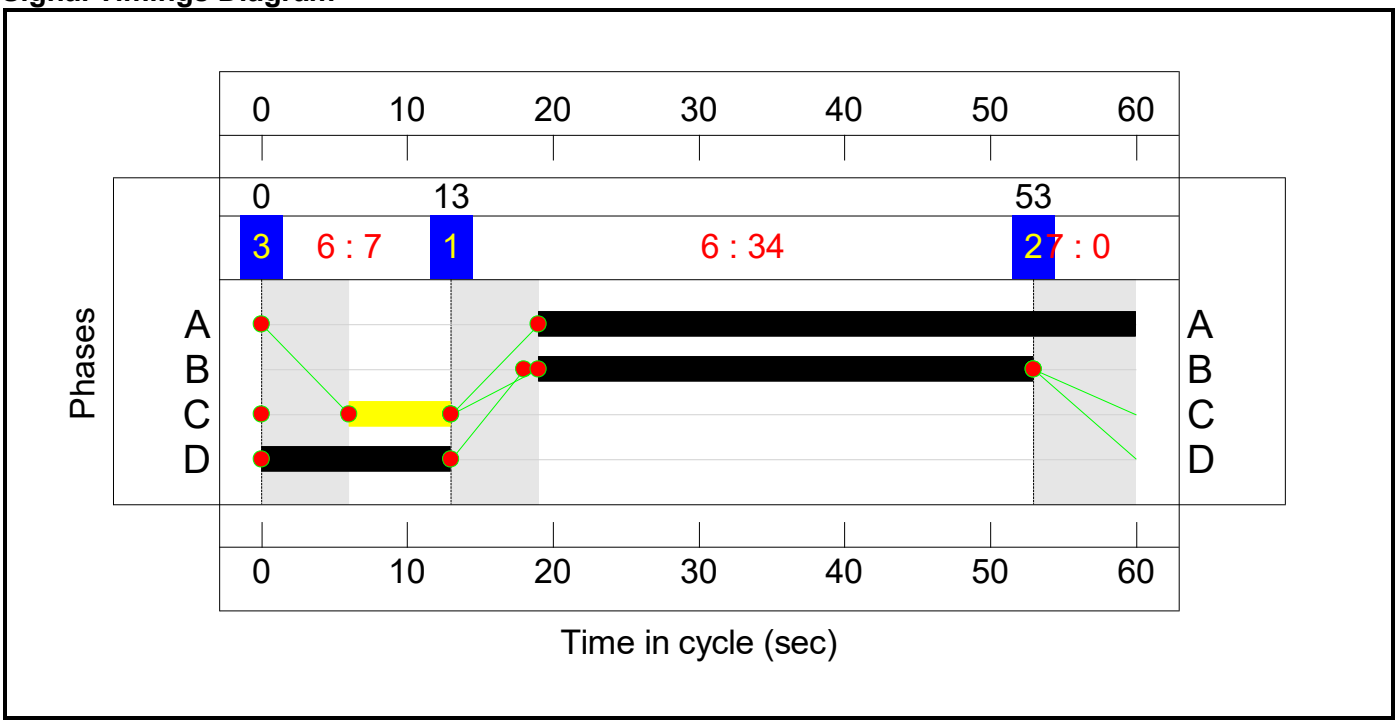
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	0	7
Change Point	13	53	0

Signal Timings Diagram



Network Results

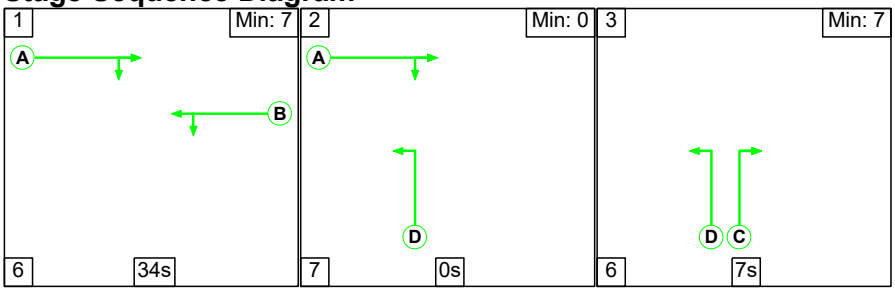
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**84.6%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**50.7%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	41	-	-	681	1880:1709	1081+262	50.7 : 50.7%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	13:7	-	-	91	1709:1786	59+238	30.7 : 30.7%
5/1	Left	U	N/A	N/A	C1:B		1	34	-	-	87	1747	1019	8.5%
5/2	Ahead	U	N/A	N/A	C1:B		1	34	-	-	435	1965	1146	37.9%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**84.6%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	13:7	-	-	423	1747:1786	408+121	80.0 : 80.0%
2/1	Left	U	N/A	N/A	C2:B		1	34	-	-	114	1747	1019	11.2%
2/2	Ahead	U	N/A	N/A	C2:B		1	34	-	-	507	1965	1146	44.2%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	41	-	-	958	1965:1786	502+630	84.6 : 84.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**479**	**160**	**28**	**7.1**	**5.4**	**1.1**	**13.7**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**117**	**11**	**4**	**2.0**	**0.8**	**0.1**	**2.9**	**-**	**-**	**-**	**-**	
1/1+1/2	681	681	117	11	4	0.7	0.5	0.1	1.3	7.1	3.8	0.5	4.3	
3/1+3/2	91	91	-	-	-	0.6	0.2	-	0.8	31.2	1.1	0.2	1.3	
5/1	87	87	-	-	-	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0	
5/2	435	435	-	-	-	0.8	0.0	-	0.8	6.3	3.1	0.0	3.1	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**361**	**149**	**23**	**5.1**	**4.7**	**1.0**	**10.7**	**-**	**-**	**-**	**-**	
1/1+1/2	423	423	-	-	-	2.6	1.9	-	4.5	38.6	5.1	1.9	7.0	
2/1	114	114	-	-	-	0.3	0.1	-	0.4	13.0	1.5	0.1	1.6	
2/2	507	507	-	-	-	0.5	0.0	-	0.5	3.2	4.6	0.0	4.6	
3/1+3/2	958	958	361	149	23	1.7	2.7	1.0	5.3	20.0	8.1	2.7	10.8	

C1	PRC for Signalled Lanes (%):	77.5	Total Delay for Signalled Lanes (pcuHr):	2.92	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	6.4	Total Delay for Signalled Lanes (pcuHr):	10.73	Cycle Time (s):	60
	PRC Over All Lanes (%):	6.4	Total Delay Over All Lanes(pcuHr):	13.65		

Scenario 12: '2042 DS4AwTP - PM Peak' (FG12: '2042 DS4AwTP - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

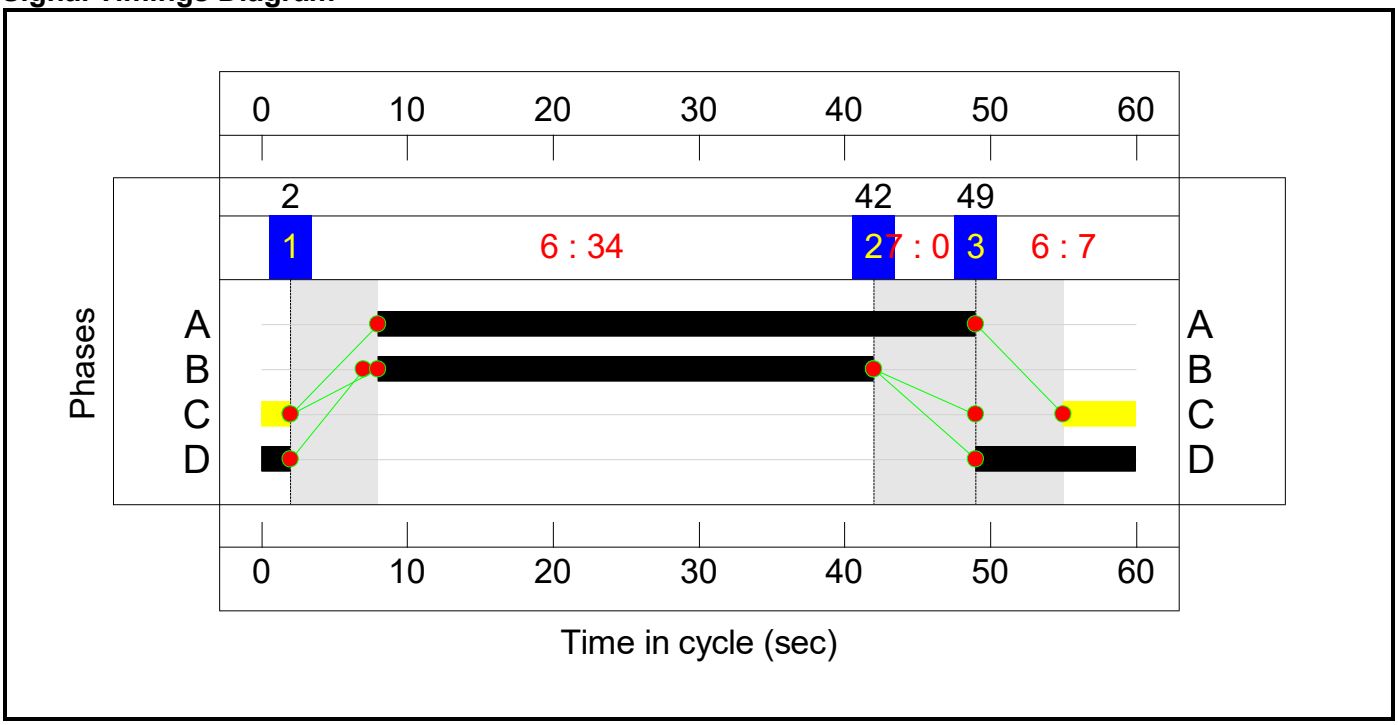
Stage Sequence Diagram



Stage Timings

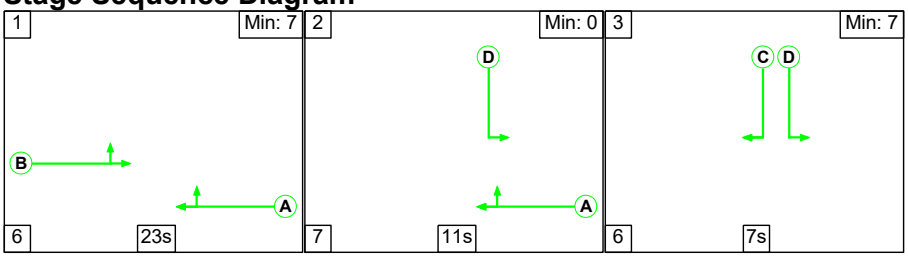
Stage	1	2	3
Duration	34	0	7
Change Point	2	42	49

Signal Timings Diagram



Controller :C2

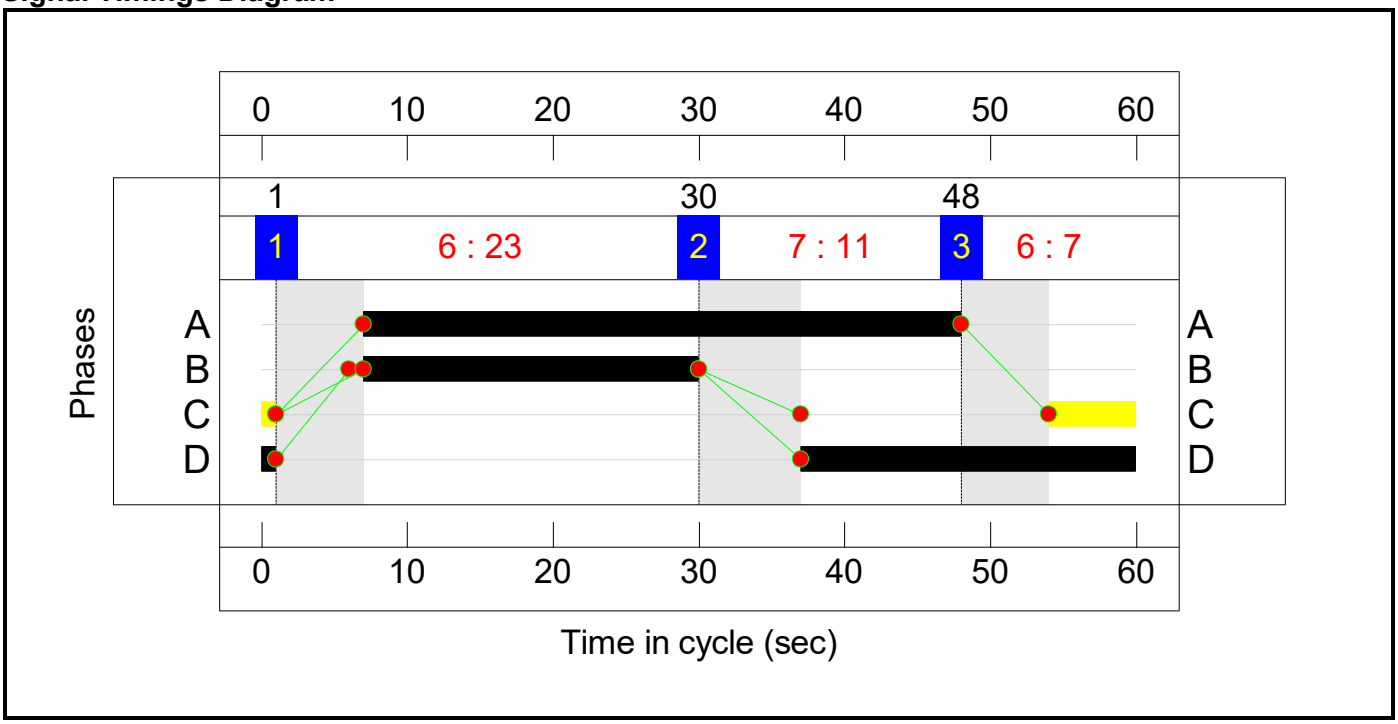
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	23	11	7
Change Point	1	30	48

Signal Timings Diagram



Network Results

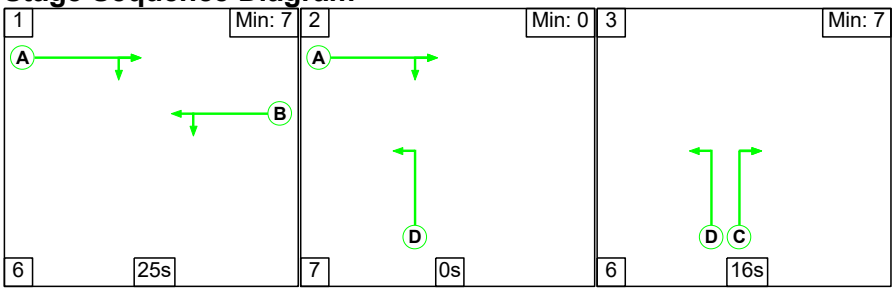
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**65.3%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**31.1%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	41	-	-	314	1880:1709	1143+186	23.6 : 23.6%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	13:7	-	-	45	1709:1786	352+194	8.2 : 8.2%
5/1	Left	U	N/A	N/A	C1:B		1	34	-	-	65	1747	1019	6.4%
5/2	Ahead	U	N/A	N/A	C1:B		1	34	-	-	357	1965	1146	31.1%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**65.3%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	24:7	-	-	548	1747:1786	728+112	65.3 : 65.3%
2/1	Left	U	N/A	N/A	C2:B		1	23	-	-	23	1747	699	3.3%
2/2	Ahead	U	N/A	N/A	C2:B		1	23	-	-	263	1965	786	33.5%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	41	-	-	654	1965:1786	861+753	40.5 : 40.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**252**	**85**	**12**	**4.8**	**1.5**	**0.2**	**6.6**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**39**	**4**	**1**	**1.1**	**0.2**	**0.0**	**1.3**	**-**	**-**	**-**	**-**	
1/1+1/2	314	314	39	4	1	0.3	0.2	0.0	0.4	5.0	1.6	0.2	1.7	
3/1+3/2	45	45	-	-	-	0.2	0.0	-	0.3	23.4	0.4	0.0	0.4	
5/1	65	65	-	-	-	0.1	0.0	-	0.1	7.5	1.0	0.0	1.1	
5/2	357	357	-	-	-	0.4	0.0	-	0.4	4.5	1.5	0.0	1.5	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**213**	**81**	**10**	**3.8**	**1.3**	**0.2**	**5.3**	**-**	**-**	**-**	**-**	
1/1+1/2	548	548	-	-	-	2.3	0.9	-	3.3	21.4	6.3	0.9	7.3	
2/1	23	23	-	-	-	0.0	0.0	-	0.1	8.4	0.3	0.0	0.3	
2/2	263	263	-	-	-	0.8	0.0	-	0.8	10.9	2.0	0.0	2.0	
3/1+3/2	654	654	213	81	10	0.6	0.3	0.2	1.2	6.4	2.0	0.3	2.4	

C1	PRC for Signalled Lanes (%):	189.0	Total Delay for Signalled Lanes (pcuHr):	1.32	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	5.28	Cycle Time (s):	60
	PRC Over All Lanes (%):	37.9	Total Delay Over All Lanes(pcuHr):	6.59		

Scenario 13: '2031 RC2A - AM Peak' (FG13: '2031 RC2A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

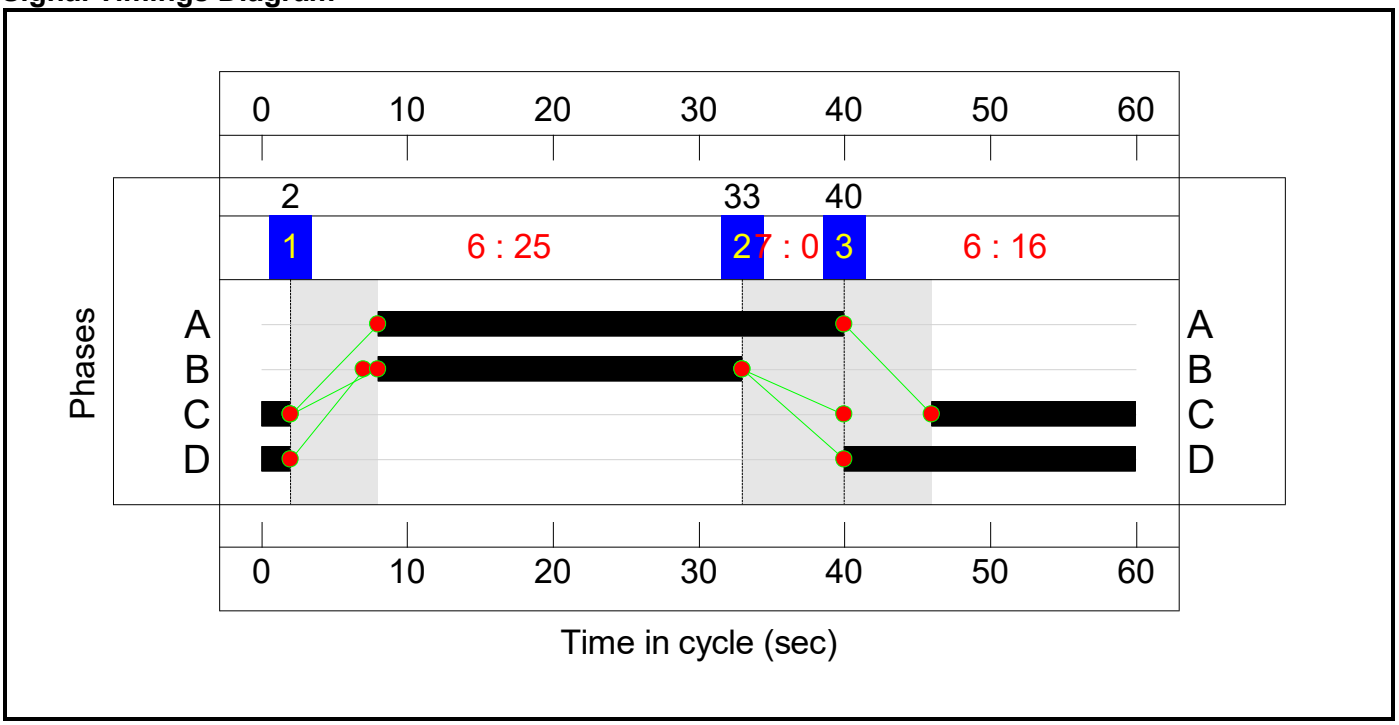
Stage Sequence Diagram



Stage Timings

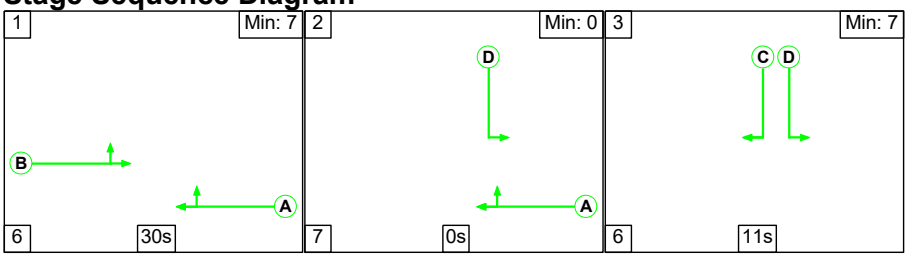
Stage	1	2	3
Duration	25	0	16
Change Point	2	33	40

Signal Timings Diagram



Controller :C2

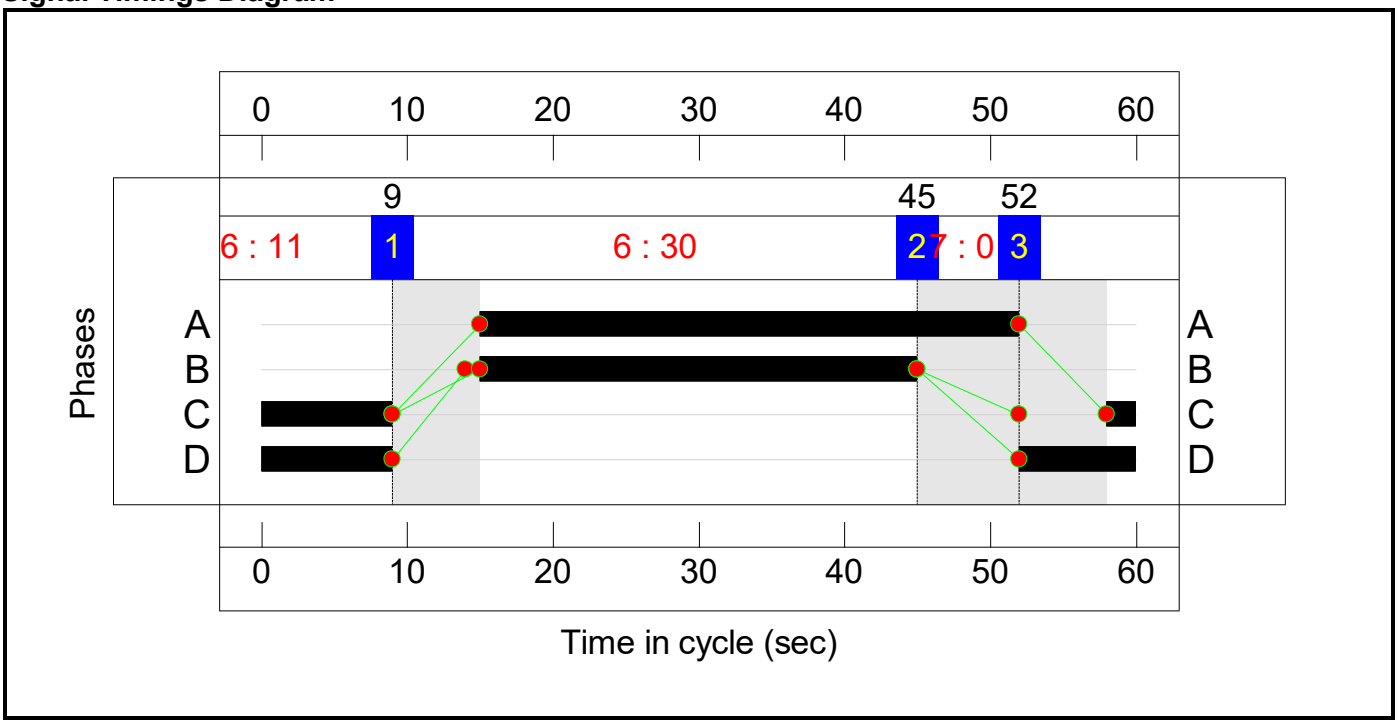
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	0	11
Change Point	9	45	52

Signal Timings Diagram



Network Results

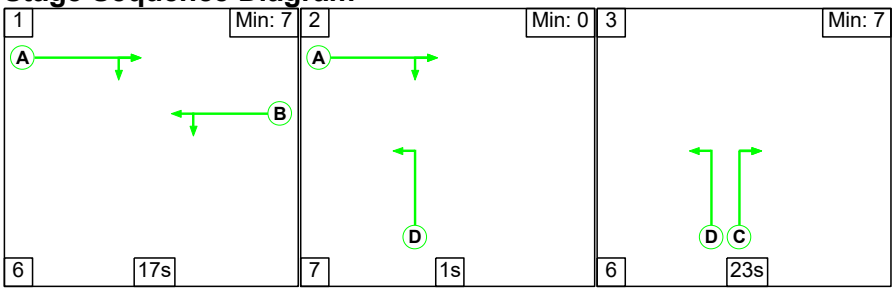
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**56.9%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**56.9%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	32	-	-	589	1880:1709	388+646	56.9 : 56.9%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	22:16	-	-	371	1709:1786	252+402	56.7 : 56.7%
5/1	Left	U	N/A	N/A	C1:B		1	25	-	-	185	1747	757	24.4%
5/2	Ahead	U	N/A	N/A	C1:B		1	25	-	-	142	1965	852	16.7%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**56.3%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	17:11	-	-	346	1747:1786	258+357	56.3 : 56.3%
2/1	Left	U	N/A	N/A	C2:B		1	30	-	-	275	1747	903	30.5%
2/2	Ahead	U	N/A	N/A	C2:B		1	30	-	-	174	1965	1015	17.1%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	37	-	-	465	1965:1786	262+704	48.1 : 48.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**625**	**59**	**24**	**7.4**	**2.8**	**0.9**	**11.1**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**325**	**31**	**12**	**3.4**	**1.5**	**0.4**	**5.3**	**-**	**-**	**-**	**-**	
1/1+1/2	589	589	325	31	12	1.4	0.7	0.4	2.4	15.0	4.2	0.7	4.8	
3/1+3/2	371	371	-	-	-	1.6	0.7	-	2.3	22.0	3.1	0.7	3.8	
5/1	185	185	-	-	-	0.1	0.2	-	0.3	5.1	2.6	0.2	2.7	
5/2	142	142	-	-	-	0.3	0.0	-	0.3	8.6	1.1	0.0	1.1	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**299**	**28**	**11**	**4.0**	**1.3**	**0.4**	**5.8**	**-**	**-**	**-**	**-**	
1/1+1/2	346	346	-	-	-	1.9	0.6	-	2.5	26.0	3.0	0.6	3.7	
2/1	275	275	-	-	-	1.3	0.2	-	1.5	19.4	4.2	0.2	4.4	
2/2	174	174	-	-	-	0.1	0.0	-	0.1	2.6	0.7	0.0	0.7	
3/1+3/2	465	465	299	28	11	0.8	0.5	0.4	1.7	13.0	3.6	0.5	4.0	

C1	PRC for Signalled Lanes (%):	58.1	Total Delay for Signalled Lanes (pcuHr):	5.31	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	59.9	Total Delay for Signalled Lanes (pcuHr):	5.79	Cycle Time (s):	60
	PRC Over All Lanes (%):	58.1	Total Delay Over All Lanes(pcuHr):	11.10		

Scenario 14: '2031 RC2A - PM Peak' (FG14: '2031 RC2A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

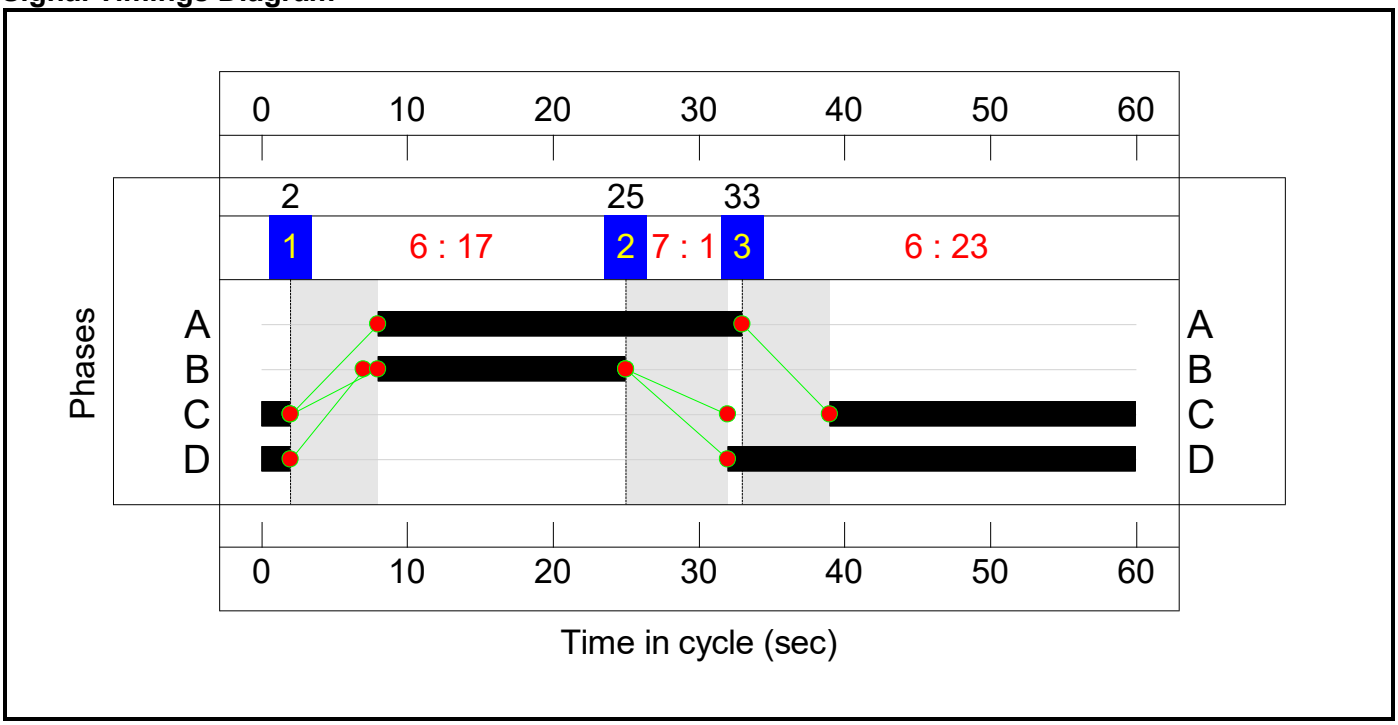
Stage Sequence Diagram



Stage Timings

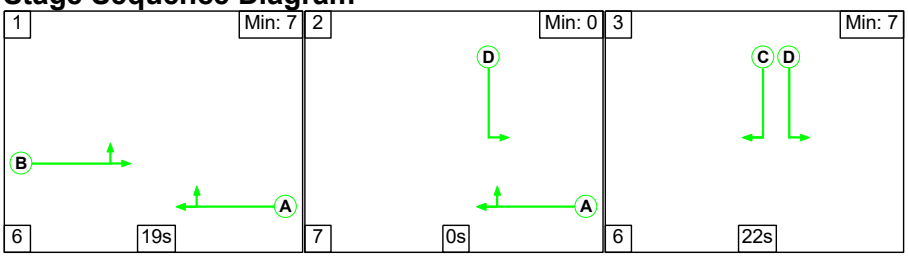
Stage	1	2	3
Duration	17	1	23
Change Point	2	25	33

Signal Timings Diagram



Controller :C2

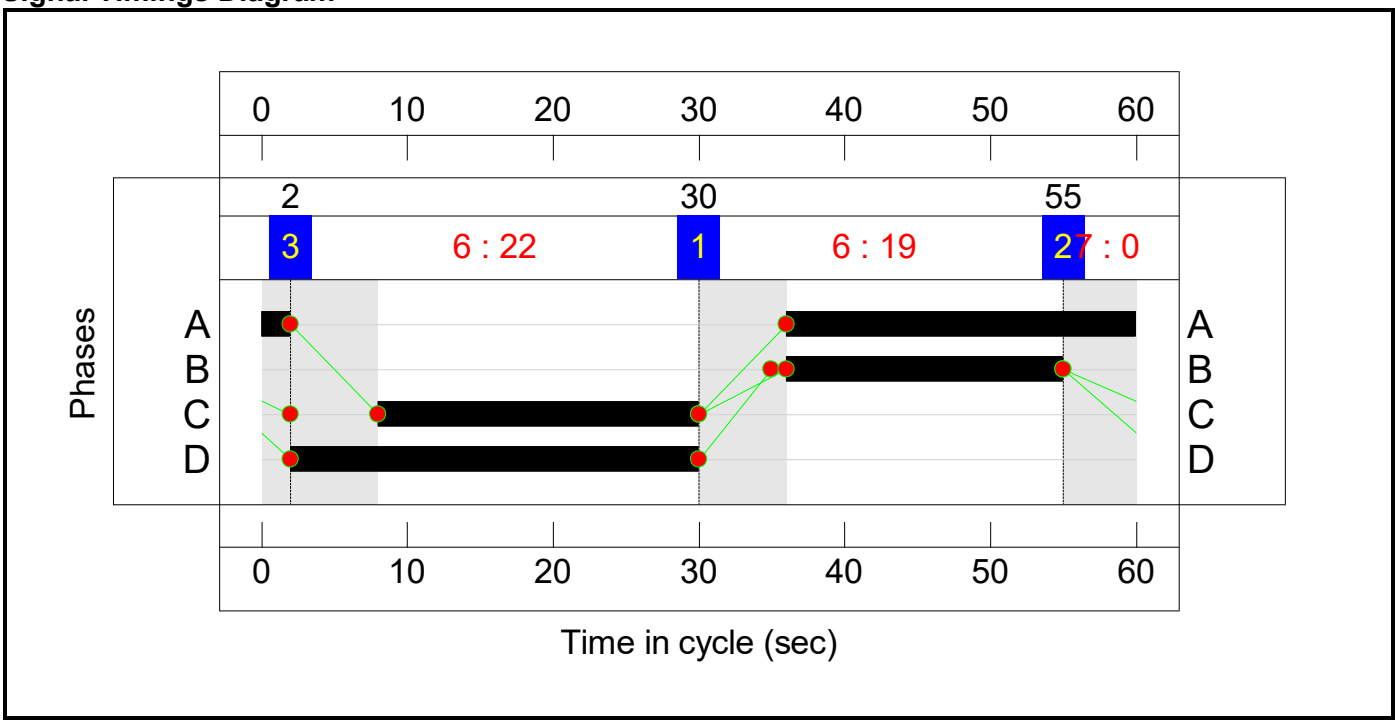
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	0	22
Change Point	30	55	2

Signal Timings Diagram



Network Results

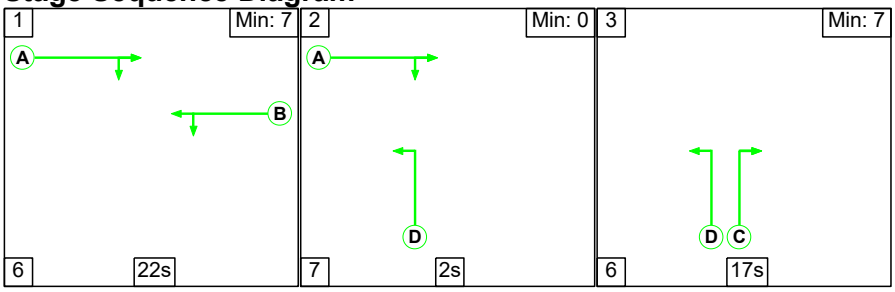
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**40.3%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**39.9%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	25	-	-	224	1880:1709	381+456	26.8 : 26.8%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	30:23	-	-	407	1709:1786	634+423	38.5 : 38.5%
5/1	Left	U	N/A	N/A	C1:B		1	17	-	-	209	1747	524	39.9%
5/2	Ahead	U	N/A	N/A	C1:B		1	17	-	-	118	1965	590	20.0%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**40.3%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	28:22	-	-	487	1747:1786	587+620	40.3 : 40.3%
2/1	Left	U	N/A	N/A	C2:B		1	19	-	-	167	1747	582	28.7%
2/2	Ahead	U	N/A	N/A	C2:B		1	19	-	-	98	1965	655	15.0%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	26	-	-	176	1965:1786	420+540	18.3 : 18.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**193**	**20**	**7**	**5.6**	**1.5**	**0.1**	**7.2**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**106**	**12**	**4**	**2.7**	**0.8**	**0.1**	**3.6**	**-**	**-**	**-**	**-**	
1/1+1/2	224	224	106	12	4	0.6	0.2	0.1	0.9	14.4	1.2	0.2	1.4	
3/1+3/2	407	407	-	-	-	1.1	0.3	-	1.4	12.4	2.2	0.3	2.5	
5/1	209	209	-	-	-	0.5	0.3	-	0.8	14.4	0.8	0.3	1.2	
5/2	118	118	-	-	-	0.5	0.0	-	0.5	15.1	1.4	0.0	1.4	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**87**	**8**	**3**	**2.8**	**0.7**	**0.1**	**3.5**	**-**	**-**	**-**	**-**	
1/1+1/2	487	487	-	-	-	1.5	0.3	-	1.9	13.8	3.0	0.3	3.3	
2/1	167	167	-	-	-	0.4	0.2	-	0.6	13.5	0.8	0.2	1.0	
2/2	98	98	-	-	-	0.4	0.0	-	0.4	15.1	1.5	0.0	1.5	
3/1+3/2	176	176	87	8	3	0.5	0.1	0.1	0.6	13.0	0.9	0.1	1.0	

C1	PRC for Signalled Lanes (%):	125.7	Total Delay for Signalled Lanes (pcuHr):	3.64	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	123.1	Total Delay for Signalled Lanes (pcuHr):	3.54	Cycle Time (s):	60
	PRC Over All Lanes (%):	123.1	Total Delay Over All Lanes(pcuHr):	7.18		

Scenario 15: '2031 DS2A - AM Peak' (FG15: '2031 DS2A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

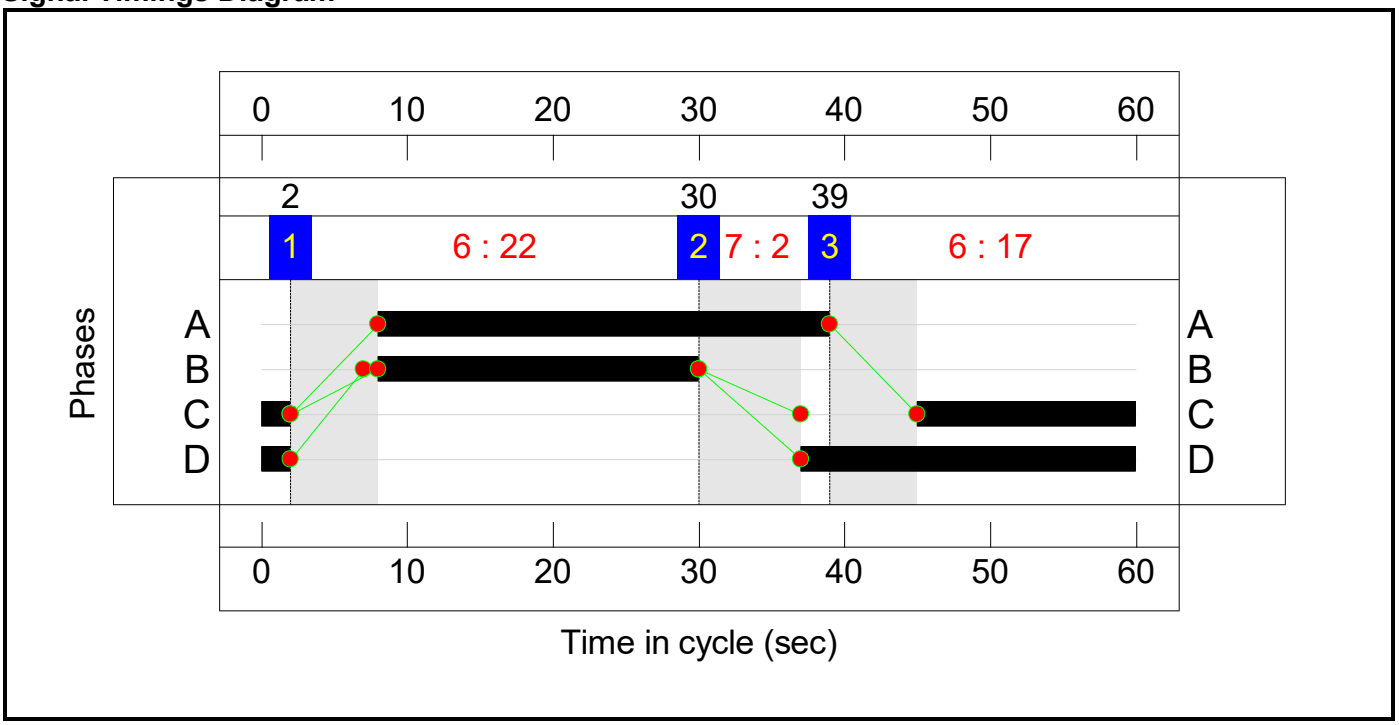
Stage Sequence Diagram



Stage Timings

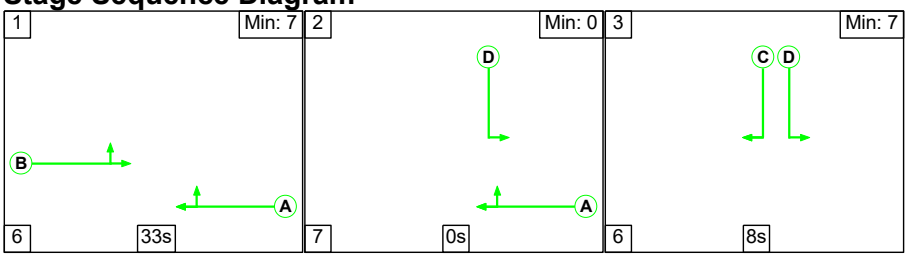
Stage	1	2	3
Duration	22	2	17
Change Point	2	30	39

Signal Timings Diagram



Controller :C2

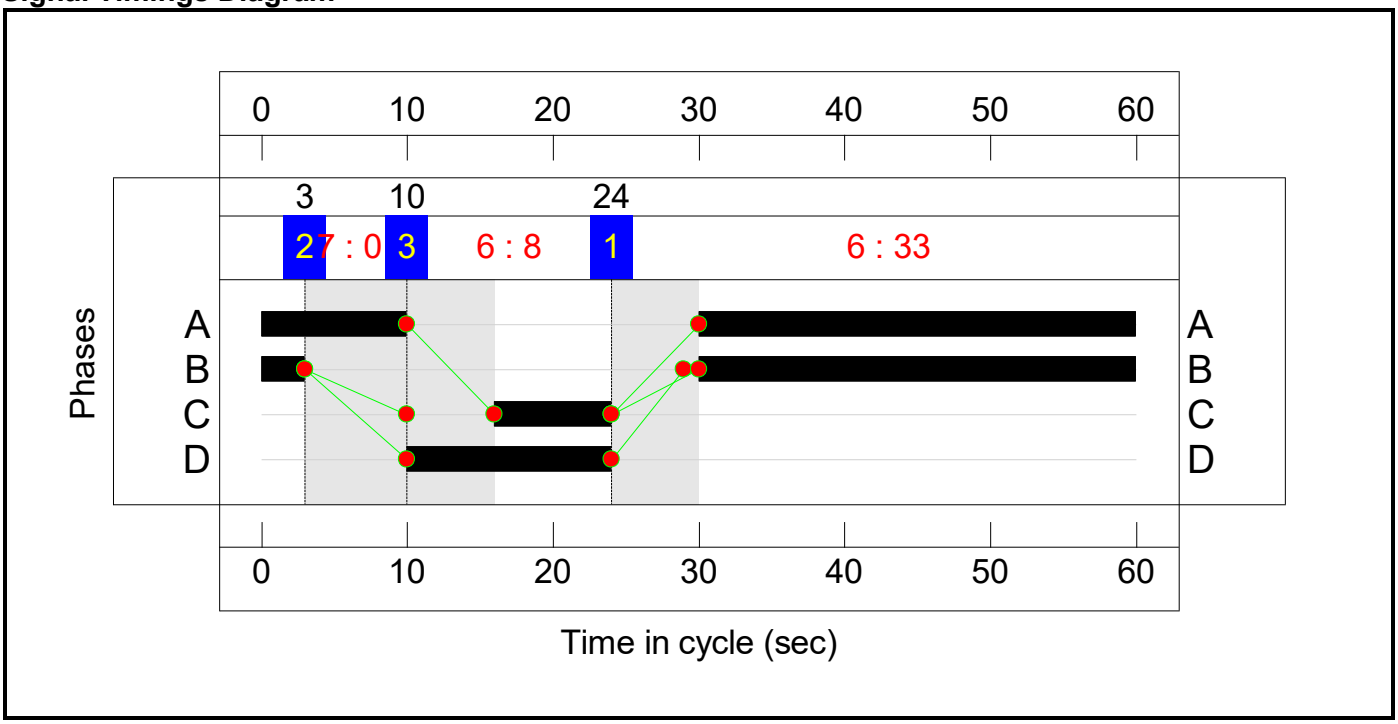
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	0	8
Change Point	24	3	10

Signal Timings Diagram



Network Results

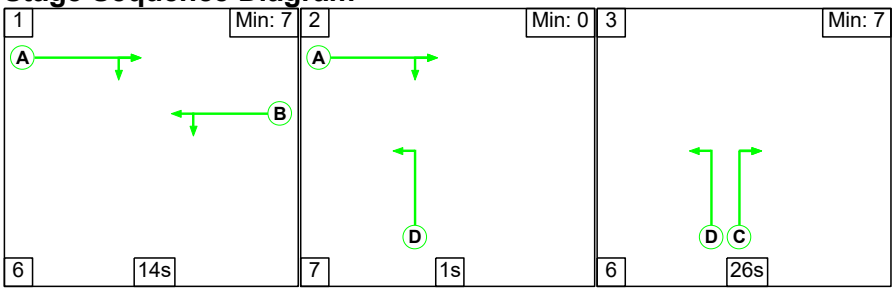
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**60.1%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**60.1%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	31	-	-	571	1880:1709	298+663	59.4 : 59.4%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	25:17	-	-	425	1709:1786	298+409	60.1 : 60.1%
5/1	Left	U	N/A	N/A	C1:B		1	22	-	-	151	1747	670	22.5%
5/2	Ahead	U	N/A	N/A	C1:B		1	22	-	-	79	1965	753	10.5%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**57.1%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	14:8	-	-	327	1747:1786	437+268	39.8 : 57.1%
2/1	Left	U	N/A	N/A	C2:B		1	33	-	-	295	1747	990	29.8%
2/2	Ahead	U	N/A	N/A	C2:B		1	33	-	-	128	1965	1113	11.5%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	40	-	-	391	1965:1786	183+747	42.1 : 42.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**612**	**72**	**24**	**6.5**	**2.6**	**0.4**	**9.5**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**335**	**46**	**13**	**3.6**	**1.6**	**0.2**	**5.4**	**-**	**-**	**-**	**-**	
1/1+1/2	571	571	335	46	13	1.3	0.7	0.2	2.3	14.3	4.2	0.7	4.9	
3/1+3/2	425	425	-	-	-	1.7	0.8	-	2.5	20.8	3.3	0.8	4.0	
5/1	151	151	-	-	-	0.2	0.1	-	0.3	7.1	0.3	0.1	0.4	
5/2	79	79	-	-	-	0.4	0.0	-	0.4	16.7	1.0	0.0	1.0	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**277**	**26**	**10**	**2.9**	**1.0**	**0.2**	**4.1**	**-**	**-**	**-**	**-**	
1/1+1/2	327	327	-	-	-	1.9	0.4	-	2.3	25.8	2.4	0.4	2.8	
2/1	295	295	-	-	-	0.4	0.2	-	0.6	6.9	1.3	0.2	1.5	
2/2	128	128	-	-	-	0.3	0.0	-	0.3	7.9	1.4	0.0	1.4	
3/1+3/2	391	391	277	26	10	0.4	0.4	0.2	0.9	8.7	2.3	0.4	2.6	

C1	PRC for Signalled Lanes (%):	49.7	Total Delay for Signalled Lanes (pcuHr):	5.38	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	57.6	Total Delay for Signalled Lanes (pcuHr):	4.13	Cycle Time (s):	60
	PRC Over All Lanes (%):	49.7	Total Delay Over All Lanes(pcuHr):	9.51		

Scenario 16: '2031 DS2A - PM Peak' (FG16: '2031 DS2A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

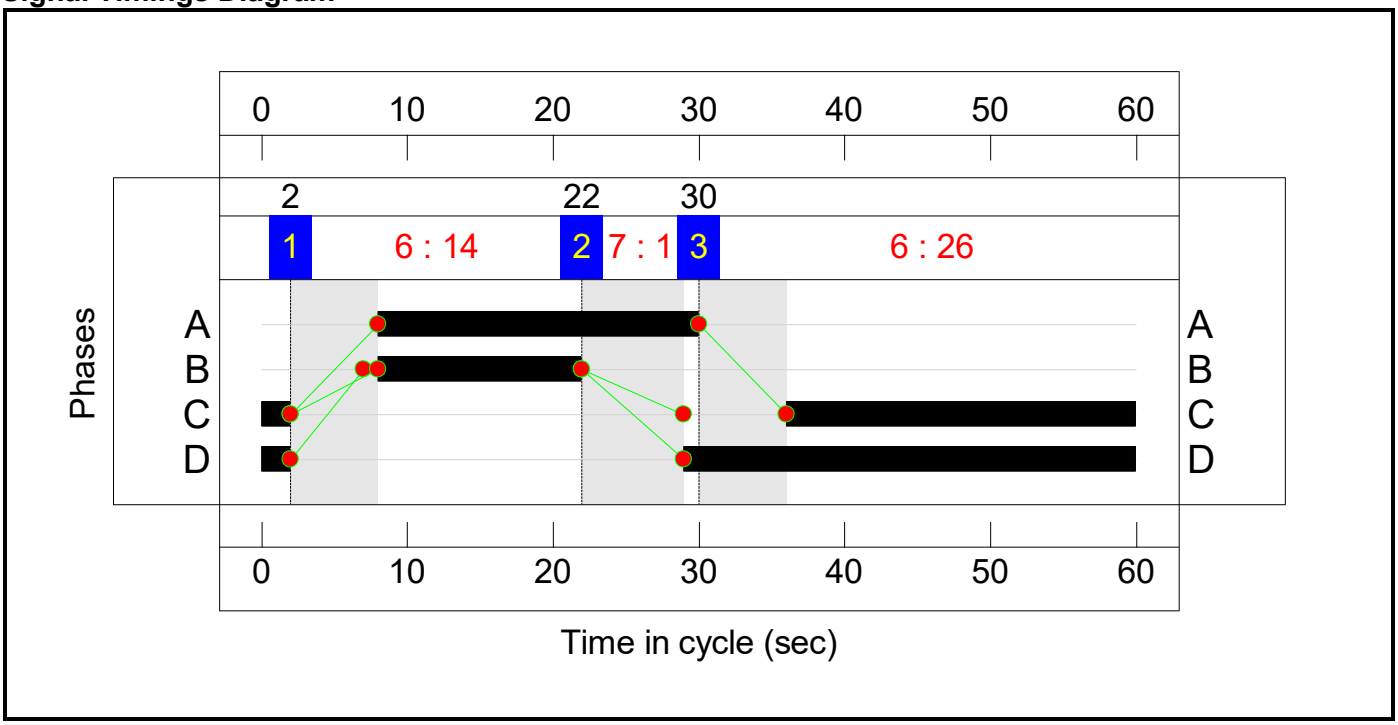
Stage Sequence Diagram



Stage Timings

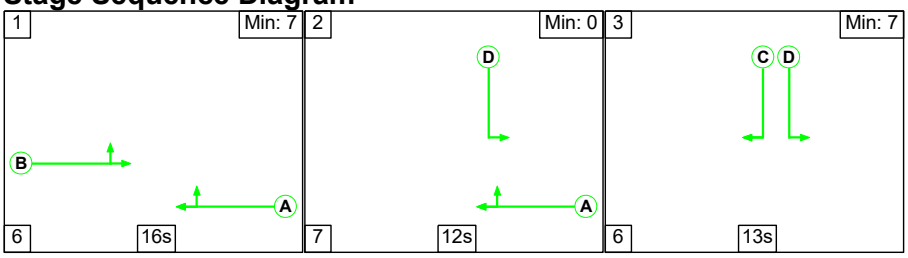
Stage	1	2	3
Duration	14	1	26
Change Point	2	22	30

Signal Timings Diagram



Controller :C2

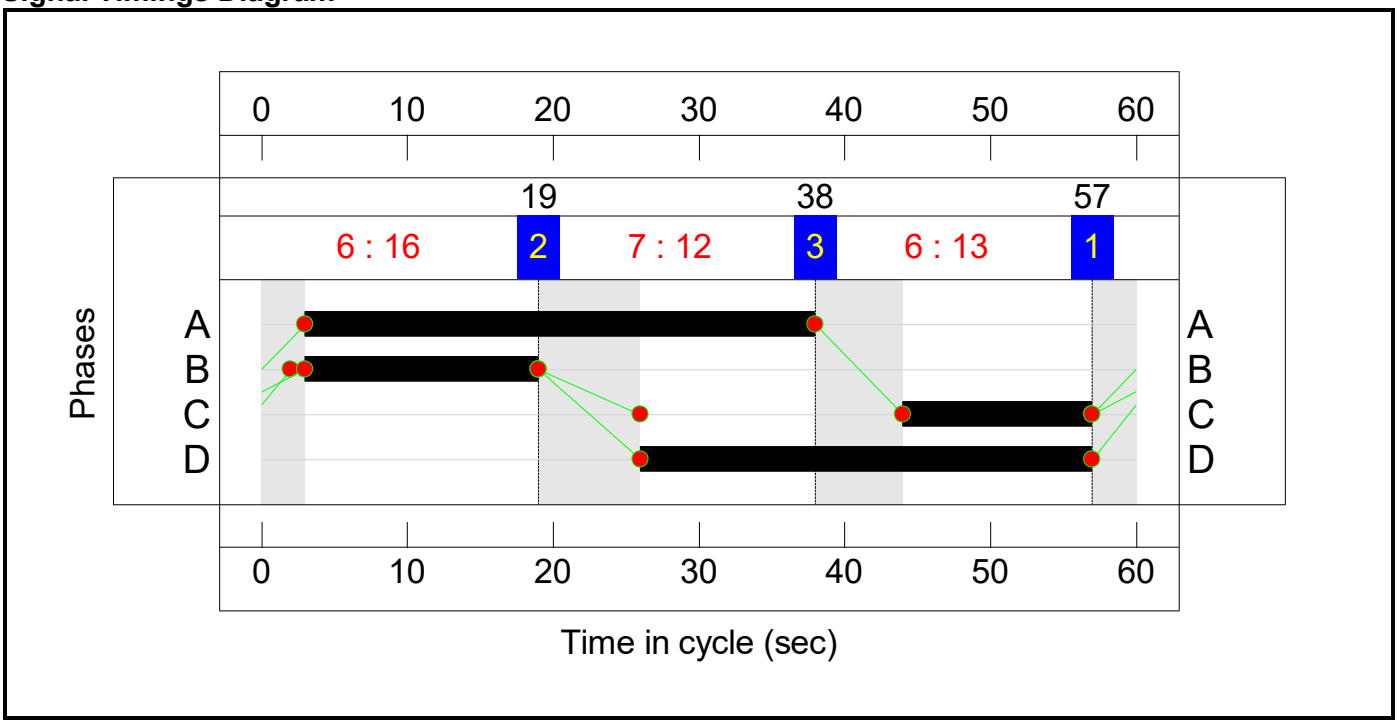
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	16	12	13
Change Point	57	19	38

Signal Timings Diagram



Network Results

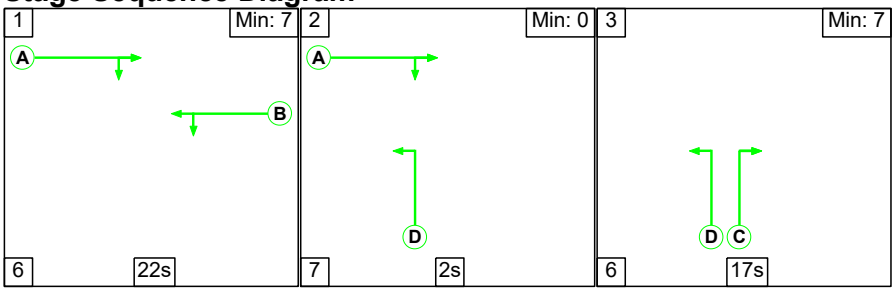
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**37.3%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**37.2%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	22	-	-	222	1880:1709	158+492	34.1 : 34.1%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	33:26	-	-	424	1709:1786	674+465	37.2 : 37.2%
5/1	Left	U	N/A	N/A	C1:B		1	14	-	-	144	1747	437	33.0%
5/2	Ahead	U	N/A	N/A	C1:B		1	14	-	-	84	1965	491	17.1%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**37.3%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	31:13	-	-	456	1747:1786	827+397	37.3 : 37.3%
2/1	Left	U	N/A	N/A	C2:B		1	16	-	-	176	1747	495	35.6%
2/2	Ahead	U	N/A	N/A	C2:B		1	16	-	-	51	1965	557	9.2%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	35	-	-	174	1965:1786	609+715	13.1 : 13.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**210**	**43**	**9**	**5.3**	**1.4**	**0.3**	**7.0**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**146**	**17**	**6**	**2.6**	**0.8**	**0.2**	**3.6**	**-**	**-**	**-**	**-**	
1/1+1/2	222	222	146	17	6	0.8	0.3	0.2	1.2	19.9	1.9	0.3	2.2	
3/1+3/2	424	424	-	-	-	0.9	0.3	-	1.2	10.5	2.1	0.3	2.4	
5/1	144	144	-	-	-	0.6	0.2	-	0.8	21.2	2.4	0.2	2.6	
5/2	84	84	-	-	-	0.3	0.0	-	0.3	13.5	0.7	0.0	0.7	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**64**	**27**	**3**	**2.6**	**0.6**	**0.1**	**3.3**	**-**	**-**	**-**	**-**	
1/1+1/2	456	456	-	-	-	1.5	0.3	-	1.8	13.9	2.8	0.3	3.1	
2/1	176	176	-	-	-	0.7	0.3	-	1.0	20.5	2.7	0.3	3.0	
2/2	51	51	-	-	-	0.2	0.0	-	0.2	13.1	0.4	0.0	0.4	
3/1+3/2	174	174	64	27	3	0.2	0.1	0.1	0.4	8.2	0.7	0.1	0.7	

C1	PRC for Signalled Lanes (%):	141.7	Total Delay for Signalled Lanes (pcuHr):	3.63	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	141.6	Total Delay for Signalled Lanes (pcuHr):	3.35	Cycle Time (s):	60
	PRC Over All Lanes (%):	141.6	Total Delay Over All Lanes(pcuHr):	6.98		

Scenario 17: '2031 DS2AwTP - AM Peak' (FG17: '2031 DS2AwTP - AM', Plan 1: 'Network Control Plan 1')
Controller :C1

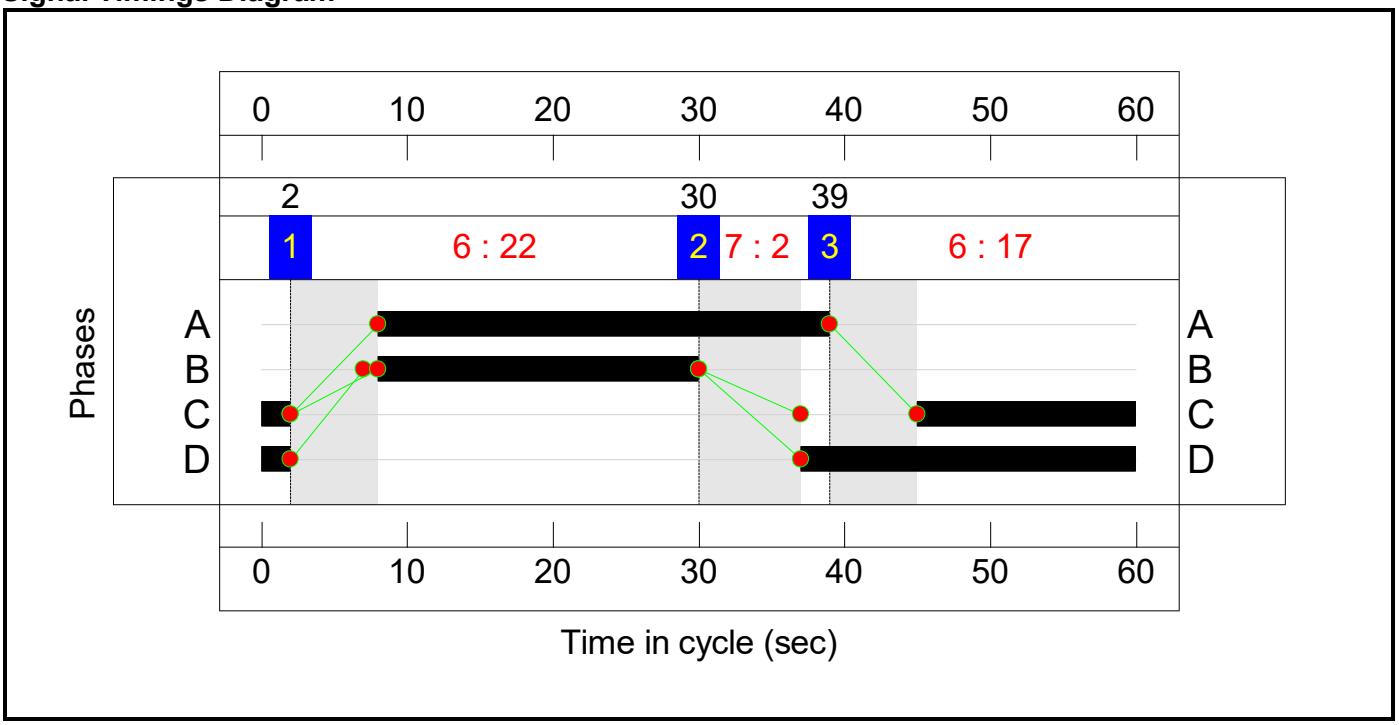
Stage Sequence Diagram



Stage Timings

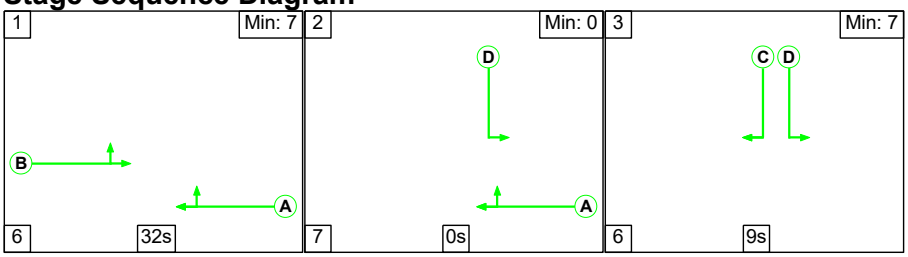
Stage	1	2	3
Duration	22	2	17
Change Point	2	30	39

Signal Timings Diagram



Controller :C2

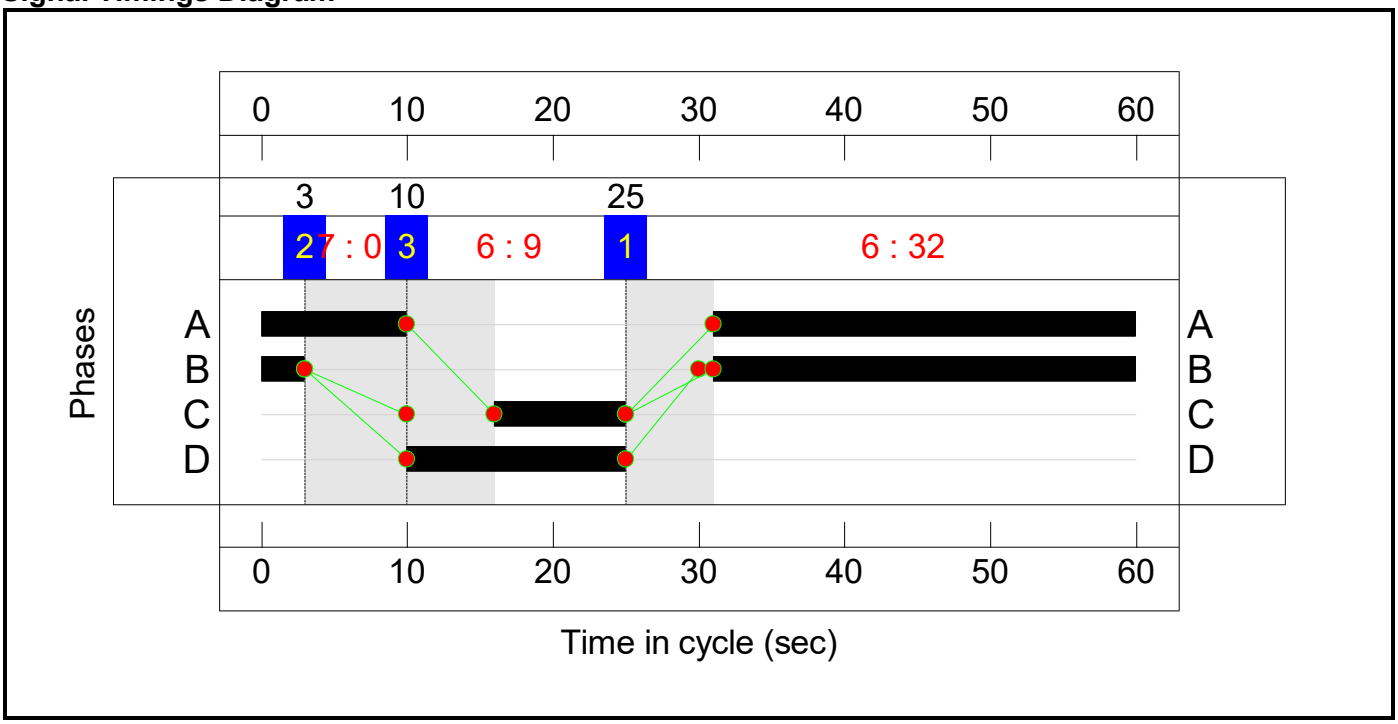
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	0	9
Change Point	25	3	10

Signal Timings Diagram



Network Results

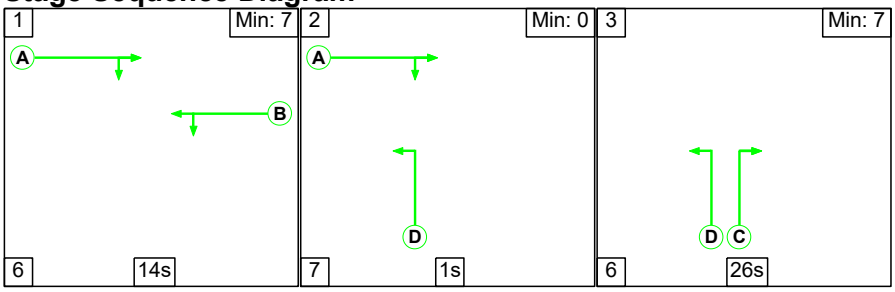
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**59.5%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**59.5%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	31	-	-	568	1880:1709	296+665	59.1 : 59.1%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	25:17	-	-	421	1709:1786	299+409	59.5 : 59.5%
5/1	Left	U	N/A	N/A	C1:B		1	22	-	-	150	1747	670	22.4%
5/2	Ahead	U	N/A	N/A	C1:B		1	22	-	-	77	1965	753	10.2%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**51.1%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	15:9	-	-	325	1747:1786	466+298	37.1 : 51.1%
2/1	Left	U	N/A	N/A	C2:B		1	32	-	-	292	1747	961	30.4%
2/2	Ahead	U	N/A	N/A	C2:B		1	32	-	-	126	1965	1081	11.7%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	39	-	-	389	1965:1786	174+728	43.1 : 43.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**611**	**72**	**24**	**6.5**	**2.6**	**0.4**	**9.4**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**334**	**46**	**13**	**3.5**	**1.6**	**0.2**	**5.3**	**-**	**-**	**-**	**-**	
1/1+1/2	568	568	334	46	13	1.3	0.7	0.2	2.2	14.2	4.1	0.7	4.9	
3/1+3/2	421	421	-	-	-	1.7	0.7	-	2.4	20.6	3.2	0.7	4.0	
5/1	150	150	-	-	-	0.2	0.1	-	0.3	7.5	0.3	0.1	0.5	
5/2	77	77	-	-	-	0.4	0.0	-	0.4	16.4	1.0	0.0	1.0	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**277**	**26**	**10**	**2.9**	**1.0**	**0.2**	**4.1**	**-**	**-**	**-**	**-**	
1/1+1/2	325	325	-	-	-	1.8	0.4	-	2.2	24.3	2.3	0.4	2.7	
2/1	292	292	-	-	-	0.4	0.2	-	0.6	7.2	1.3	0.2	1.5	
2/2	126	126	-	-	-	0.3	0.0	-	0.3	8.6	1.4	0.0	1.4	
3/1+3/2	389	389	277	26	10	0.4	0.4	0.2	1.0	9.3	2.4	0.4	2.7	

C1	PRC for Signalled Lanes (%):	51.3	Total Delay for Signalled Lanes (pcuHr):	5.32	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	76.2	Total Delay for Signalled Lanes (pcuHr):	4.09	Cycle Time (s):	60
	PRC Over All Lanes (%):	51.3	Total Delay Over All Lanes(pcuHr):	9.40		

Scenario 18: '2031 DS2AwTP - PM Peak' (FG18: '2031 DS2AwTP - PM', Plan 1: 'Network Control Plan 1')
Controller :C1

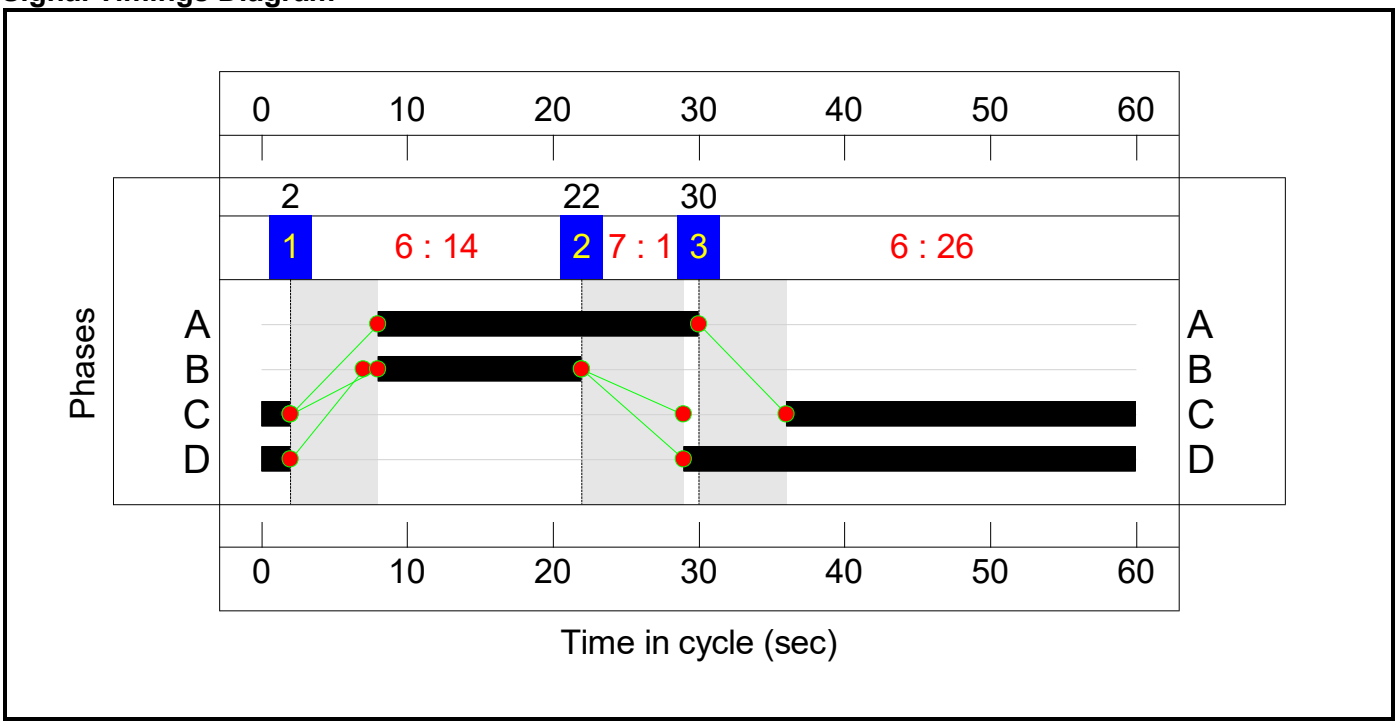
Stage Sequence Diagram



Stage Timings

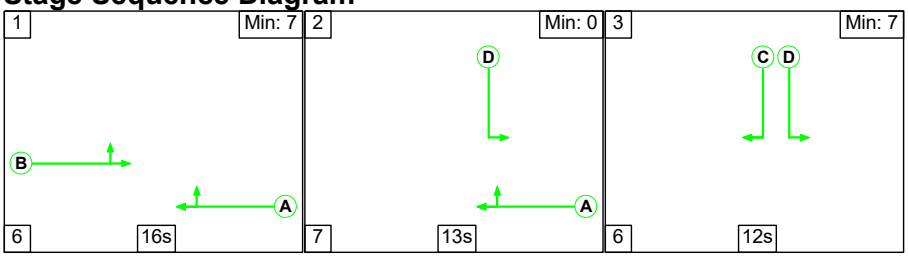
Stage	1	2	3
Duration	14	1	26
Change Point	2	22	30

Signal Timings Diagram



Controller :C2

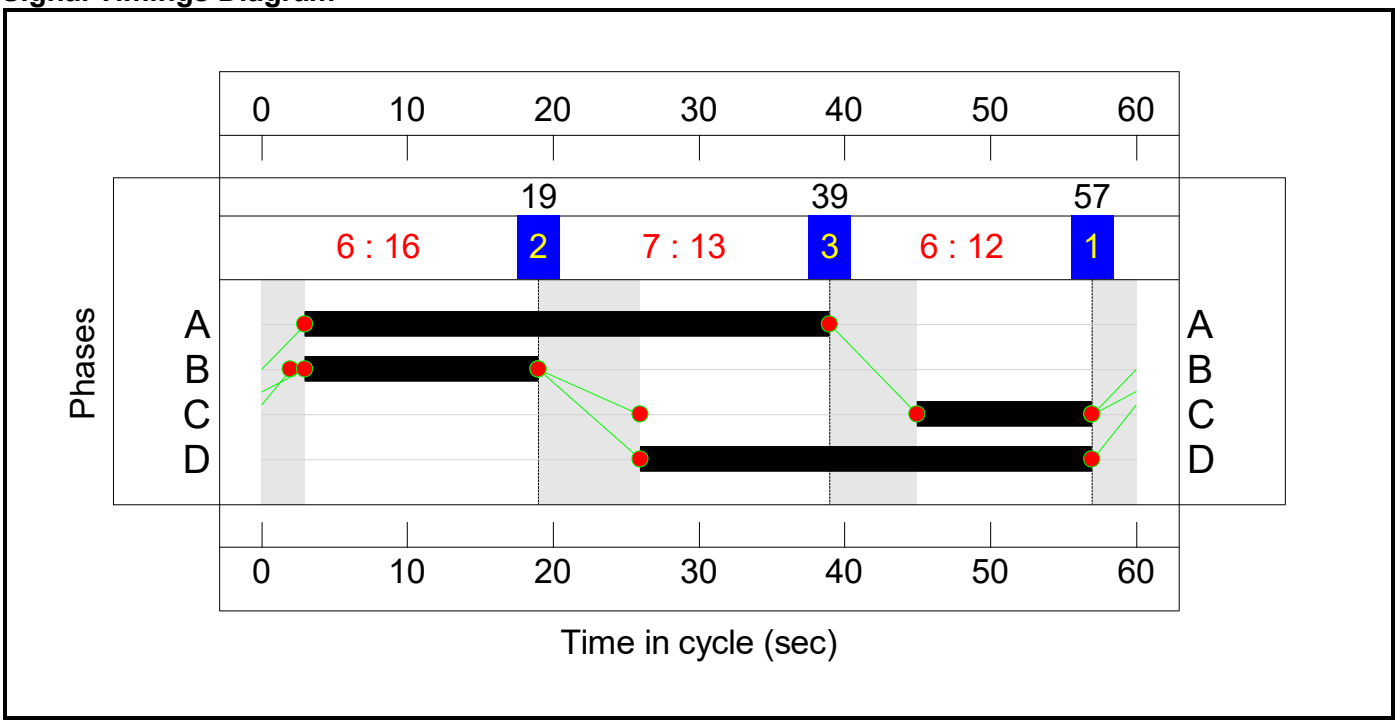
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	16	13	12
Change Point	57	19	39

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Camp Road/Chilgrove Drive junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**37.7%**
J1: Camp Road/Upper Heyford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**37.2%**
1/1+1/2	Camp Road West Right Ahead	U+O	N/A	N/A	C1:A		1	22	-	-	224	1880:1709	162+511	33.3 : 33.3%
3/1+3/2	Camp Road South Left Right	U	N/A	N/A	C1:D C1:C		1	33:26	-	-	424	1709:1786	674+465	37.2 : 37.2%
5/1	Left	U	N/A	N/A	C1:B		1	14	-	-	137	1747	437	31.4%
5/2	Ahead	U	N/A	N/A	C1:B		1	14	-	-	80	1965	491	16.3%
J2: Upper Heyford Road/Chilgrove Drive Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**37.7%**
1/1+1/2	Chilgrove Drive Right Left	U	N/A	N/A	C2:D C2:C		1	31:12	-	-	455	1747:1786	833+374	37.7 : 37.7%
2/1	Left	U	N/A	N/A	C2:B		1	16	-	-	176	1747	495	35.6%
2/2	Ahead	U	N/A	N/A	C2:B		1	16	-	-	51	1965	557	9.2%
3/1+3/2	Upper Heyford Road Ahead Right	U+O	N/A	N/A	C2:A		1	36	-	-	169	1965:1786	603+737	12.6 : 12.6%

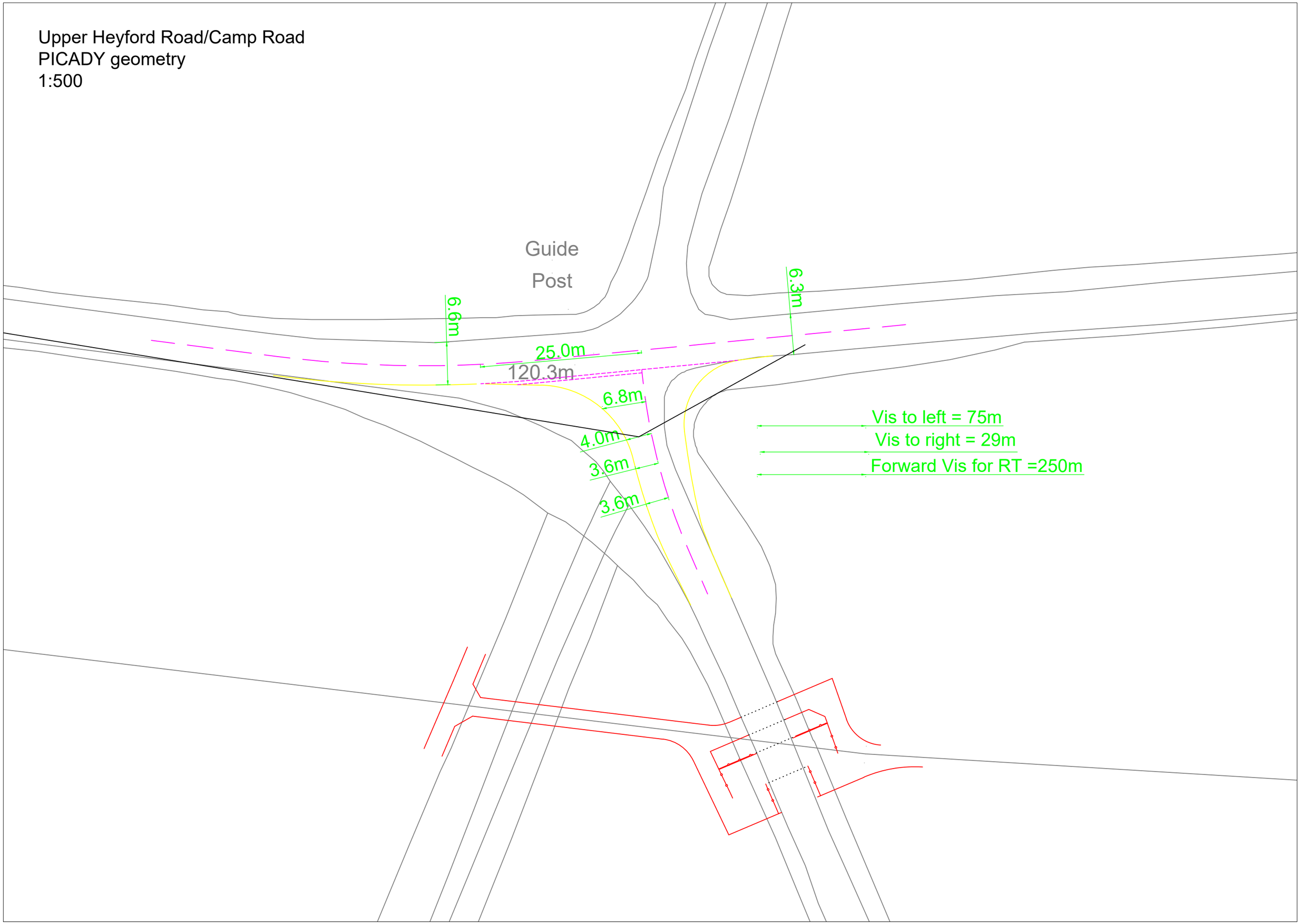
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Camp Road/Chilgrove Drive junction	**-**	**-**	**209**	**45**	**9**	**5.2**	**1.4**	**0.3**	**6.9**	**-**	**-**	**-**	**-**	
J1: Camp Road/Upper Heyford Road Junction	**-**	**-**	**147**	**17**	**6**	**2.6**	**0.8**	**0.2**	**3.5**	**-**	**-**	**-**	**-**	
1/1+1/2	224	224	147	17	6	0.8	0.2	0.2	1.2	19.7	1.9	0.2	2.2	
3/1+3/2	424	424	-	-	-	0.9	0.3	-	1.2	10.5	2.1	0.3	2.4	
5/1	137	137	-	-	-	0.5	0.2	-	0.8	20.3	2.2	0.2	2.5	
5/2	80	80	-	-	-	0.3	0.0	-	0.3	13.7	0.7	0.0	0.7	
J2: Upper Heyford Road/Chilgrove Drive Junction	**-**	**-**	**62**	**28**	**3**	**2.6**	**0.6**	**0.1**	**3.3**	**-**	**-**	**-**	**-**	
1/1+1/2	455	455	-	-	-	1.5	0.3	-	1.8	14.1	3.0	0.3	3.3	
2/1	176	176	-	-	-	0.7	0.3	-	1.0	20.5	2.7	0.3	3.0	
2/2	51	51	-	-	-	0.2	0.0	-	0.2	13.1	0.4	0.0	0.4	
3/1+3/2	169	169	62	28	3	0.2	0.1	0.1	0.4	7.7	0.6	0.1	0.7	

C1	PRC for Signalled Lanes (%):	141.7	Total Delay for Signalled Lanes (pcuHr):	3.54	Cycle Time (s):	60
C2	PRC for Signalled Lanes (%):	138.8	Total Delay for Signalled Lanes (pcuHr):	3.33	Cycle Time (s):	60
	PRC Over All Lanes (%):	138.8	Total Delay Over All Lanes(pcuHr):	6.87		

APPENDIX 68

CAMP ROAD/UPPER HEYFORD ROAD INTERIM SCHEME

Upper Heyford Road/Camp Road
PICADY geometry
1:500



Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260324 Upper Heyford Road_Camp Road Interim scheme.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\9. Camp Rd_Chilgrove Dr
Report generation date: 24/03/2026 10:38:59

»D1 - 2034 | DS3A | AM
»D2 - 2034 | DS3A | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2034 - DS3A							
Stream B-C	D1	0.1	7.20	0.05	D2	0.8	9.56	0.43
Stream B-A		0.4	15.09	0.29		0.1	9.37	0.09
Stream C-AB		0.7	5.23	0.29		0.1	4.80	0.05

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

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

File summary

File Description

Title	OxSRFI
Location	Upper Heyford Road/Camp Road
Site number	
Date	24/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AAD-PC1\ADC
Description	Interim improvement scheme

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	Veh	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2034	DS3A	AM	ONE HOUR	07:45	09:15	15
D2	2034	DS3A	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2034 | DS3A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Camp Road south - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Interim Upper Heyford Road/Camp Road T-junction	T-Junction	Two-way	Two-way	Two-way		2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Arms

Arms

Arm	Name	Description	Arm type
A	Upper Heyford Road		Major
B	Camp Road south		Minor
C	Camp Road west		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Camp Road west	6.45			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B - Camp Road south	One lane plus flare	10.00	6.80	4.00	3.60	3.60	✓	1.00	75	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	571	0.102	0.258	0.162	0.368
B-C	680	0.102	0.258	-	-
C-B	719	0.273	0.273	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2034	DS3A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Upper Heyford Road		✓	360	100.000
B - Camp Road south		✓	114	100.000
C - Camp Road west		✓	610	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Upper Heyford Road	B - Camp Road south	C - Camp Road west
From	A - Upper Heyford Road	0	51	309
	B - Camp Road south	89	0	25
	C - Camp Road west	504	106	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Upper Heyford Road	B - Camp Road south	C - Camp Road west
From	A - Upper Heyford Road	0	0	3
	B - Camp Road south	0	0	0
	C - Camp Road west	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	7.20	0.1	A
B-A	0.29	15.09	0.4	C
C-AB	0.29	5.23	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	0.00	587	0.032	19	0.0	6.336	A
B-A	67	0.00	411	0.163	66	0.2	10.417	B
C-AB	140	0.00	880	0.159	139	0.3	4.856	A
C-A	319	0.00			319			
A-B	38	0.00			38			
A-C	233	0.00			233			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	0.00	564	0.040	22	0.0	6.643	A
B-A	80	0.00	380	0.211	80	0.3	11.989	B
C-AB	189	0.00	915	0.207	189	0.4	4.952	A
C-A	359	0.00			359			
A-B	46	0.00			46			
A-C	278	0.00			278			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	0.00	528	0.052	27	0.1	7.187	A
B-A	98	0.00	337	0.291	97	0.4	15.012	C
C-AB	276	0.00	966	0.285	275	0.7	5.204	A
C-A	396	0.00			396			
A-B	56	0.00			56			
A-C	340	0.00			340			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	0.00	528	0.052	28	0.1	7.195	A
B-A	98	0.00	336	0.291	98	0.4	15.094	C
C-AB	276	0.00	967	0.286	276	0.7	5.231	A
C-A	395	0.00			395			
A-B	56	0.00			56			
A-C	340	0.00			340			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	0.00	564	0.040	23	0.0	6.654	A
B-A	80	0.00	379	0.211	81	0.3	12.068	B
C-AB	190	0.00	916	0.207	191	0.5	4.999	A
C-A	358	0.00			358			
A-B	46	0.00			46			
A-C	278	0.00			278			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	0.00	586	0.032	19	0.0	6.348	A
B-A	67	0.00	411	0.163	67	0.2	10.496	B
C-AB	141	0.00	880	0.160	142	0.3	4.892	A
C-A	318	0.00			318			
A-B	38	0.00			38			
A-C	233	0.00			233			

D2 - 2034 | DS3A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Camp Road south - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Interim Upper Heyford Road/Camp Road T-junction	T-Junction	Two-way	Two-way	Two-way		4.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2034	DS3A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Upper Heyford Road		✓	164	100.000
B - Camp Road south		✓	293	100.000
C - Camp Road west		✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Upper Heyford Road	B - Camp Road south	C - Camp Road west
From	A - Upper Heyford Road	0	71	93
	B - Camp Road south	33	0	260
	C - Camp Road west	223	28	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Upper Heyford Road	B - Camp Road south	C - Camp Road west
From	A - Upper Heyford Road	0	0	5
	B - Camp Road south	0	0	0
	C - Camp Road west	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.43	9.56	0.8	A
B-A	0.09	9.37	0.1	A
C-AB	0.05	4.80	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	0.00	681	0.288	194	0.4	7.375	A
B-A	25	0.00	472	0.053	25	0.1	8.051	A
C-AB	27	0.00	779	0.034	27	0.0	4.784	A
C-A	162	0.00			162			
A-B	53	0.00			53			
A-C	70	0.00			70			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	234	0.00	673	0.347	233	0.5	8.173	A
B-A	30	0.00	452	0.066	30	0.1	8.518	A
C-AB	34	0.00	792	0.043	34	0.1	4.739	A
C-A	192	0.00			192			
A-B	64	0.00			64			
A-C	84	0.00			84			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	286	0.00	663	0.432	285	0.7	9.514	A
B-A	36	0.00	421	0.086	36	0.1	9.358	A
C-AB	44	0.00	810	0.055	44	0.1	4.689	A
C-A	232	0.00			232			
A-B	78	0.00			78			
A-C	102	0.00			102			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	286	0.00	663	0.432	286	0.8	9.558	A
B-A	36	0.00	420	0.086	36	0.1	9.370	A
C-AB	44	0.00	810	0.055	44	0.1	4.705	A
C-A	232	0.00			232			
A-B	78	0.00			78			
A-C	102	0.00			102			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	234	0.00	673	0.347	235	0.5	8.222	A
B-A	30	0.00	452	0.066	30	0.1	8.532	A
C-AB	34	0.00	792	0.043	34	0.1	4.772	A
C-A	192	0.00			192			
A-B	64	0.00			64			
A-C	84	0.00			84			

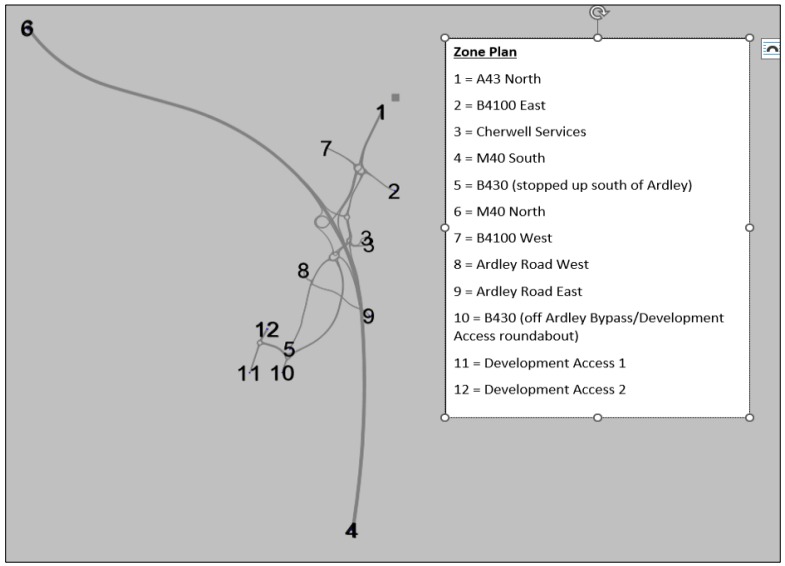
18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	0.00	681	0.288	196	0.4	7.439	A
B-A	25	0.00	471	0.053	25	0.1	8.068	A
C-AB	27	0.00	779	0.035	27	0.0	4.801	A
C-A	162	0.00			162			
A-B	53	0.00			53			
A-C	70	0.00			70			

APPENDIX 69

LINSIG M40 J10 DS2A TRAFFIC FLOWS

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	366	56	1252	0	0	34	1	1	403	227	**2340**
	2	213	0	0	4	0	39	241	0	0	7	62	**564**
	3	51	0	0	223	0	104	0	0	0	8	0	**385**
	4	925	1	208	0	2	2571	5	12	0	0	22	**3746**
	5	0	0	0	4	0	0	0	0	19	0	39	**62**
	6	0	188	128	2877	0	0	3	11	18	309	101	**3635**
	7	71	288	0	91	0	0	0	0	0	26	16	**491**
	8	3	1	0	21	0	10	0	0	13	58	28	**133**
	9	1	0	0	0	6	148	0	8	0	0	1	**165**
	10	112	2	0	0	4	152	22	17	0	0	384	**693**
	11	13	2	0	1	2	5	2	2	11	58	0	**97**
	Total	**1388**	**847**	**392**	**4472**	**14**	**3028**	**307**	**52**	**62**	**868**	**880**	**12311**



HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	0	4	403	0	0	0	0	0	8	31	**445**
	2	28	0	0	0	0	0	22	0	0	0	7	**57**
	3	22	0	0	100	0	80	0	0	0	0	0	**203**
	4	219	0	29	0	0	591	0	0	0	0	188	**1026**
	5	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	28	106	981	0	0	0	0	0	1	112	**1227**
	7	0	13	0	0	0	0	0	0	0	0	2	**15**
	8	0	0	0	0	0	0	0	0	0	14	0	**14**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	27	0	0	0	0	40	0	0	0	0	0	**67**
	11	31	5	0	174	0	103	2	0	0	0	0	**316**
	Total	**328**	**46**	**138**	**1657**	**0**	**814**	**24**	**0**	**0**	**23**	**339**	**3370**

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	366	60	1654	0	0	34	1	1	411	258	**2785**
	2	241	0	0	4	0	39	263	0	0	7	69	**622**
	3	73	0	0	323	0	184	0	0	0	8	0	**587**
	4	1143	1	237	0	2	3162	5	12	0	0	210	**4772**
	5	0	0	0	4	0	0	0	0	19	0	39	**62**
	6	0	216	233	3858	0	0	3	11	18	310	213	**4862**
	7	71	301	0	91	0	0	0	0	0	26	18	**506**
	8	3	1	0	21	0	10	0	0	13	71	28	**147**
	9	1	0	0	0	6	148	0	8	0	0	1	**165**
	10	139	2	0	0	4	192	22	17	0	0	384	**760**
	11	44	7	0	175	2	108	4	3	11	58	0	**413**
	Total	**1716**	**893**	**530**	**6130**	**14**	**3842**	**331**	**52**	**62**	**891**	**1220**	**15681**

TOTAL VEHICLES (PCUs)										
		To Zone (Destination)								
		A	B	C	D	E	F	G	H	Total
From Zone (Origin)	A	0	366	60	1654	2	0	34	669	**2785**
	B	241	0	0	4	0	39	263	76	**622**
	C	73	0	0	323	0	184	0	8	**587**
	D	1143	1	237	0	14	0	5	210	**1610**
	E	5	1	0	25	0	158	0	140	**328**
	F	0	216	233	0	29	0	3	523	**1004**
	G	71	301	0	91	0	0	0	43	**506**
	H	184	9	0	175	37	300	26	0	**731**
	Total	**1716**	**893**	**530**	**2272**	**83**	**681**	**331**	**1668**	**8174**

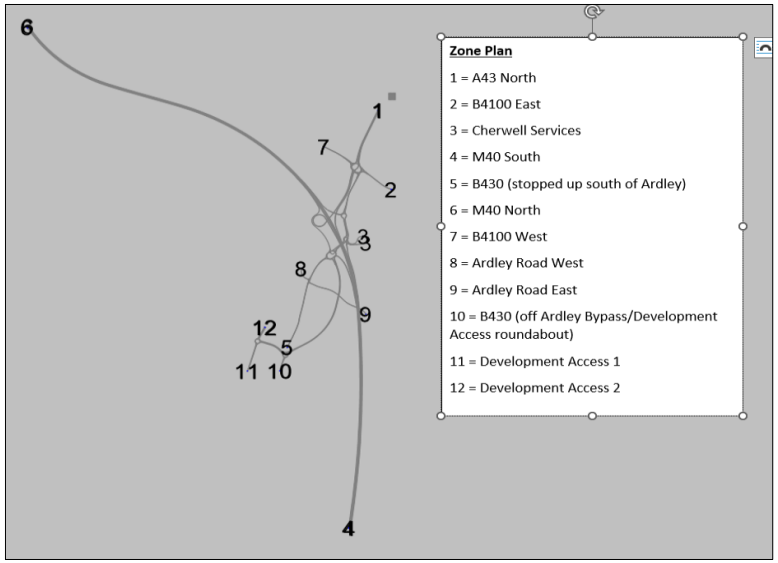
Site Access				
	A	B	C	Total
A	0	384	376	760
B	58	0	355	413
C	833	835	0	1668
Total	891	1220	731	2841

M40 Junction 10 Trip Matrices - 2031 OxSRFI DS1 Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	274	105	1133	0	0	44	2	1	126	72	**1757**
	2	326	0	0	10	0	97	277	4	0	1	25	**740**
	3	74	0	0	213	0	140	0	0	0	0	0	**428**
	4	1570	8	169	0	2	3469	35	42	0	0	3	**5298**
	5	0	0	0	1	0	0	0	0	1	0	11	**13**
	6	0	217	143	3024	0	0	1	15	10	133	24	**3567**
	7	46	144	0	34	0	0	0	0	0	21	5	**251**
	8	8	0	0	22	0	9	0	0	12	9	3	**63**
	9	5	0	0	0	2	107	0	6	0	0	1	**121**
	10	216	1	0	0	0	270	0	68	0	0	151	**706**
	11	288	27	0	27	50	120	0	54	54	419	0	**1038**
	Total	**2533**	**672**	**417**	**4464**	**53**	**4213**	**357**	**190**	**78**	**710**	**295**	13982

HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	17	3	176	0	0	0	0	0	0	32	**228**
	2	0	0	0	0	0	5	1	0	0	0	7	**13**
	3	23	0	0	85	0	68	0	0	0	0	0	**176**
	4	224	0	80	0	0	686	0	0	0	0	169	**1159**
	5	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	0	93	581	0	0	0	0	0	0	101	**775**
	7	0	9	0	0	0	0	0	0	0	0	2	**11**
	8	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	0	0	0	0	0	52	0	2	0	0	0	**54**
	11	30	5	0	155	0	92	2	0	0	0	0	**284**
	Total	**278**	**31**	**175**	**997**	**0**	**903**	**3**	**2**	**0**	**0**	**312**	2700

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	291	108	1309	0	0	44	2	1	126	104	**1985**
	2	326	0	0	10	0	102	278	4	0	1	32	**753**
	3	98	0	0	298	0	209	0	0	0	0	0	**604**
	4	1794	8	249	0	2	4156	35	42	0	0	172	**6457**
	5	0	0	0	1	0	0	0	0	1	0	11	**13**
	6	0	217	235	3604	0	0	1	15	10	134	125	**4342**
	7	46	153	0	34	0	0	0	0	0	21	7	**262**
	8	8	0	0	22	0	9	0	0	12	9	3	**63**
	9	5	0	0	0	2	107	0	6	0	0	1	**121**
	10	216	1	0	0	0	322	0	70	0	0	151	**760**
	11	318	31	0	182	50	212	2	54	54	419	0	**1322**
	Total	**2811**	**702**	**592**	**5461**	**53**	**5116**	**360**	**193**	**78**	**710**	**607**	16682



TOTAL VEHICLES (PCUs)										
		To Zone (Destination)								
		A	B	C	D	E	F	G	H	Total
From Zone (Origin)	A	0	291	108	1309	3	0	44	230	**1985**
	B	326	0	0	10	4	102	278	34	**753**
	C	98	0	0	298	0	209	0	0	**604**
	D	1794	8	249	0	44	0	35	172	**2301**
	E	13	0	0	23	0	116	0	24	**177**
	F	0	217	235	0	25	0	1	259	**738**
	G	46	153	0	34	0	0	0	28	**262**
	H	534	33	0	182	228	534	2	0	**1512**
	Total	**2811**	**702**	**592**	**1856**	**304**	**960**	**360**	**747**	8332

Site Access				
	A	B	C	Total
A	0	151	609	760
B	419	0	903	1322
C	291	456	0	747
Total	710	607	1512	2829

M40 Junction 10 Trip Matrices - 2031 OxSRFI DS1 Scenario - PM Peak Hour

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	299	60	1267	0	59	39	9	1	403	227	**2365**
	2	175	0	6	8	0	96	270	0	0	7	62	**624**
	3	47	2	0	239	0	97	1	1	1	8	0	**395**
	4	833	4	147	27	34	2497	64	12	1	0	22	**3641**
	5	0	6	12	19	0	61	0	5	45	0	39	**188**
	6	44	102	134	2786	12	11	0	6	0	309	101	**3505**
	7	87	278	1	134	10	1	5	0	0	26	16	**558**
	8	9	1	2	12	36	13	2	0	35	58	28	**195**
	9	33	3	5	7	36	31	3	27	0	0	1	**146**
	10	112	2	0	0	4	152	22	17	0	0	384	**693**
	11	13	2	0	1	2	5	2	2	11	58	0	**97**
	Total	**1353**	**698**	**366**	**4500**	**135**	**3024**	**407**	**80**	**94**	**868**	**880**	**12405**

HEAVY VEHICLES (vehicles)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	22	24	253	22	6	12	0	0	5	15	**360**
	2	16	0	0	0	0	7	10	0	0	0	4	**36**
	3	17	0	0	47	1	17	1	0	0	0	0	**83**
	4	124	0	26	2	5	296	5	0	0	0	94	**553**
	5	5	0	0	7	0	0	9	4	2	0	0	**27**
	6	7	8	35	518	9	0	5	1	1	1	56	**640**
	7	11	23	0	11	0	0	0	0	0	0	1	**46**
	8	1	0	0	0	0	0	0	0	3	8	0	**12**
	9	1	0	0	0	2	1	1	1	0	0	0	**5**
	10	15	0	0	0	0	22	0	0	0	0	0	**38**
	11	16	3	0	87	0	51	1	0	0	0	0	**158**
	Total	**212**	**56**	**85**	**925**	**40**	**401**	**44**	**6**	**6**	**13**	**170**	**1957**

HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	40	43	455	40	11	22	1	1	8	28	**649**
	2	28	0	0	0	0	13	18	0	0	0	6	**65**
	3	31	0	0	84	2	31	2	0	0	0	0	**150**
	4	223	0	47	4	10	531	9	0	0	0	168	**992**
	5	8	0	0	12	0	0	17	7	4	0	0	**48**
	6	13	15	63	930	17	0	9	1	1	1	100	**1150**
	7	20	41	0	20	0	0	0	0	0	0	2	**83**
	8	1	0	0	1	0	0	0	0	5	14	0	**21**
	9	1	0	0	0	4	1	1	2	0	0	0	**9**
	10	27	0	0	0	0	40	0	0	0	0	0	**67**
	11	28	5	0	157	0	92	2	0	0	0	0	**284**
	Total	**380**	**101**	**153**	**1663**	**73**	**719**	**80**	**11**	**11**	**23**	**304**	**3518**

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	339	103	1722	40	70	61	10	2	411	255	**3014**
	2	203	0	6	8	0	109	288	0	0	7	68	**689**
	3	78	2	0	323	2	128	3	1	1	8	0	**545**
	4	1056	4	194	31	44	3028	73	12	1	0	190	**4633**
	5	8	6	12	31	0	61	17	12	49	0	39	**236**
	6	57	117	197	3716	29	11	9	7	1	310	201	**4655**
	7	107	319	1	154	10	1	5	0	0	26	18	**641**
	8	10	1	2	13	36	13	2	0	40	72	28	**216**
	9	34	3	5	7	40	32	4	29	0	0	1	**155**
	10	139	2	0	0	4	192	22	17	0	0	384	**760**
	11	41	7	0	158	2	97	4	2	11	58	0	**381**
	Total	**1733**	**799**	**519**	**6163**	**208**	**3743**	**487**	**91**	**105**	**891**	**1184**	**15923**

TOTAL VEHICLES (PCUs)										
		To Zone (Destination)								
		A	B	C	D	E	F	G	H	Total
From Zone (Origin)	A	0	339	103	1722	52	70	61	666	**3014**
	B	203	0	6	8	0	109	288	74	**689**
	C	78	2	0	323	4	128	3	8	**545**
	D	1056	4	194	31	57	0	73	190	**1605**
	E	52	10	18	52	0	106	23	140	**400**
	F	57	117	197	0	37	0	9	511	**928**
	G	107	319	1	154	11	5	5	43	**645**
	H	180	8	0	158	37	289	26	0	**698**
	Total	**1733**	**799**	**519**	**2447**	**198**	**708**	**487**	**1633**	**8523**

Site Access				
	A	B	C	Total
A	0	384	375	760
B	58	0	323	381
C	833	800	0	1633
Total	891	1184	698	2773

M40 Junction 10 Trip Matrices - 2031 OxSRFI DS1S Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	2	292	88	1031	0	66	19	9	17	126	72	**1722**
	2	354	0	12	10	0	134	331	1	1	1	25	**869**
	3	85	2	0	183	4	116	8	1	1	0	0	**401**
	4	1471	8	144	59	24	3428	73	39	7	0	3	**5254**
	5	116	1	9	13	0	65	15	0	25	0	11	**255**
	6	59	125	131	3011	2	10	24	13	0	133	24	**3532**
	7	62	186	1	48	0	0	9	1	0	21	5	**334**
	8	4	0	0	21	0	3	0	0	19	9	3	**59**
	9	18	0	1	1	30	0	1	33	0	0	1	**85**
	10	216	1	0	0	0	270	0	68	0	0	151	**706**
	11	288	27	0	27	50	120	0	54	54	419	0	**1038**
	Total	**2674**	**643**	**385**	**4403**	**110**	**4212**	**480**	**218**	**124**	**710**	**295**	**14254**

HEAVY VEHICLES (vehicles)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	10	6	109	7	5	11	0	0	0	16	**164**
	2	9	0	0	0	6	3	2	0	0	0	4	**23**
	3	13	0	0	44	2	28	0	0	0	0	0	**88**
	4	135	2	41	0	3	374	4	0	0	0	85	**643**
	5	3	0	2	6	0	3	0	0	2	0	0	**16**
	6	4	5	33	309	0	1	1	0	1	0	51	**404**
	7	5	10	0	3	1	0	0	0	0	0	1	**20**
	8	0	0	0	0	2	1	0	0	0	0	0	**3**
	9	1	0	0	0	1	0	0	0	0	0	0	**2**
	10	0	0	0	0	0	29	0	1	0	0	0	**30**
	11	15	2	0	78	0	46	1	0	0	0	0	**142**
	Total	**185**	**29**	**81**	**549**	**22**	**490**	**19**	**1**	**3**	**0**	**156**	**1535**

HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	18	11	196	12	9	20	0	0	0	29	**295**
	2	16	0	0	0	11	5	4	0	0	0	6	**42**
	3	24	0	0	79	3	50	0	0	1	0	0	**157**
	4	243	4	73	0	5	671	7	0	0	0	152	**1155**
	5	5	0	4	11	0	6	0	0	4	0	0	**30**
	6	7	9	58	555	0	2	2	0	1	0	91	**725**
	7	9	17	0	6	2	0	0	0	0	0	2	**36**
	8	0	0	0	0	4	1	0	0	0	0	0	**5**
	9	1	0	0	0	2	0	0	0	0	0	0	**3**
	10	0	0	0	0	0	53	0	2	0	0	0	**55**
	11	27	4	0	140	0	82	2	0	0	0	0	**255**
	Total	**332**	**52**	**146**	**987**	**39**	**879**	**35**	**2**	**6**	**0**	**280**	**2758**

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	2	310	99	1227	12	75	39	9	17	126	101	**2017**
	2	370	0	12	10	11	139	335	1	1	1	31	**911**
	3	109	2	0	262	7	166	8	1	2	0	0	**558**
	4	1714	12	217	59	29	4099	80	39	7	0	155	**6409**
	5	121	1	13	24	0	71	15	0	29	0	11	**285**
	6	66	134	189	3566	2	12	26	13	1	133	115	**4257**
	7	71	203	1	54	2	0	9	1	0	21	7	**370**
	8	4	0	0	21	4	4	0	0	19	9	3	**64**
	9	19	0	1	1	32	0	1	33	0	0	1	**88**
	10	216	1	0	0	0	323	0	70	0	0	151	**761**
	11	315	31	0	167	50	202	2	54	54	419	0	**1293**
	Total	**3006**	**695**	**531**	**5390**	**149**	**5091**	**515**	**220**	**130**	**710**	**575**	**17012**

TOTAL VEHICLES (PCUs)										
		To Zone (Destination)								
		A	B	C	D	E	F	G	H	Total
From Zone (Origin)	A	2	310	99	1227	39	75	39	227	**2017**
	B	370	0	12	10	12	139	335	32	**911**
	C	109	2	0	262	10	166	8	0	**558**
	D	1714	12	217	59	74	0	80	155	**2310**
	E	143	2	14	45	0	75	16	24	**319**
	F	66	134	189	0	16	0	26	248	**679**
	G	71	203	1	54	3	9	9	28	**379**
	H	531	32	0	167	227	525	2	0	**1484**
	Total	**3006**	**695**	**531**	**1824**	**381**	**990**	**515**	**715**	**8657**

Site Access				
	A	B	C	Total
A	0	151	610	761
B	419	0	874	1293
C	291	424	0	715
Total	710	575	1484	2769

M40 Junction 10 Trip Matrices - 2031 OxSRFI DS1S Scenario - PM Peak Hour

APPENDIX 70

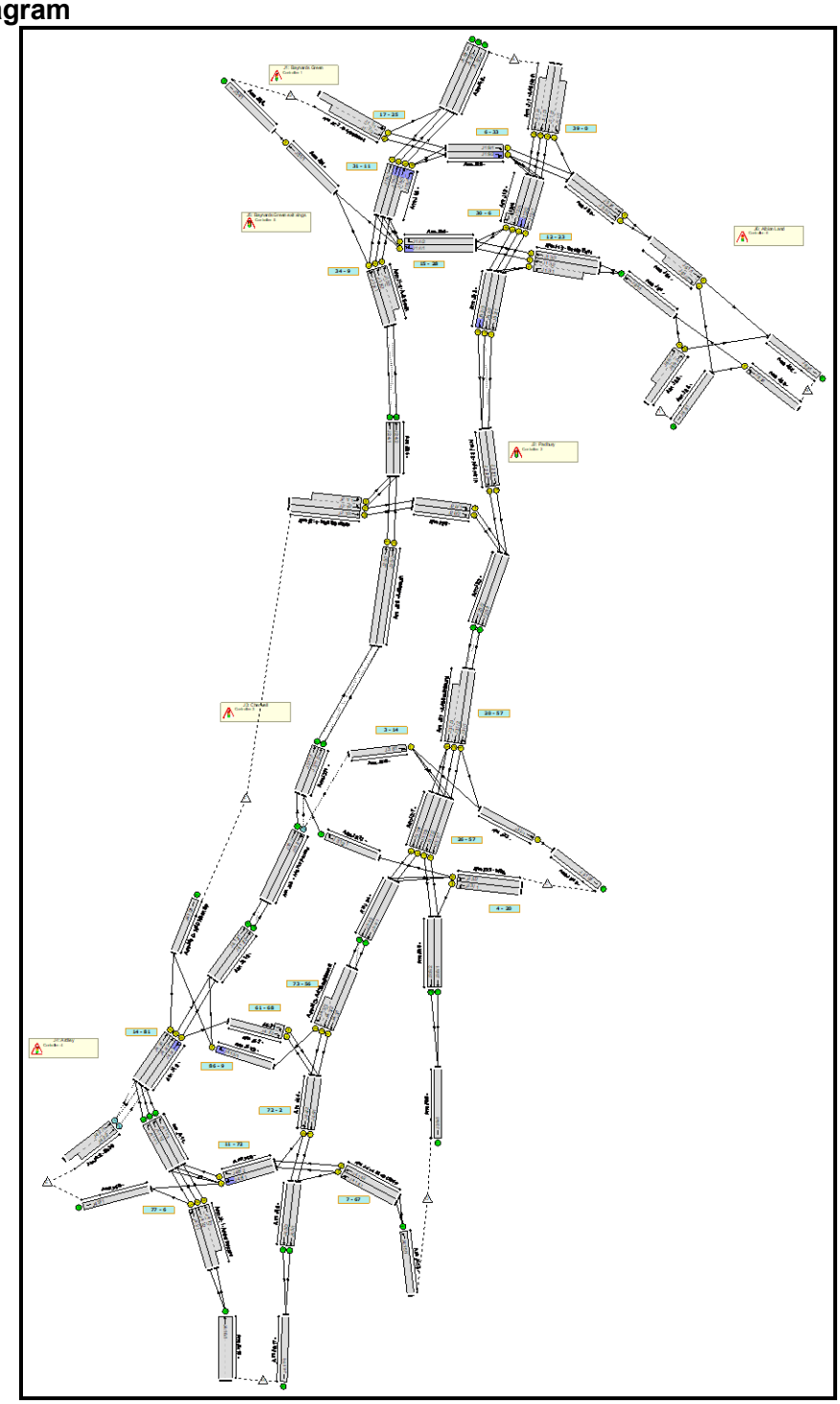
LINSIG MODELLING M40 J10 DS2A

Full Input Data And Results

User and Project Details

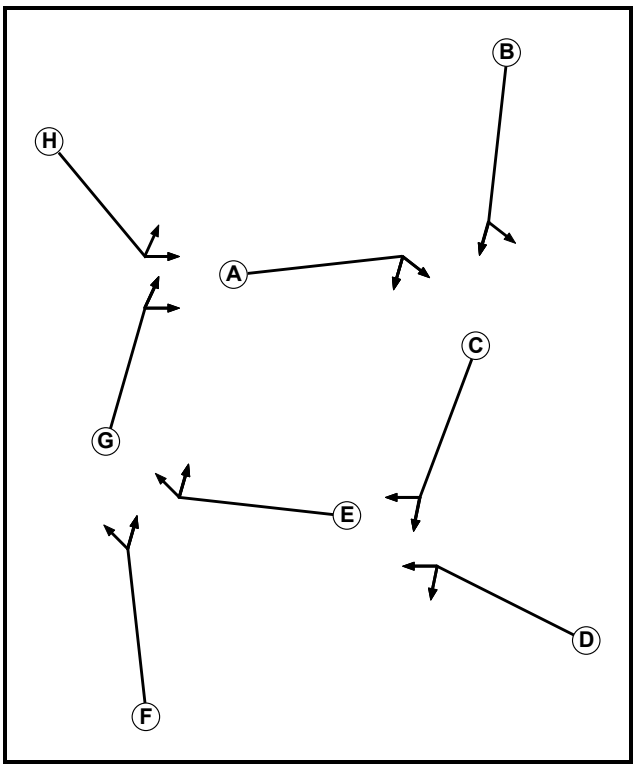
Project:	**Oxfordshire SRFI**
Title:	**M40 Junction 10 - Phase 1**
Location:	M40 Junction 10 and Batnards Green complex
Additional detail:	DS2A
File name:	251223 M40 Junction 10 - DS2A.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



Controller :C1 - Baynards Green

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Phase Intergreens Matrix

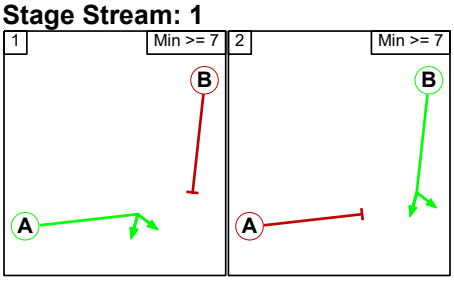
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		6	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		6	-	-	-	-
D	-	-	7		-	-	-	-
E	-	-	-	-		6	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		6
H	-	-	-	-	-	-	6	

Phases in Stage

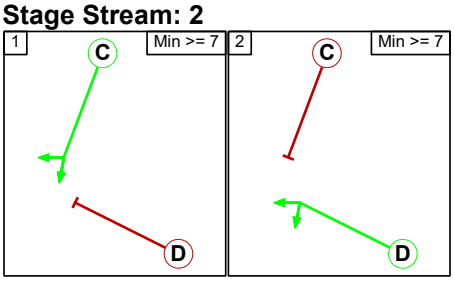
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

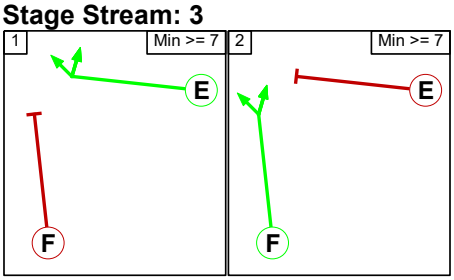
Stage Stream: 1



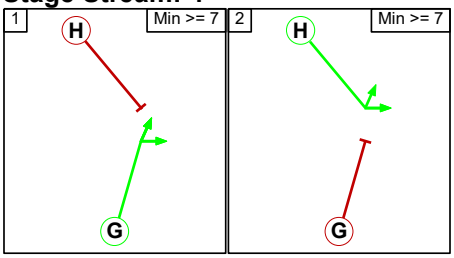
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		6
	2	7	

Stage Stream: 3

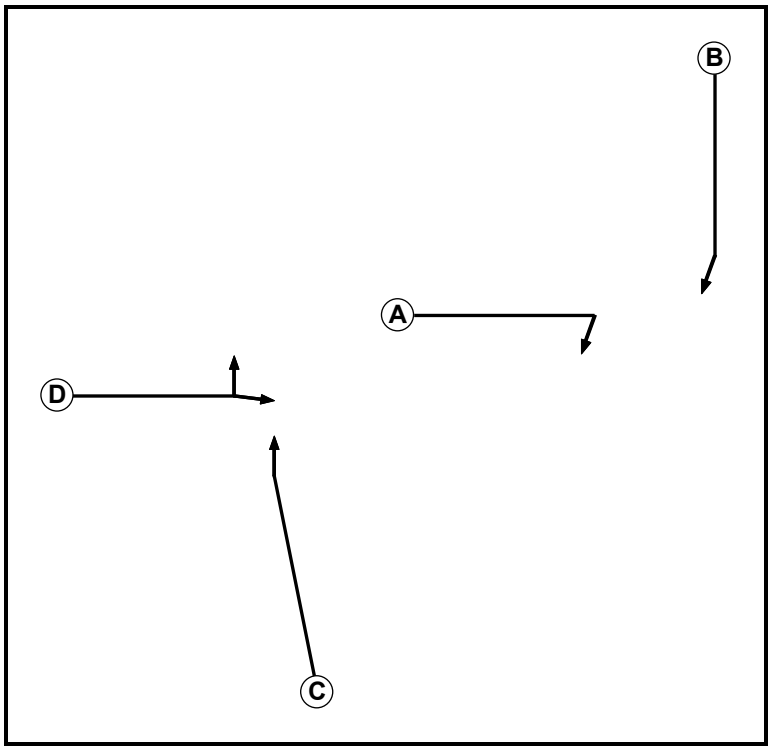
		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 4

From Stage \ To Stage	1	2
1		6
2	6	

Controller :C2 - Padbury

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

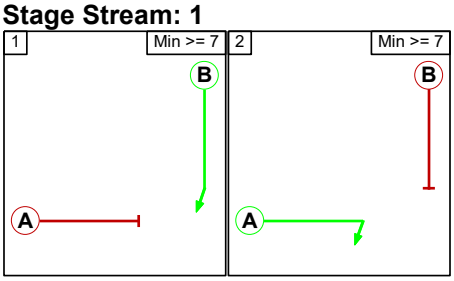
Terminating Phase \ Starting Phase	A	B	C	D
A		6	-	-
B	6		-	-
C	-	-		6
D	-	-	6	

Phases in Stage

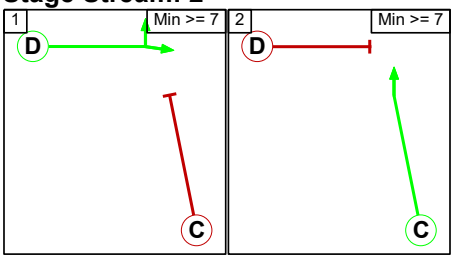
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

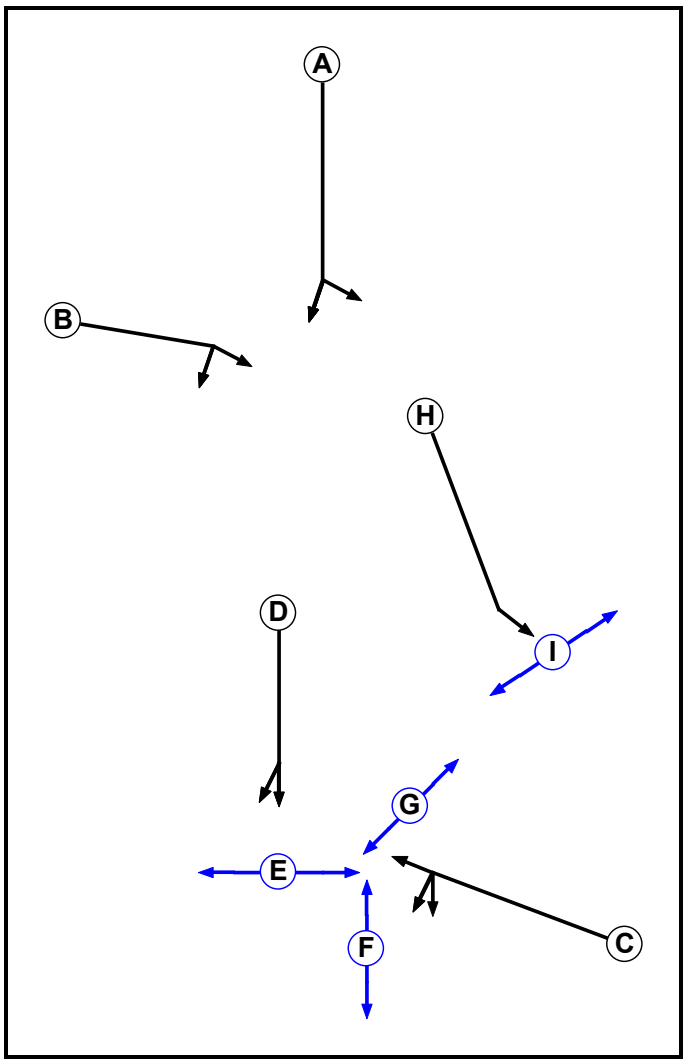
		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		6
	2	6	

Controller :C3 - Cherwell

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Pedestrian	2		5	5
F	Pedestrian	2		5	5
G	Pedestrian	2		5	5
H	Traffic	3		7	7
I	Pedestrian	3		5	5

Phase Intergreens Matrix

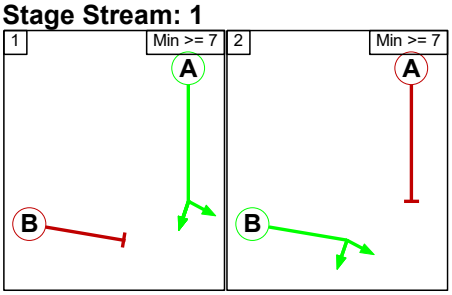
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		6	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-
C	-	-		6	-	6	6	-	-
D	-	-	7		7	-	-	-	-
E	-	-	-	6		-	-	-	-
F	-	-	6	-	-		-	-	-
G	-	-	6	-	-	-		-	-
H	-	-	-	-	-	-	-		6
I	-	-	-	-	-	-	-	6	

Phases in Stage

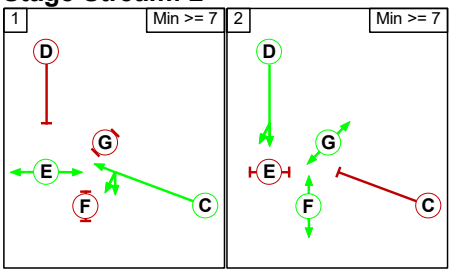
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C E
2	2	D F G
3	1	H
3	2	I

Stage Diagram

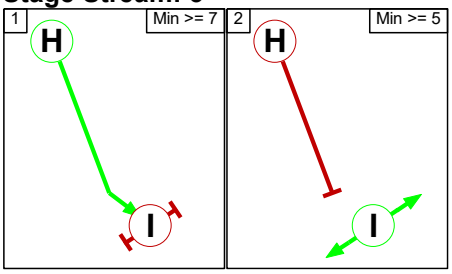
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

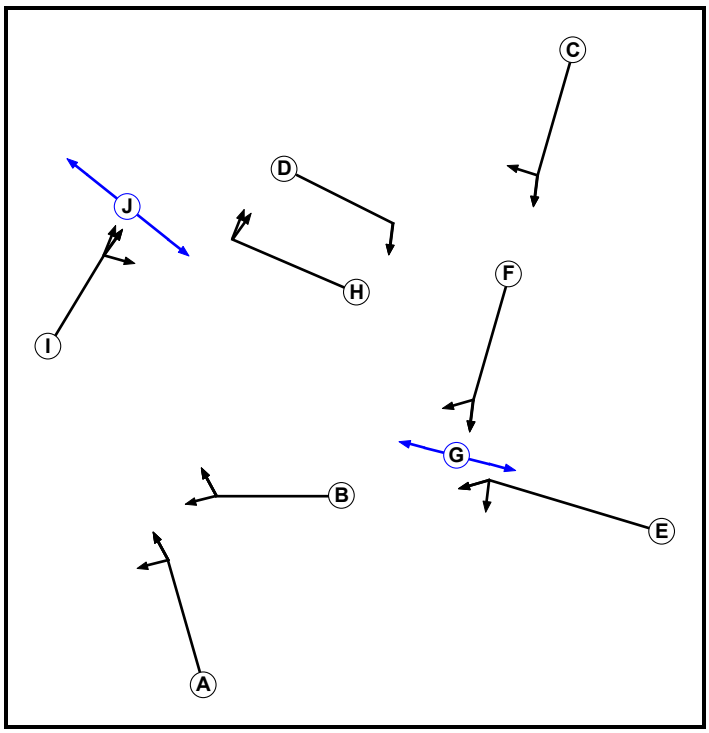
	To Stage		
		1	2
From Stage	1		6
	2	7	

Stage Stream: 3

	To Stage		
		1	2
From Stage	1		6
	2	6	

Controller :C4 - Ardley

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	4
F	Traffic	3		7	7
G	Pedestrian	3		7	7
H	Traffic	4		7	4
I	Traffic	4		7	6
J	Pedestrian	4		7	7

Phase Intergreens Matrix

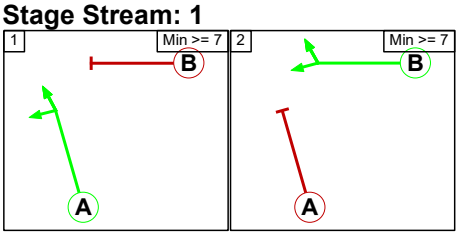
		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		5	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-
	C	-	-		5	-	-	-	-	-	-
	D	-	-	5		-	-	-	-	-	-
	E	-	-	-	-		5	-	-	-	-
	F	-	-	-	-	5		5	-	-	-
	G	-	-	-	-	-	8		-	-	-
	H	-	-	-	-	-	-	-		5	-
	I	-	-	-	-	-	-	-	5		5
	J	-	-	-	-	-	-	-	-	8	

Phases in Stage

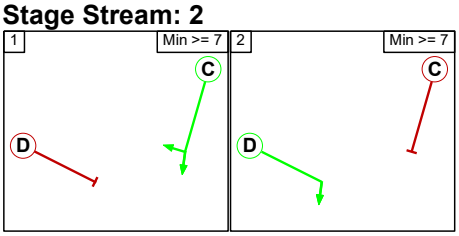
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E G
3	2	F
4	1	I
4	2	H J

Stage Diagram

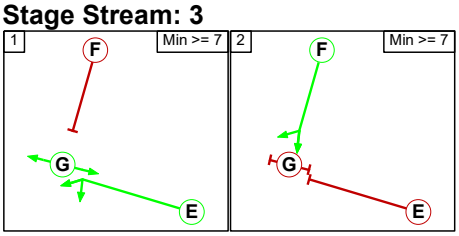
Stage Stream: 1



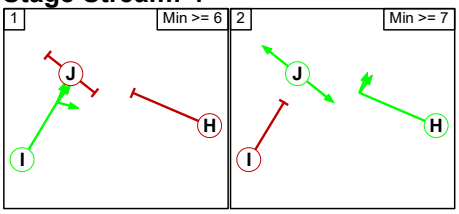
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	I	Losing	1	1
2	1	H	Losing	3	3

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

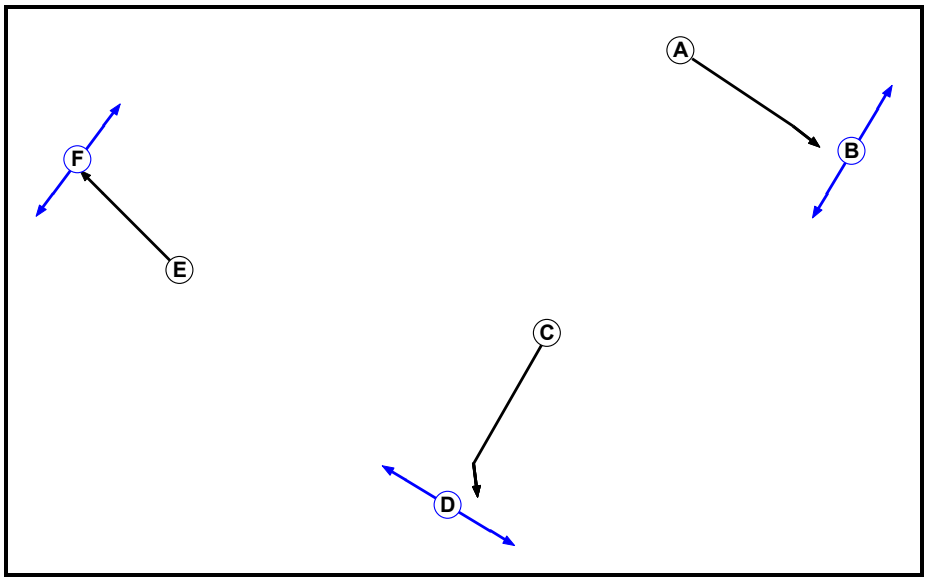
		To Stage	
		1	2
From Stage	1		8
	2	5	

Stage Stream: 4

		To Stage	
		1	2
From Stage	1		6
	2	8	

Controller :C5 - Baynards Green exit xings

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Pedestrian	1		5	5
C	Traffic	2		7	7
D	Pedestrian	2		7	7
E	Traffic	3		7	7
F	Pedestrian	3		5	5

Phase Intergreens Matrix

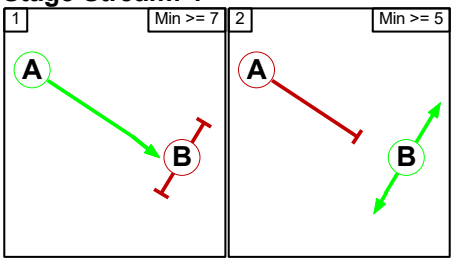
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		5	-	-	-	-
	B	6		-	-	-	-
	C	-	-		5	-	-
	D	-	-	7		-	-
	E	-	-	-	-		5
	F	-	-	-	-	5	

Phases in Stage

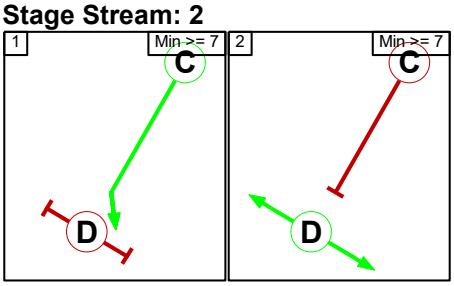
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F

Stage Diagram

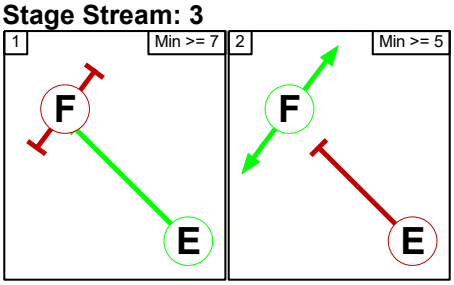
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	6	

Stage Stream: 2

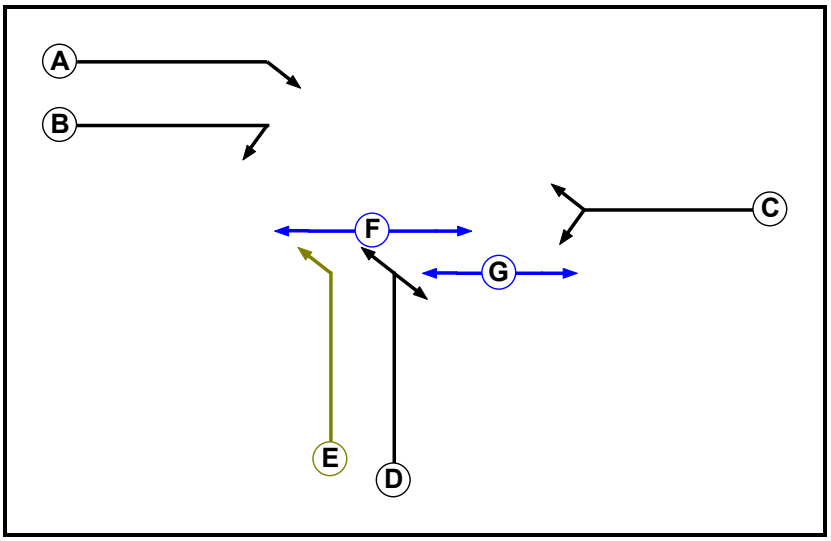
		To Stage	
		1	2
From Stage	1		5
	2	7	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		5
	2	5	

Controller :C6 - AL site access

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Filter	1	D	4	0
F	Pedestrian	1		5	5
G	Pedestrian	1		5	5

Phase Intergreens Matrix

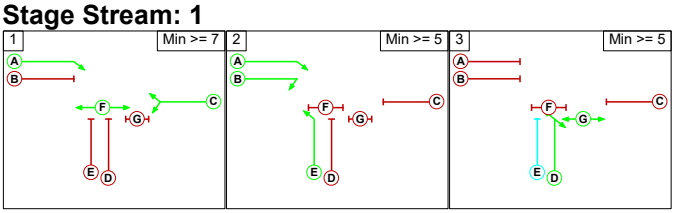
		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	-	5	-	-	-
	B	-		5	5	-	-	7
	C	-	5		5	-	-	6
	D	5	5	5		-	5	-
	E	-	-	-	-		5	-
	F	-	-	-	7	7		-
	G	-	5	5	-	-	-	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A C F
1	2	A B E
1	3	D G

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1		7	7
	2	X		7
	3	5	5	

Give-Way Lane Input Data

Junction: J1: Baynards Green
There are no Opposed Lanes in this Junction

Junction: J2: Padbury
There are no Opposed Lanes in this Junction

Junction: J3: Cherwell											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:5/2 (A43 Northbound)	J3:6/1 (Right)	1268	0	J3:12/1	0.51	All	-	-	-	-	-
	J3:11/2 (Ahead)	1268	0	J3:12/1	0.51	All					

Junction: J4: Ardley											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:2/1 (B430)	J4:8/1 (Ahead)	1000	0	J4:11/1	0.33	All	-	-	-	-	-
				J4:11/2	0.33	All					
	J4:8/2 (Ahead)	1000	0	J4:11/1	0.33	All					
				J4:11/2	0.33	All					
J4:2/2 (B430)	J4:8/3 (Ahead)	1000	0	J4:11/1	0.33	All	-	-	-	-	-
				J4:11/2	0.33	All					
				J4:11/3	0.33	All					

Lane Input Data

Junction: J1: Baynards Green												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (A43 North)	U	B	2	3	20.0	Geom	-	3.65	0.00	Y	Arm J5:3 Left	70.00
J1:1/2 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:2 Ahead	45.00
J1:1/3 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	45.00
J1:1/4 (A43 North)	U	B	2	3	26.1	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	45.00
J1:2/1	U	C	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J5:2 Ahead	50.00
J1:2/2	U	C	1	3	10.4	Geom	-	4.00	0.00	N	Arm J5:2 Ahead	50.00
J1:2/3	U	C	1	3	10.4	Geom	-	4.00	0.00	N	Arm J5:2 Ahead	50.00
J1:2/4	U	C	2	3	2.1	Geom	-	4.00	0.00	Y	Arm J1:4 Right	30.00
J1:3/1 (B4100 East)	U	D	2	3	13.9	Geom	-	3.65	0.00	Y	Arm J5:2 Left	30.00
J1:3/2 (B4100 East)	U	D	2	3	34.8	Geom	-	3.65	0.00	N	Arm J1:4 Ahead	50.00
J1:3/3 (B4100 East)	U	D	2	3	34.8	Geom	-	3.65	0.00	N	Arm J1:4 Ahead	50.00
J1:4/1	U	E	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J1:6 Right	Inf
											Arm J5:1 Ahead	40.00
J1:4/2	U	E	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:6 Right	35.00
J1:5/1 (A43 South)	U	F	2	3	104.3	Geom	-	3.65	0.00	Y	Arm J1:6 Ahead	55.00
											Arm J5:1 Ahead	55.00
J1:5/2 (A43 South)	U	F	2	3	104.3	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	50.00
J1:5/3 (A43 South)	U	F	2	3	17.4	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	50.00
J1:6/1	U	G	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J1:8 Ahead	35.00
J1:6/2	U	G	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:8 Ahead	35.00

J1:6/3	U	G	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:8 Ahead	35.00
J1:6/4	U	G	2	3	5.0	Geom	-	4.00	0.00	Y	Arm J1:9 Right	30.00
J1:7/1 (B4100 West)	U	H	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J1:8 Left	30.00
											Arm J1:9 Ahead	40.00
J1:7/2 (B4100 West)	U	H	2	3	15.7	Geom	-	3.65	0.00	N	Arm J1:9 Ahead	40.00
J1:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/3	U		2	3	60.0	User	2000	-	-	-	-	-
J1:9/1	U	A	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J5:3 Ahead	35.00
J1:9/2	U	A	1	3	10.4	Geom	-	4.00	0.00	N	Arm J1:2 Right	30.00
											Arm J5:3 Ahead	35.00

Junction: J2: Padbury												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (M40 SB offslip)	U	D	2	3	10.8	Geom	-	3.65	0.00	Y	Arm J2:4 Left	40.00
J2:1/2 (M40 SB offslip)	U	D	2	3	95.7	Geom	-	3.65	0.00	N	Arm J2:4 Left	50.00
											Arm J2:6 Ahead	50.00
J2:1/3 (M40 SB offslip)	U	D	2	3	95.7	Geom	-	3.65	0.00	N	Arm J2:6 Ahead	50.00
J2:2/1 (A43 north)	U	B	2	3	109.6	Geom	-	3.65	0.00	Y	Arm J2:3 Ahead	50.00
J2:2/2 (A43 north)	U	B	2	3	109.6	Geom	-	3.65	0.00	N	Arm J2:3 Ahead	50.00
J2:3/1	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:3/2	U		2	3	0.9	Inf	-	-	-	-	-	-
J2:4/1	U		2	3	10.4	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	10.4	Inf	-	-	-	-	-	-
J2:5/1 (A43 south)	U	C	2	3	57.4	Geom	-	3.65	0.00	Y	Arm J2:4 Ahead	30.00
J2:5/2 (A43 south)	U	C	2	3	57.4	Geom	-	3.65	0.00	N	Arm J2:4 Ahead	30.00
J2:6/1	U	A	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J2:3 Right	Inf
J2:6/2	U	A	2	3	8.7	Geom	-	3.65	0.00	N	Arm J2:3 Right	Inf

Junction: J3: Cherwell												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.62	0.00	Y	Arm J3:2 Left Arm J3:7 Ahead	Inf Inf
J3:1/2 (A43 Southbound)	U	A	2	3	52.2	Geom	-	3.65	0.00	N	Arm J3:7 Ahead	Inf
J3:1/3 (A43 Southbound)	U	A	2	3	13.9	Geom	-	3.65	0.00	Y	Arm J3:7 Ahead	Inf
J3:2/1	U	H	2	3	10.4	Geom	-	4.00	0.00	Y	Arm J3:10 Ahead	Inf
J3:3/1 (MSA)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J3:8 Left	15.00
J3:3/2 (MSA)	U	C	2	3	60.0	Geom	-	4.00	0.00	N	Arm J3:4 Left Arm J3:12 Ahead	30.00 Inf
J3:4/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:4/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:5/1 (A43 Northbound)	U		2	3	30.4	Inf	-	-	-	-	-	-
J3:5/2 (A43 Northbound)	O		2	3	30.4	Inf	-	-	-	-	-	-
J3:6/1	U	B	2	3	10.4	Geom	-	4.50	0.00	Y	Arm J3:2 Ahead Arm J3:7 Right	40.00 30.00
J3:7/1	U	D	0	3	8.7	Geom	-	4.00	0.00	Y	Arm J3:8 Ahead	Inf
J3:7/2	U	D	0	3	8.7	Geom	-	4.00	0.00	N	Arm J3:8 Ahead	Inf
J3:7/3	U	D	0	3	8.7	Geom	-	4.00	0.00	Y	Arm J3:4 Ahead	Inf
J3:7/4	U	D	0	3	8.7	Geom	-	4.00	0.00	N	Arm J3:4 Ahead	Inf
J3:8/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:8/2	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:9/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J3:10/1	U		2	3	48.7	Inf	-	-	-	-	-	-

J3:11/1	U		2	3	9.6	Inf	-	-	-	-	-	-
J3:11/2	U		2	3	9.6	Inf	-	-	-	-	-	-
J3:12/1	U		2	3	7.8	Inf	-	-	-	-	-	-

Junction: J4: Ardley												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J4:1/1 (Ardley bypass)	U	A	2	3	87.0	Geom	-	3.65	0.00	Y	Arm J4:9 Left	30.00
											Arm J4:11 Ahead	30.00
J4:1/2 (Ardley bypass)	U	A	2	3	87.0	Geom	-	3.65	0.00	N	Arm J4:11 Ahead	30.00
J4:1/3 (Ardley bypass)	U	A	2	3	10.4	Geom	-	3.65	0.00	N	Arm J4:11 Ahead	30.00
J4:2/1 (B430)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J4:8 Ahead	40.00
J4:2/2 (B430)	O		2	3	10.4	Geom	-	3.50	0.00	N	Arm J4:8 Ahead	Inf
J4:3/1 (A43 Southbound)	U	C	2	3	26.1	Geom	-	3.65	0.00	Y	Arm J4:4 Ahead	30.00
J4:3/2 (A43 Southbound)	U	C	2	3	26.1	Geom	-	3.65	0.00	N	Arm J4:4 Ahead	30.00
J4:3/3 (A43 Southbound)	U	C	2	3	6.3	Geom	-	3.65	0.00	N	Arm J4:13 Right	50.00
J4:4/1	U	F	1	3	10.4	Geom	-	4.00	0.00	Y	Arm J4:5 Ahead	30.00
J4:4/2	U	F	1	3	10.4	Geom	-	4.00	0.00	N	Arm J4:5 Ahead	30.00
											Arm J4:6 Right	30.00
J4:5/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J4:5/2	U		2	3	87.0	Inf	-	-	-	-	-	-
J4:6/1	U	B	1	3	10.4	User	2000	-	-	-	-	-
J4:6/2	U	B	1	3	10.4	User	2100	-	-	-	-	-
J4:7/1	U	D	2	3	2.1	Geom	-	4.00	0.00	Y	Arm J4:4 Right	40.00
J4:7/2	U	D	2	3	12.2	Geom	-	4.00	0.00	N	Arm J4:4 Right	40.00
J4:8/1	U	I	2	3	13.9	Geom	-	4.00	0.00	Y	Arm J4:10 Ahead	Inf
J4:8/2	U	I	2	3	13.9	Geom	-	4.00	0.00	N	Arm J4:12 Ahead	Inf

J4:8/3	U	I	2	3	13.9	Geom	-	4.00	0.00	N	Arm J4:7 Right	Inf
											Arm J4:12 Ahead	Inf
J4:9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:10/1 (M40 NB onslip)	U		2	3	139.1	Inf	-	-	-	-	-	-
J4:11/1	U		2	3	13.9	Inf	-	-	-	-	-	-
J4:11/2	U		0	3	13.9	Inf	-	-	-	-	-	-
J4:11/3	U		0	3	13.9	Inf	-	-	-	-	-	-
J4:12/1	U		2	3	13.9	Inf	-	-	-	-	-	-
J4:12/2	U		2	3	13.9	Inf	-	-	-	-	-	-
J4:13/1	U	H	1	3	16.5	Geom	-	4.00	0.00	Y	Arm J4:10 Right	40.00
											Arm J4:12 Right	40.00
J4:14/1 (M40 Offslip)	U	E	2	3	173.9	Geom	-	3.65	0.00	Y	Arm J4:5 Left	30.00
											Arm J4:6 Ahead	Inf
J4:14/2 (M40 Offslip)	U	E	2	3	173.9	Geom	-	3.65	0.00	N	Arm J4:6 Ahead	30.00
J4:15/1	U		2	3	60.9	Inf	-	-	-	-	-	-
J4:16/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:17/1	U		2	3	173.9	Inf	-	-	-	-	-	-

Junction: J5: Baynards Green exit xings

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J5:1/1	U	E	2	3	11.3	Geom	-	3.65	0.00	Y	Arm J5:4 Ahead	Inf
J5:2/1	U	C	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	Inf
J5:2/2	U	C	2	3	8.7	Geom	-	3.65	0.00	N	Arm J2:2 Ahead	Inf
J5:2/3	U	C	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	Inf
J5:3/1	U	A	2	3	11.3	Geom	-	3.60	0.00	Y	Arm J6:1 Ahead	Inf
J5:3/2	U	A	2	3	11.3	Geom	-	3.60	0.00	N	Arm J6:1 Ahead	Inf
J5:4/1	U		2	3	48.7	Inf	-	-	-	-	-	-

Junction: J6: Albion Land												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J6:1/1	U	A	2	3	34.8	Geom	-	3.65	0.00	Y	Arm J6:2 Ahead	Inf
J6:1/2	U	B	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J6:5 Right	18.00
J6:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:3/1	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J6:4 Ahead Arm J6:5 Left	Inf 12.00
J6:4/1	U		2	3	10.4	Inf	-	-	-	-	-	-
J6:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:6/1	U	D E	2	3	8.7	Geom	-	3.50	0.00	Y	Arm J6:4 Left	12.00
J6:6/2	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J6:2 Right	18.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 DS2A - AM'	08:00	09:00	01:00	
2: '2031 DS2A - PM'	17:00	18:00	01:00	

Scenario 1: '2031 DS2A - AM peak' (FG1: '2031 DS2A - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	421	62	1440	45	0	116	557	45	2686
	B	225	0	0	1	0	37	335	132	32	762
	C	73	0	0	283	0	184	0	48	0	588
	D	1171	1	237	0	19	0	44	67	21	1560
	E	33	14	0	17	0	238	7	48	0	357
	F	0	223	233	0	74	0	27	198	13	768
	G	98	293	0	66	5	7	0	36	11	516
	H	113	16	0	49	44	105	25	0	7	359
	I	18	16	0	16	1	4	3	5	0	63
	Tot.	1731	984	532	1872	188	575	557	1091	129	7659

Traffic Lane Flows

Lane	Scenario 1: 2031 DS2A - AM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	466
J1:1/2 (with short)	1234(In) 768(Out)
J1:1/3 (with short)	1452(In) 742(Out)
J1:1/4 (short)	710
J1:2/1	817
J1:2/2	797
J1:2/3 (with short)	720(In) 604(Out)
J1:2/4 (short)	116
J1:3/1 (short)	196
J1:3/2 (with short)	534(In) 338(Out)
J1:3/3	243
J1:4/1	454
J1:4/2	243
J1:5/1	579
J1:5/2 (with short)	1209(In) 508(Out)
J1:5/3 (short)	701
J1:6/1	476
J1:6/2	669
J1:6/3 (with short)	783(In) 488(Out)
J1:6/4 (short)	295
J1:7/1 (with short)	516(In) 248(Out)
J1:7/2 (short)	268
J1:8/1	574
J1:8/2	669
J1:8/3	488
J1:9/1	304
J1:9/2	409
Junction: J2: Padbury	
J2:1/1 (short)	190
J2:1/2 (with short)	496(In) 306(Out)
J2:1/3	272
J2:2/1	1163

J2:2/2	1251
J2:3/1	1396
J2:3/2	1523
J2:4/1	919
J2:4/2	869
J2:5/1	729
J2:5/2	796
J2:6/1	233
J2:6/2	272
Junction: J3: Cherwell	
J3:1/1	1196
J3:1/2 (with short)	1723(In) 622(Out)
J3:1/3 (short)	1101
J3:2/1	532
J3:3/1	283
J3:3/2	305
J3:4/1	419
J3:4/2	914
J3:5/1	1119
J3:5/2	636
J3:6/1	303
J3:7/1	902
J3:7/2	687
J3:7/3	411
J3:7/4	690
J3:8/1	1185
J3:8/2	687
J3:9/1	1872
J3:10/1	532
J3:11/1	1119
J3:11/2	406
J3:12/1	73
Junction: J4: Ardley	
J4:1/1	149
J4:1/2 (with short)	210(In) 121(Out)
J4:1/3 (short)	89
J4:2/1 (with short)	357(In) 288(Out)
J4:2/2 (short)	69
J4:3/1	534
J4:3/2 (with short)	799(In) 567(Out)

J4:3/3 (short)	232
J4:4/1	549
J4:4/2	600
J4:5/1	616
J4:5/2	475
J4:6/1	833
J4:6/2	785
J4:7/1 (short)	15
J4:7/2 (with short)	48(In) 33(Out)
J4:8/1	343
J4:8/2	860
J4:8/3	943
J4:9/1	188
J4:10/1	575
J4:11/1	105
J4:11/2	810
J4:11/3	874
J4:12/1	860
J4:12/2	895
J4:13/1	232
J4:14/1	775
J4:14/2	785
J4:15/1	1560
J4:16/1	359
J4:17/1	1091
Junction: J5: Baynards Green exit xings	
J5:1/1	557
J5:2/1	911
J5:2/2	899
J5:2/3	604
J5:3/1	770
J5:3/2	295
J5:4/1	557
Junction: J6: Albion Land	
J6:1/1 (with short)	1065(In) 968(Out)
J6:1/2 (short)	97
J6:2/1	984
J6:3/1	762
J6:4/1	777
J6:5/1	129
J6:6/1 (short)	47

J6:6/2 (with short)	63(In) 16(Out)

Lane Saturation Flows

Junction: J1: Baynards Green

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	0.0 %	1942	1942
				Arm J5:1 Ahead	40.00	100.0 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	82.2 %	1927	1927
				Arm J5:1 Ahead	55.00	17.8 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	39.5 %	1899	1899
				Arm J1:9 Ahead	40.00	60.5 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	27.9 %	2063	2063
				Arm J5:3 Ahead	35.00	72.1 %		

Junction: J2: Padbury								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	23.9 %	2058	2058
				Arm J2:6 Ahead	50.00	76.1 %		
J2:1/3 (M40 SB offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	50.00	100.0 %	1922	1922
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	50.00	100.0 %	2058	2058
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:5/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:6/1	3.65	0.00	Y	Arm J2:3 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:3 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	24.7 %	1978	1978
				Arm J3:7 Ahead	Inf	75.3 %		
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.00	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1832	1832
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	76.1 %	2076	2076
				Arm J3:12 Ahead	Inf	23.9 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	78.2 %	1985	1985
				Arm J3:7 Right	30.00	21.8 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf
J3:11/2	Infinite Saturation Flow						Inf	Inf
J3:12/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	29.5 %	1886	1886
				Arm J4:11 Ahead	30.00	70.5 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	79.2 %	2052	2052
				Arm J4:6 Right	30.00	20.8 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	This lane uses a directly entered Saturation Flow						2000	2000
J4:6/2	This lane uses a directly entered Saturation Flow						2100	2100
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	100.0 %	1942	1942
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	N	Arm J4:12 Ahead	Inf	100.0 %	2155	2155
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	5.1 %	2155	2155
				Arm J4:12 Ahead	Inf	94.9 %		
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	100.0 %	1942	1942
				Arm J4:12 Right	40.00	0.0 %		
J4:14/1 (M40 Offslip)	3.65	0.00	Y	Arm J4:5 Left	30.00	8.6 %	1971	1971
				Arm J4:6 Ahead	Inf	91.4 %		
J4:14/2 (M40 Offslip)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019

J4:15/1	Infinite Saturation Flow	Inf	Inf
J4:16/1	Infinite Saturation Flow	Inf	Inf
J4:17/1	Infinite Saturation Flow	Inf	Inf

Junction: J5: Baynards Green exit xings								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J6: Albion Land								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:5 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	3.65	0.00	Y	Arm J6:4 Ahead	Inf	95.8 %	1970	1970
				Arm J6:5 Left	12.00	4.2 %		
J6:4/1	Infinite Saturation Flow						Inf	Inf
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	3.50	0.00	Y	Arm J6:4 Left	12.00	100.0 %	1747	1747
J6:6/2	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

Scenario 2: '2031 DS2A - PM peak' (FG2: '2031 DS2A - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	287	108	1316	14	0	79	109	20	1933
	B	336	0	0	7	4	42	275	16	13	693
	C	98	0	0	298	0	209	0	0	0	605
	D	1741	3	244	0	57	0	40	57	14	2156
	E	57	0	0	2	0	291	3	7	0	360
	F	0	259	235	0	42	0	14	109	5	664
	G	116	202	0	77	4	6	0	22	2	429
	H	275	20	0	69	76	171	41	0	2	654
	I	40	36	0	20	1	8	16	7	0	128
	Tot.	2663	807	587	1789	198	727	468	327	56	7622

Traffic Lane Flows

Lane	Scenario 2: 2031 DS2A - PM peak
Junction: J1: Baynards Green	
J1:1/1 (short)	307
J1:1/2 (with short)	817(In) 510(Out)
J1:1/3 (with short)	1116(In) 628(Out)
J1:1/4 (short)	488
J1:2/1	563
J1:2/2	663
J1:2/3 (with short)	509(In) 430(Out)
J1:2/4 (short)	79
J1:3/1 (short)	105
J1:3/2 (with short)	457(In) 352(Out)
J1:3/3	315
J1:4/1	431
J1:4/2	315
J1:5/1	1018
J1:5/2 (with short)	1554(In) 1096(Out)
J1:5/3 (short)	458
J1:6/1	981
J1:6/2	1270
J1:6/3 (with short)	599(In) 296(Out)
J1:6/4 (short)	303
J1:7/1 (with short)	429(In) 207(Out)
J1:7/2 (short)	222
J1:8/1	1097
J1:8/2	1270
J1:8/3	296
J1:9/1	243
J1:9/2	373
Junction: J2: Padbury	
J2:1/1 (short)	168
J2:1/2 (with short)	443(In) 275(Out)
J2:1/3	221
J2:2/1	841

J2:2/2	920
J2:3/1	1006
J2:3/2	1141
J2:4/1	1273
J2:4/2	1299
J2:5/1	1105
J2:5/2	1189
J2:6/1	165
J2:6/2	221
Junction: J3: Cherwell	
J3:1/1	834
J3:1/2 (with short)	1313(In) 929(Out)
J3:1/3 (short)	384
J3:2/1	587
J3:3/1	298
J3:3/2	307
J3:4/1	121
J3:4/2	472
J3:5/1	1448
J3:5/2	1063
J3:6/1	315
J3:7/1	529
J3:7/2	962
J3:7/3	121
J3:7/4	263
J3:8/1	827
J3:8/2	962
J3:9/1	1789
J3:10/1	587
J3:11/1	1448
J3:11/2	846
J3:12/1	98
Junction: J4: Ardley	
J4:1/1	247
J4:1/2 (with short)	407(In) 213(Out)
J4:1/3 (short)	194
J4:2/1 (with short)	360(In) 343(Out)
J4:2/2 (short)	17
J4:3/1	175
J4:3/2 (with short)	418(In) 153(Out)

J4:3/3 (short)	265
J4:4/1	175
J4:4/2	160
J4:5/1	232
J4:5/2	95
J4:6/1	1098
J4:6/2	1066
J4:7/1 (short)	0
J4:7/2 (with short)	7(In) 7(Out)
J4:8/1	462
J4:8/2	1241
J4:8/3	1277
J4:9/1	198
J4:10/1	727
J4:11/1	171
J4:11/2	1189
J4:11/3	1260
J4:12/1	1241
J4:12/2	1270
J4:13/1	265
J4:14/1	1090
J4:14/2	1066
J4:15/1	2156
J4:16/1	654
J4:17/1	327
Junction: J5: Baynards Green exit xings	
J5:1/1	468
J5:2/1	569
J5:2/2	762
J5:2/3	430
J5:3/1	550
J5:3/2	264
J5:4/1	468
Junction: J6: Albion Land	
J6:1/1 (with short)	814(In) 771(Out)
J6:1/2 (short)	43
J6:2/1	807
J6:3/1	693
J6:4/1	772
J6:5/1	56
J6:6/1 (short)	92

J6:6/2 (with short)	128(In) 36(Out)

Lane Saturation Flows

Junction: J1: Baynards Green

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A43 North)	3.65	0.00	Y	Arm J5:3 Left	70.00	100.0 %	1938	1938
J1:1/2 (A43 North)	3.65	0.00	Y	Arm J1:2 Ahead	45.00	100.0 %	1916	1916
J1:1/3 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:1/4 (A43 North)	3.65	0.00	N	Arm J1:2 Ahead	45.00	100.0 %	2052	2052
J1:2/1	4.00	0.00	Y	Arm J5:2 Ahead	50.00	100.0 %	1956	1956
J1:2/2	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/3	4.00	0.00	N	Arm J5:2 Ahead	50.00	100.0 %	2092	2092
J1:2/4	4.00	0.00	Y	Arm J1:4 Right	30.00	100.0 %	1919	1919
J1:3/1 (B4100 East)	3.65	0.00	Y	Arm J5:2 Left	30.00	100.0 %	1886	1886
J1:3/2 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:3/3 (B4100 East)	3.65	0.00	N	Arm J1:4 Ahead	50.00	100.0 %	2058	2058
J1:4/1	4.00	0.00	Y	Arm J1:6 Right	Inf	14.2 %	1952	1952
				Arm J5:1 Ahead	40.00	85.8 %		
J1:4/2	4.00	0.00	N	Arm J1:6 Right	35.00	100.0 %	2066	2066
J1:5/1 (A43 South)	3.65	0.00	Y	Arm J1:6 Ahead	55.00	90.4 %	1927	1927
				Arm J5:1 Ahead	55.00	9.6 %		
J1:5/2 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:5/3 (A43 South)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	4.00	0.00	Y	Arm J1:8 Ahead	35.00	100.0 %	1932	1932
J1:6/2	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/3	4.00	0.00	N	Arm J1:8 Ahead	35.00	100.0 %	2066	2066
J1:6/4	4.00	0.00	Y	Arm J1:9 Right	30.00	100.0 %	1919	1919
J1:7/1 (B4100 West)	3.65	0.00	Y	Arm J1:8 Left	30.00	56.0 %	1896	1896
				Arm J1:9 Ahead	40.00	44.0 %		
J1:7/2 (B4100 West)	3.65	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2043	2043
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:8/3	This lane uses a directly entered Saturation Flow						2000	2000
J1:9/1	4.00	0.00	Y	Arm J5:3 Ahead	35.00	100.0 %	1932	1932
J1:9/2	4.00	0.00	N	Arm J1:2 Right	30.00	29.2 %	2062	2062
				Arm J5:3 Ahead	35.00	70.8 %		

Junction: J2: Padbury								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (M40 SB offslip)	3.65	0.00	Y	Arm J2:4 Left	40.00	100.0 %	1908	1908
J2:1/2 (M40 SB offslip)	3.65	0.00	N	Arm J2:4 Left	50.00	40.0 %	2058	2058
				Arm J2:6 Ahead	50.00	60.0 %		
J2:1/3 (M40 SB offslip)	3.65	0.00	N	Arm J2:6 Ahead	50.00	100.0 %	2058	2058
J2:2/1 (A43 north)	3.65	0.00	Y	Arm J2:3 Ahead	50.00	100.0 %	1922	1922
J2:2/2 (A43 north)	3.65	0.00	N	Arm J2:3 Ahead	50.00	100.0 %	2058	2058
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A43 south)	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:5/2 (A43 south)	3.65	0.00	N	Arm J2:4 Ahead	30.00	100.0 %	2019	2019
J2:6/1	3.65	0.00	Y	Arm J2:3 Right	Inf	100.0 %	1980	1980
J2:6/2	3.65	0.00	N	Arm J2:3 Right	Inf	100.0 %	2120	2120

Junction: J3: Cherwell								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A43 Southbound)	3.62	0.00	Y	Arm J3:2 Left	Inf	41.1 %	1978	1978
				Arm J3:7 Ahead	Inf	58.9 %		
J3:1/2 (A43 Southbound)	3.65	0.00	N	Arm J3:7 Ahead	Inf	100.0 %	2120	2120
J3:1/3 (A43 Southbound)	3.65	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1980	1980
J3:2/1	4.00	0.00	Y	Arm J3:10 Ahead	Inf	100.0 %	2015	2015
J3:3/1 (MSA)	4.00	0.00	Y	Arm J3:8 Left	15.00	100.0 %	1832	1832
J3:3/2 (MSA)	4.00	0.00	N	Arm J3:4 Left	30.00	68.1 %	2084	2084
				Arm J3:12 Ahead	Inf	31.9 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A43 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (A43 Northbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1	4.50	0.00	Y	Arm J3:2 Ahead	40.00	77.5 %	1985	1985
				Arm J3:7 Right	30.00	22.5 %		
J3:7/1	4.00	0.00	Y	Arm J3:8 Ahead	Inf	100.0 %	2015	2015
J3:7/2	4.00	0.00	N	Arm J3:8 Ahead	Inf	100.0 %	2155	2155
J3:7/3	4.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	2015	2015
J3:7/4	4.00	0.00	N	Arm J3:4 Ahead	Inf	100.0 %	2155	2155
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf
J3:11/2	Infinite Saturation Flow						Inf	Inf
J3:12/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Ardley								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Ardley bypass)	3.65	0.00	Y	Arm J4:9 Left	30.00	30.8 %	1886	1886
				Arm J4:11 Ahead	30.00	69.2 %		
J4:1/2 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:1/3 (Ardley bypass)	3.65	0.00	N	Arm J4:11 Ahead	30.00	100.0 %	2019	2019
J4:2/1 (B430)	3.50	0.00	Y	Arm J4:8 Ahead	40.00	100.0 %	1894	1894
J4:2/2 (B430)	3.50	0.00	N	Arm J4:8 Ahead	Inf	100.0 %	2105	2105
J4:3/1 (A43 Southbound)	3.65	0.00	Y	Arm J4:4 Ahead	30.00	100.0 %	1886	1886
J4:3/2 (A43 Southbound)	3.65	0.00	N	Arm J4:4 Ahead	30.00	100.0 %	2019	2019
J4:3/3 (A43 Southbound)	3.65	0.00	N	Arm J4:13 Right	50.00	100.0 %	2058	2058
J4:4/1	4.00	0.00	Y	Arm J4:5 Ahead	30.00	100.0 %	1919	1919
J4:4/2	4.00	0.00	N	Arm J4:5 Ahead	30.00	59.4 %	2052	2052
				Arm J4:6 Right	30.00	40.6 %		
J4:5/1	Infinite Saturation Flow						Inf	Inf
J4:5/2	Infinite Saturation Flow						Inf	Inf
J4:6/1	This lane uses a directly entered Saturation Flow						2000	2000
J4:6/2	This lane uses a directly entered Saturation Flow						2100	2100
J4:7/1	4.00	0.00	Y	Arm J4:4 Right	40.00	0.0 %	2015	2015
J4:7/2	4.00	0.00	N	Arm J4:4 Right	40.00	100.0 %	2077	2077
J4:8/1	4.00	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	2015	2015
J4:8/2	4.00	0.00	N	Arm J4:12 Ahead	Inf	100.0 %	2155	2155
J4:8/3	4.00	0.00	N	Arm J4:7 Right	Inf	0.5 %	2155	2155
				Arm J4:12 Ahead	Inf	99.5 %		
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1 (M40 NB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1	Infinite Saturation Flow						Inf	Inf
J4:11/2	Infinite Saturation Flow						Inf	Inf
J4:11/3	Infinite Saturation Flow						Inf	Inf
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	4.00	0.00	Y	Arm J4:10 Right	40.00	100.0 %	1942	1942
				Arm J4:12 Right	40.00	0.0 %		
J4:14/1 (M40 Offslip)	3.65	0.00	Y	Arm J4:5 Left	30.00	5.2 %	1975	1975
				Arm J4:6 Ahead	Inf	94.8 %		
J4:14/2 (M40 Offslip)	3.65	0.00	N	Arm J4:6 Ahead	30.00	100.0 %	2019	2019

J4:15/1	Infinite Saturation Flow	Inf	Inf
J4:16/1	Infinite Saturation Flow	Inf	Inf
J4:17/1	Infinite Saturation Flow	Inf	Inf

Junction: J5: Baynards Green exit xings

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	3.65	0.00	Y	Arm J5:4 Ahead	Inf	100.0 %	1980	1980
J5:2/1	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:2/2	3.65	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2120	2120
J5:2/3	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J5:3/1	3.60	0.00	Y	Arm J6:1 Ahead	Inf	100.0 %	1975	1975
J5:3/2	3.60	0.00	N	Arm J6:1 Ahead	Inf	100.0 %	2115	2115
J5:4/1	Infinite Saturation Flow						Inf	Inf

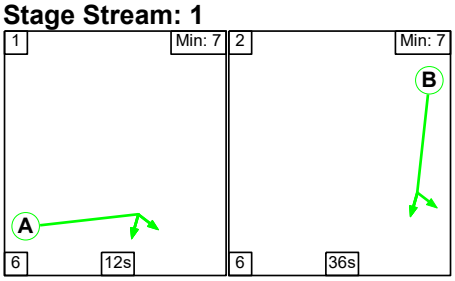
Junction: J6: Albion Land

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	3.65	0.00	Y	Arm J6:2 Ahead	Inf	100.0 %	1980	1980
J6:1/2	3.65	0.00	Y	Arm J6:5 Right	18.00	100.0 %	1828	1828
J6:2/1	Infinite Saturation Flow						Inf	Inf
J6:3/1	3.65	0.00	Y	Arm J6:4 Ahead	Inf	98.1 %	1975	1975
				Arm J6:5 Left	12.00	1.9 %		
J6:4/1	Infinite Saturation Flow						Inf	Inf
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1	3.50	0.00	Y	Arm J6:4 Left	12.00	100.0 %	1747	1747
J6:6/2	3.50	0.00	Y	Arm J6:2 Right	18.00	100.0 %	1814	1814

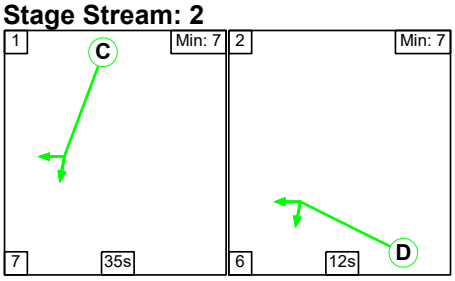
Scenario 1: '2031 DS2A - AM peak' (FG1: '2031 DS2A - AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

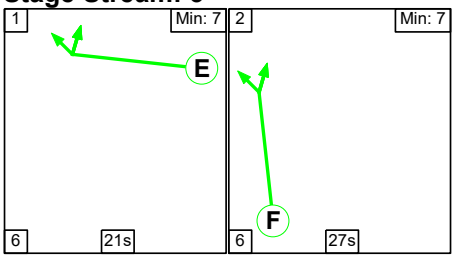
Stage Stream: 1



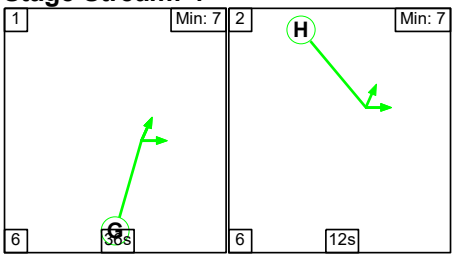
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	12	36
Change Point	57	15

Stage Stream: 2

Stage	1	2
Duration	35	12
Change Point	19	1

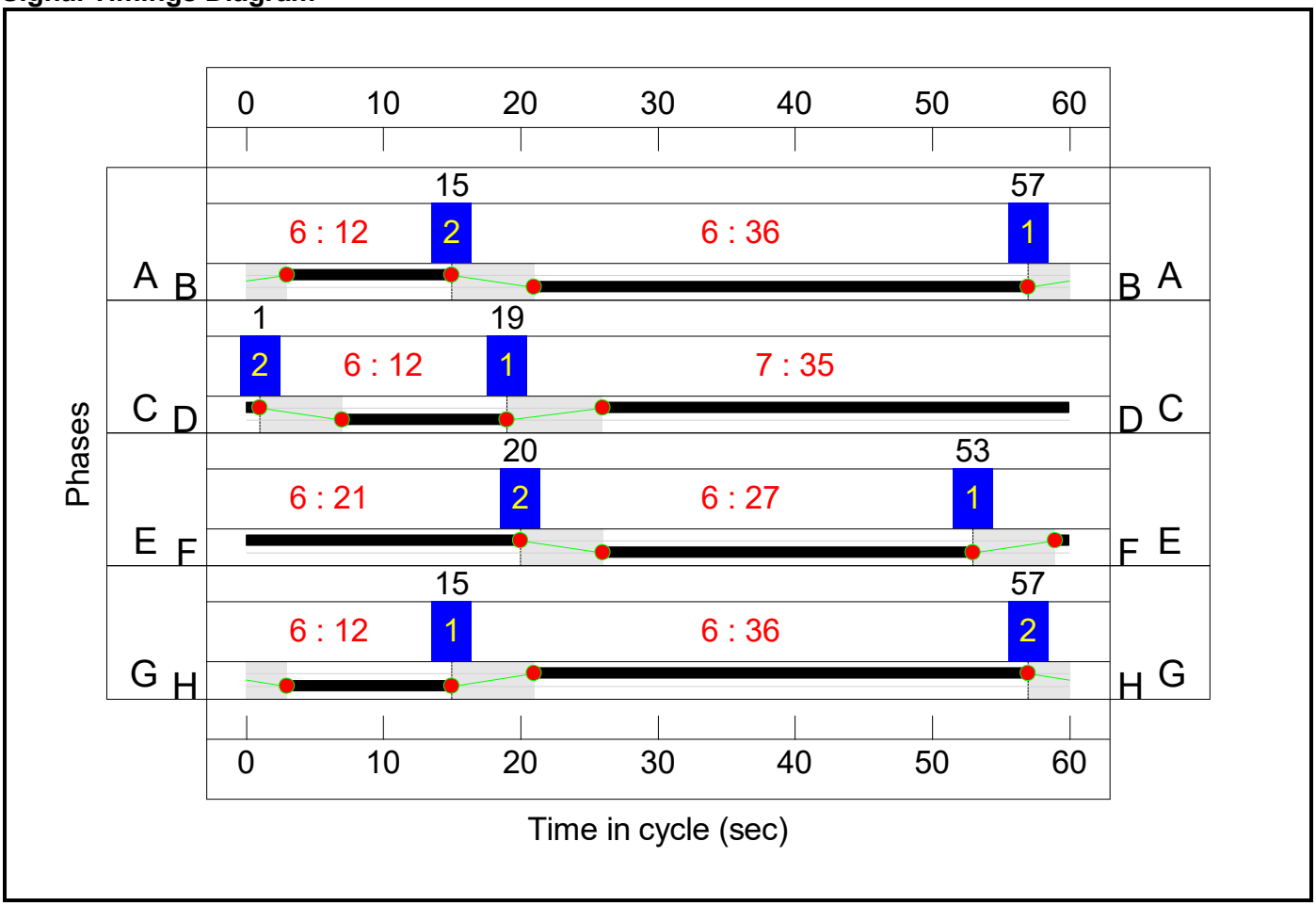
Stage Stream: 3

Stage	1	2
Duration	21	27
Change Point	53	20

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	15	57

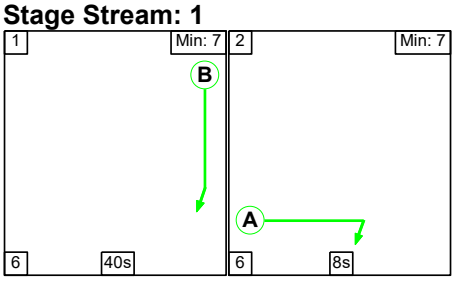
Signal Timings Diagram



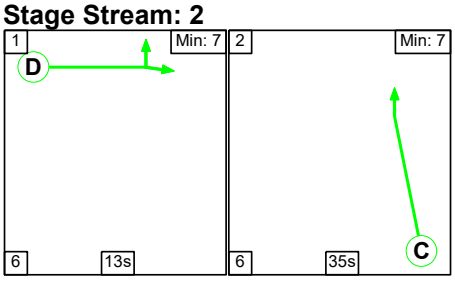
Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

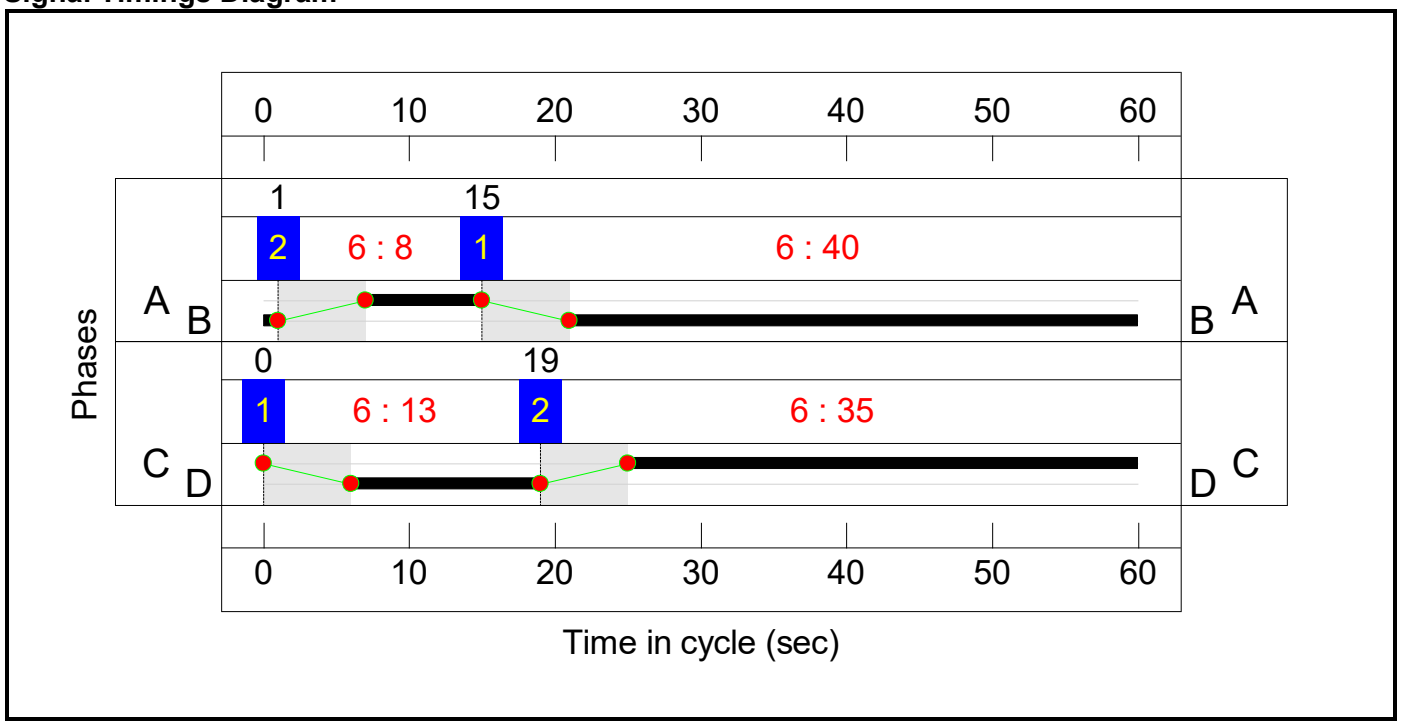
Stage Stream: 1

Stage	1	2
Duration	40	8
Change Point	15	1

Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	0	19

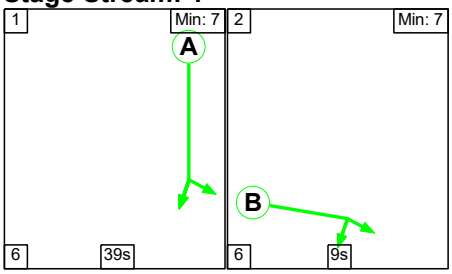
Signal Timings Diagram



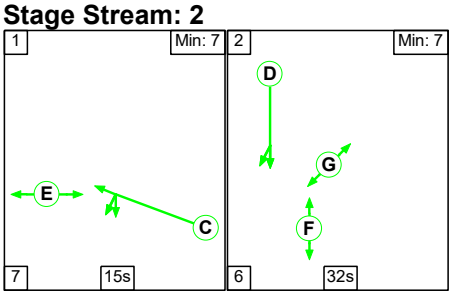
Controller :C3 - Cherwell

Stage Sequence Diagram

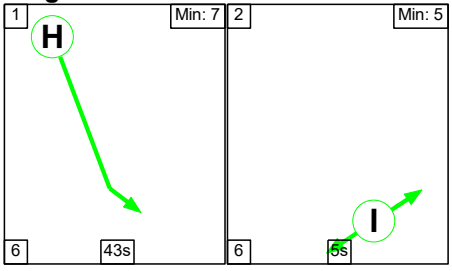
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	9
Change Point	59	44

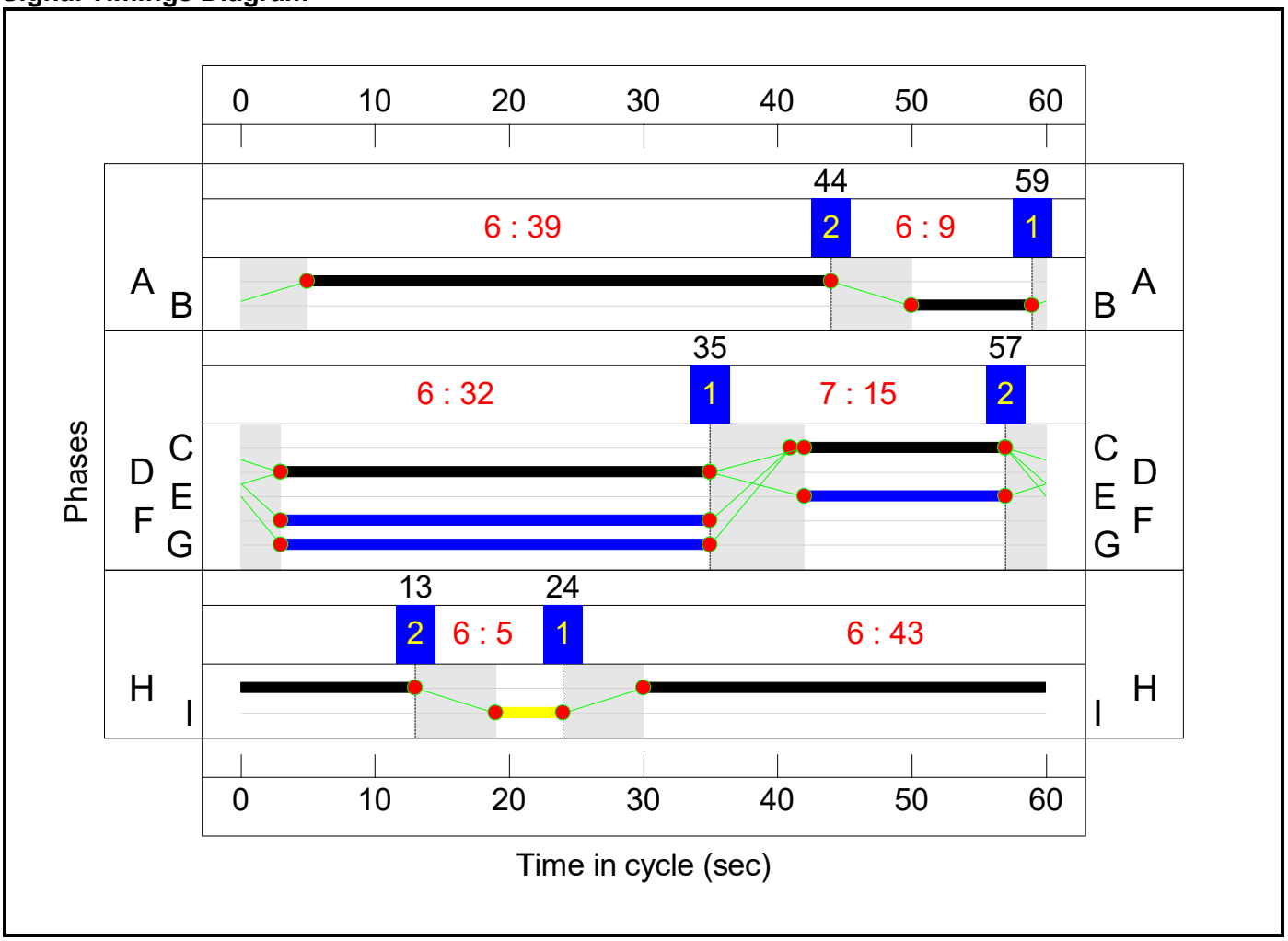
Stage Stream: 2

Stage	1	2
Duration	15	32
Change Point	35	57

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	24	13

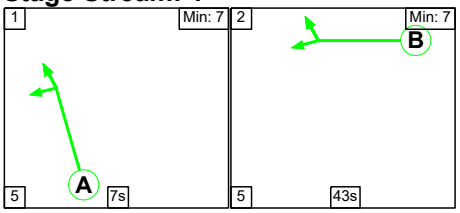
Signal Timings Diagram



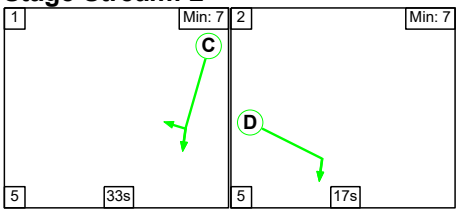
Controller :C4 - Ardley

Stage Sequence Diagram

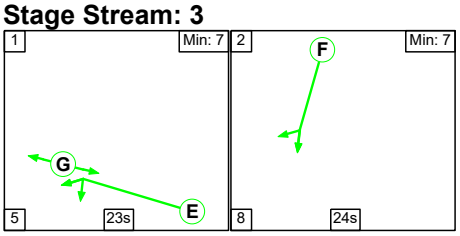
Stage Stream: 1



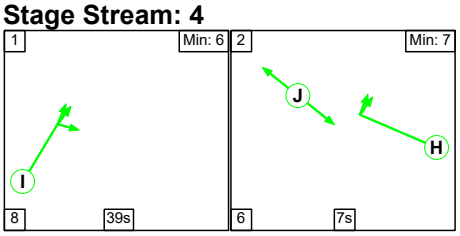
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	33	17
Change Point	35	13

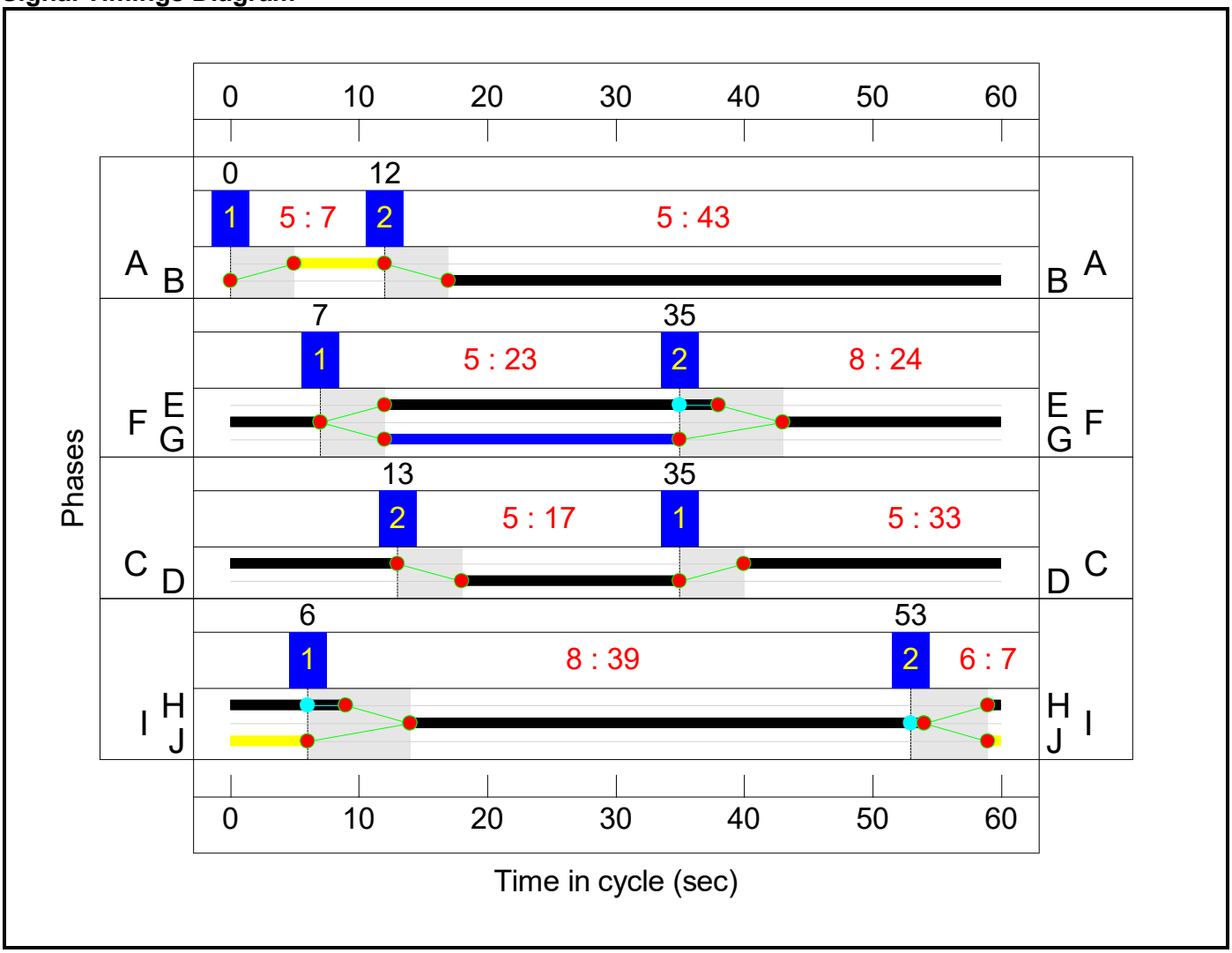
Stage Stream: 3

Stage	1	2
Duration	23	24
Change Point	7	35

Stage Stream: 4

Stage	1	2
Duration	39	7
Change Point	6	53

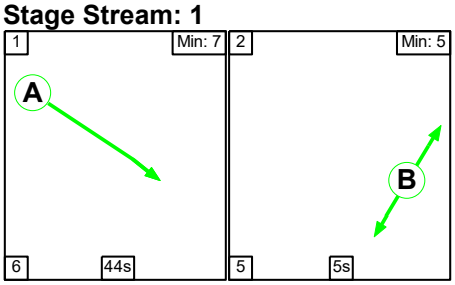
Signal Timings Diagram



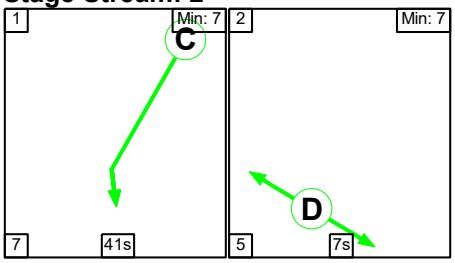
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

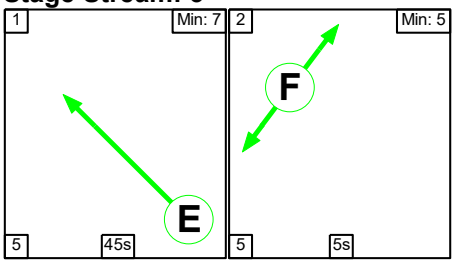
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	48	38

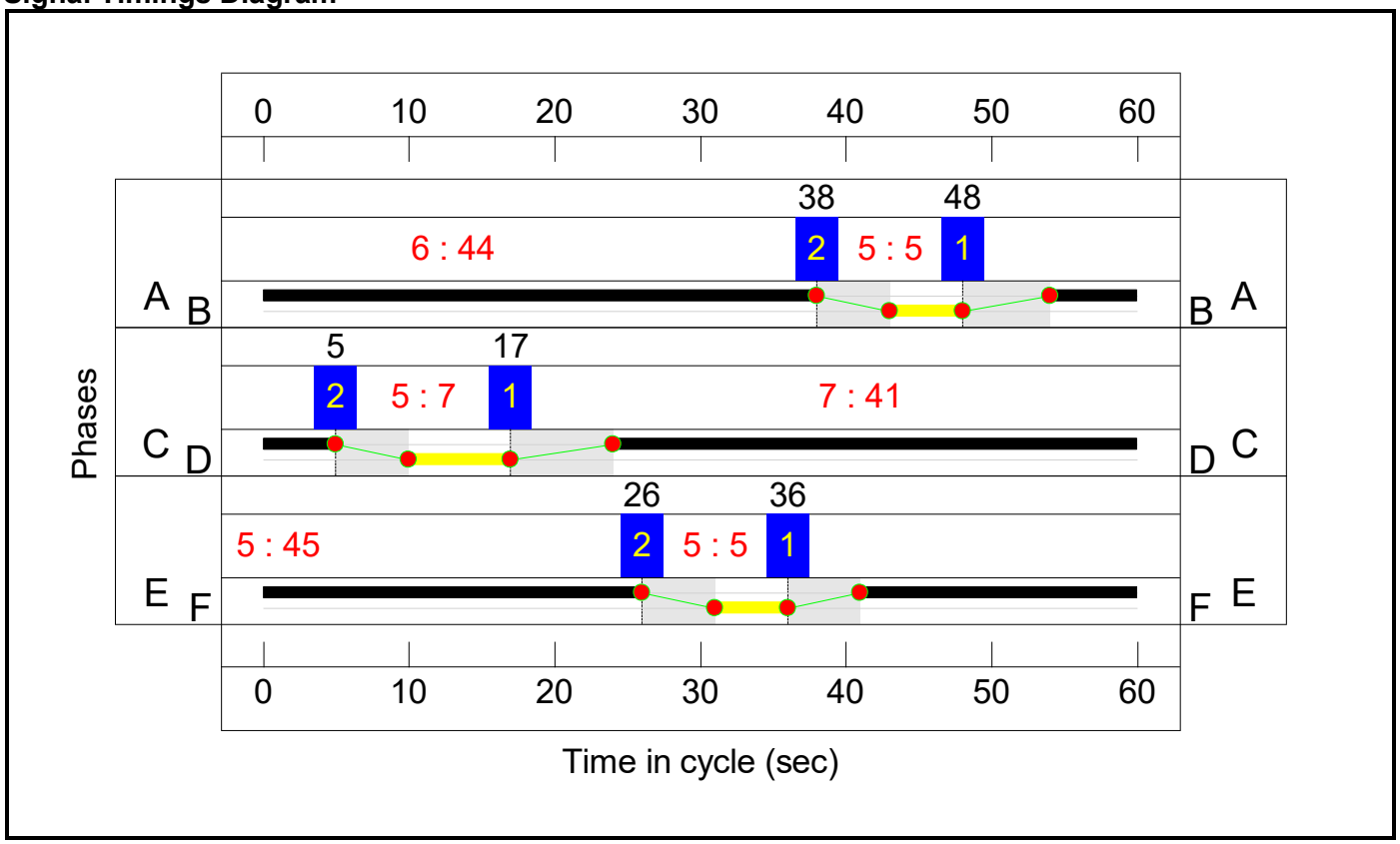
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	17	5

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	36	26

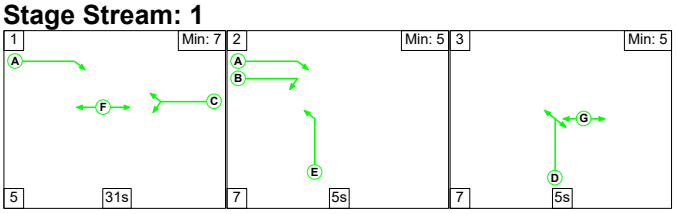
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

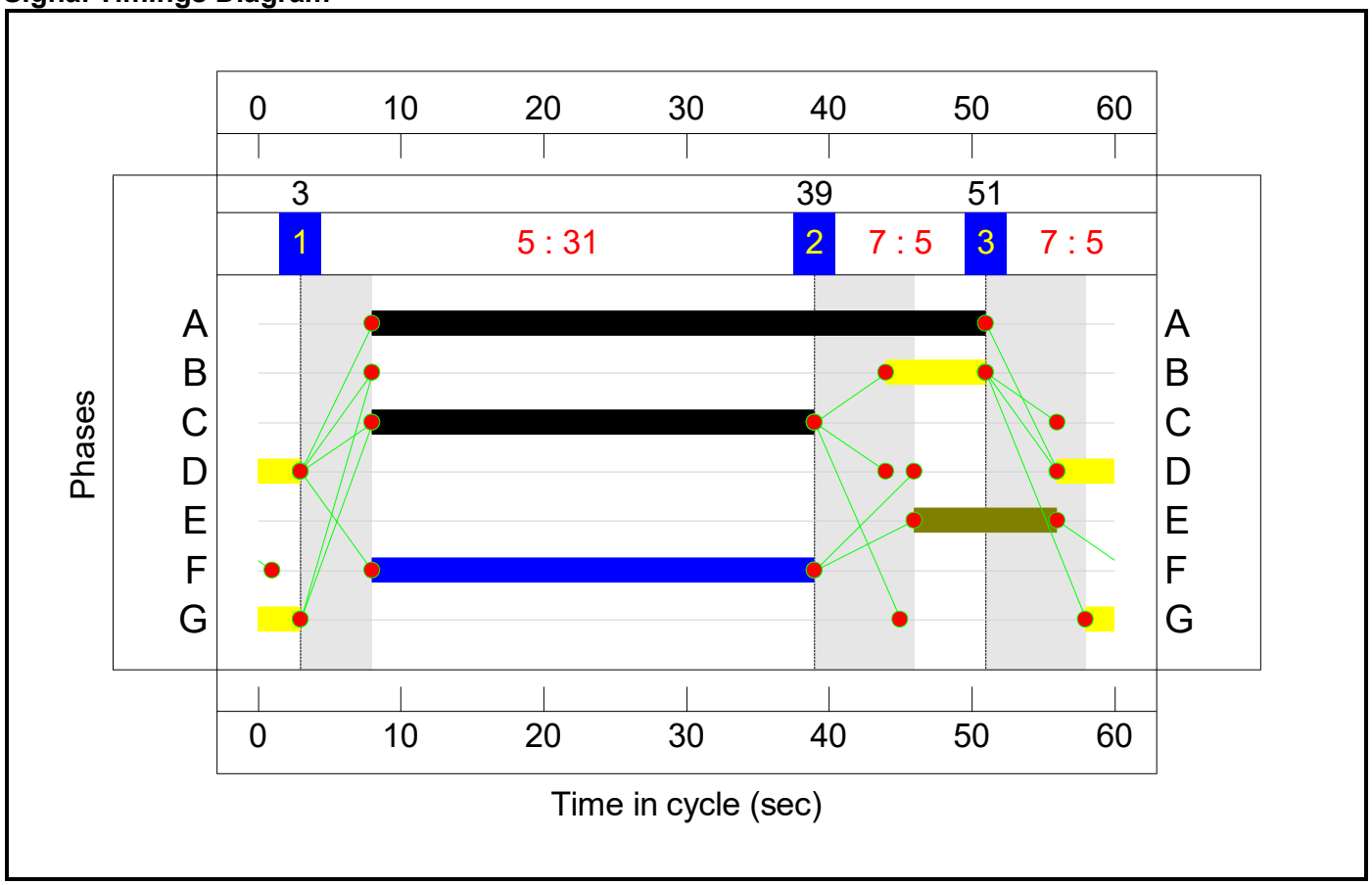


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	5	5
Change Point	3	39	51

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Phase 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.8%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.0%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	36	-	1234	1916:1938	1182+717	65.0 : 65.0%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	36	-	1452	2052:2052	1049+1003	70.8 : 70.8%
2/1	Ahead	U	1:2	N/A	C1:C		1	35	-	817	1956	1206	67.7%
2/2	Ahead	U	1:2	N/A	C1:C		1	35	-	797	2092	1290	61.8%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	35	-	720	2092:1919	1104+212	54.7 : 54.7%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	12	-	534	2058:1886	446+358	75.8 : 54.8%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	12	-	243	2058	446	54.5%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	21	-	454	1942	744	61.0%
4/2	Right	U	1:3	N/A	C1:E		1	21	-	243	2066	792	30.7%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	27	-	579	1927	899	64.4%
5/2+5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	27	-	1209	2058:2058	696+960	73.0 : 73.0%
6/1	Ahead	U	1:4	N/A	C1:G		1	36	-	476	1932	1224	38.9%
6/2	Ahead	U	1:4	N/A	C1:G		1	36	-	669	2066	1308	51.1%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	36	-	783	2066:1919	905+547	53.9 : 53.9%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	12	-	516	1899:2043	411+443	60.3 : 60.5%
8/3		U	N/A	N/A	-		-	-	-	488	2000	2000	24.4%
9/1	Ahead	U	1:1	N/A	C1:A		1	12	-	304	1932	451	67.4%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	12	-	409	2063	481	85.0%
J2: Padbury	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.0%**

1/2+1/1	M40 SB offslip Left Ahead	U	2:2	N/A	C2:D		1	13	-	496	2058:1908	480+298	63.7 : 63.7%
1/3	M40 SB offslip Ahead	U	2:2	N/A	C2:D		1	13	-	272	2058	480	56.6%
2/1	A43 north Ahead	U	2:1	N/A	C2:B		1	40	-	1163	1922	1313	88.6%
2/2	A43 north Ahead	U	2:1	N/A	C2:B		1	40	-	1251	2058	1406	89.0%
5/1	A43 south Ahead	U	2:2	N/A	C2:C		1	35	-	729	1886	1132	64.4%
5/2	A43 south Ahead	U	2:2	N/A	C2:C		1	35	-	796	2019	1211	65.7%
6/1	Right	U	2:1	N/A	C2:A		1	8	-	233	1980	297	78.5%
6/2	Right	U	2:1	N/A	C2:A		1	8	-	272	2120	318	85.5%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.8%**
1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	39	-	1196	1978	1319	90.7%
1/2+1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	39	-	1723	2120:1980	656+1161	94.8 : 94.8%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	532	2015	1478	36.0%
3/1	MSA Left	U	3:2	N/A	C3:C		1	15	-	283	1832	489	57.9%
3/2	MSA Left Ahead	U	3:2	N/A	C3:C		1	15	-	305	2076	554	55.1%
5/2	A43 Northbound Right Ahead	O	N/A	N/A	-		-	-	-	636	Inf	1231	51.7%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	9	-	303	1985	331	91.6%
7/1	Ahead	U	3:2	N/A	C3:D		1	32	-	902	2015	1175	76.7%
7/2	Ahead	U	3:2	N/A	C3:D		1	32	-	687	2155	1257	54.7%
7/3	Ahead	U	3:2	N/A	C3:D		1	32	-	411	2015	1175	35.0%
7/4	Ahead	U	3:2	N/A	C3:D		1	32	-	690	2155	1257	54.9%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.4%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	7	-	149	1886	251	59.3%

1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	7	-	210	2019:2019	269+269	44.9 : 33.1%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	357	1894:2105	703+168	41.0 : 41.0%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	33	-	534	1886	1069	50.0%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	33	-	799	2019:2058	925+378	61.3 : 61.3%
4/1	Ahead	U	4:3	N/A	C4:F		1	24	-	549	1919	832	66.0%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	24	-	600	2052	889	67.5%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	43	-	833	2000	1500	55.5%
6/2	Right	U	4:1	N/A	C4:B		1	43	-	785	2100	1575	49.8%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	17	-	48	2077:1942	474+215	7.0 : 7.0%
8/1	Ahead	U	4:4	N/A	C4:I		1	40	-	343	2015	1377	24.9%
8/2	Ahead	U	4:4	N/A	C4:I		1	40	-	860	2155	1473	58.4%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	40	-	943	2155	1473	64.0%
13/1	Right Right2	U	4:4	N/A	C4:H		1	10	-	232	1942	388	59.7%
14/1	M40 Offslip Left Ahead	U	4:3	N/A	C4:E		1	26	-	775	1971	887	87.4%
14/2	M40 Offslip Ahead	U	4:3	N/A	C4:E		1	26	-	785	2019	909	86.4%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	557	1980	1518	36.7%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	911	1980	1386	65.7%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	899	2120	1484	60.6%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	604	1980	1386	43.6%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	770	1975	1481	52.0%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	295	2115	1586	18.6%
J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	43:7	-	1065	1980:1828	1365+137	70.9 : 70.9%

3/1	Ahead Left	U	6:1	N/A	C6:C		1	31	-	762	1970	1051	72.5%
6/2+6/1	Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	63	1814:1747	178+524	9.0 : 9.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Phase 1	**-**	**-**	**1350**	**0**	**0**	**84.6**	**45.2**	**0.0**	**129.7**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**26.9**	**6.9**	**0.0**	**33.8**	**-**	**-**	**-**	**-**
1/2+1/1	1234	1234	-	-	-	2.3	0.9	-	3.2	9.5	8.1	0.9	9.0
1/3+1/4	1452	1452	-	-	-	2.8	1.2	-	4.0	9.8	7.4	1.2	8.6
2/1	817	817	-	-	-	0.3	0.0	-	0.3	1.5	9.3	0.0	9.3
2/2	797	797	-	-	-	0.3	0.0	-	0.3	1.6	0.9	0.0	0.9
2/3+2/4	720	720	-	-	-	0.0	0.0	-	0.0	0.2	0.6	0.0	0.6
3/2+3/1	534	534	-	-	-	4.1	1.0	-	5.1	34.1	5.6	1.0	6.6
3/3	243	243	-	-	-	1.7	0.6	-	2.3	34.4	4.0	0.6	4.6
4/1	454	454	-	-	-	0.7	0.0	-	0.7	5.6	2.0	0.0	2.0
4/2	243	243	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
5/1	579	579	-	-	-	3.5	0.9	-	4.4	27.2	9.2	0.9	10.1
5/2+5/3	1209	1209	-	-	-	6.4	1.3	-	7.8	23.1	21.8	1.3	23.1
6/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	669	669	-	-	-	0.1	0.0	-	0.1	0.7	2.7	0.0	2.7
6/3+6/4	783	783	-	-	-	0.1	0.0	-	0.1	0.3	5.2	0.0	5.2
7/1+7/2	516	516	-	-	-	3.0	0.8	-	3.8	26.5	4.0	0.8	4.8
8/3	488	488	-	-	-	0.0	0.2	-	0.2	1.2	1.1	0.2	1.3
9/1	304	304	-	-	-	0.7	0.0	-	0.7	8.4	2.7	0.0	2.7
9/2	409	409	-	-	-	0.8	0.0	-	0.8	7.0	2.6	0.0	2.6
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**20.9**	**10.9**	**0.0**	**31.8**	**-**	**-**	**-**	**-**
1/2+1/1	496	496	-	-	-	2.8	0.9	-	3.7	26.6	4.6	0.9	5.5
1/3	272	272	-	-	-	1.5	0.6	-	2.2	28.9	4.0	0.6	4.7
2/1	1163	1163	-	-	-	4.0	3.7	-	7.7	23.9	13.7	3.7	17.4
2/2	1251	1251	-	-	-	4.6	3.8	-	8.4	24.2	15.2	3.8	19.0
5/1	729	729	-	-	-	3.3	0.9	-	4.2	20.9	10.6	0.9	11.5

5/2	796	796	-	-	-	3.6	1.0	-	4.5	20.5	11.4	1.0	12.3
6/1	233	233	-	-	-	0.6	0.0	-	0.6	8.9	0.7	0.0	0.7
6/2	272	272	-	-	-	0.5	0.0	-	0.5	7.0	0.7	0.0	0.7
J3: Cherwell	**-**	**-**	**636**	**0**	**0**	**16.8**	**13.7**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
1/1	1196	1196	-	-	-	3.4	4.5	-	7.9	23.8	15.1	4.5	19.6
1/2+1/3	1723	1723	-	-	-	4.3	7.8	-	12.1	25.3	25.0	7.8	32.8
2/1	532	532	-	-	-	0.1	0.0	-	0.1	0.6	1.7	0.0	1.7
3/1	283	283	-	-	-	1.5	0.7	-	2.2	27.8	4.1	0.7	4.8
3/2	305	305	-	-	-	1.6	0.6	-	2.2	26.1	4.3	0.6	4.9
5/2	636	636	636	0	0	0.2	0.0	-	0.2	1.0	6.8	0.0	6.8
6/1	303	303	-	-	-	2.2	0.0	-	2.2	26.0	4.8	0.0	4.8
7/1	902	902	-	-	-	1.5	0.0	-	1.5	5.9	5.1	0.0	5.1
7/2	687	687	-	-	-	1.0	0.0	-	1.0	5.3	3.7	0.0	3.7
7/3	411	411	-	-	-	0.4	0.0	-	0.4	3.8	1.3	0.0	1.3
7/4	690	690	-	-	-	0.7	0.0	-	0.7	3.6	2.1	0.0	2.1
J4: Ardley	**-**	**-**	**714**	**0**	**0**	**15.4**	**10.8**	**0.0**	**26.2**	**-**	**-**	**-**	**-**
1/1	149	149	-	-	-	1.0	0.7	-	1.7	41.8	2.3	0.7	3.0
1/2+1/3	210	210	-	-	-	1.4	0.3	-	1.7	29.3	1.8	0.3	2.2
2/1+2/2	357	357	714	0	0	0.1	0.3	-	0.4	4.5	0.5	0.3	0.8
3/1	534	534	-	-	-	2.1	0.5	-	2.6	17.5	7.8	0.5	8.3
3/2+3/3	799	799	-	-	-	2.2	0.8	-	3.0	13.5	8.7	0.8	9.4
4/1	549	549	-	-	-	0.4	0.0	-	0.4	2.9	3.2	0.0	3.2
4/2	600	600	-	-	-	0.4	0.0	-	0.4	2.3	1.1	0.0	1.1
6/1	833	833	-	-	-	0.2	0.0	-	0.2	0.7	0.5	0.0	0.5
6/2	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	48	48	-	-	-	0.1	0.0	-	0.1	10.6	0.2	0.0	0.3
8/1	343	343	-	-	-	0.3	0.2	-	0.4	4.4	3.0	0.2	3.2
8/2	860	860	-	-	-	0.0	0.7	-	0.7	3.1	0.3	0.7	1.0
8/3	943	943	-	-	-	0.1	0.9	-	1.0	3.7	0.4	0.9	1.3
13/1	232	232	-	-	-	0.7	0.0	-	0.7	10.8	1.5	0.0	1.5

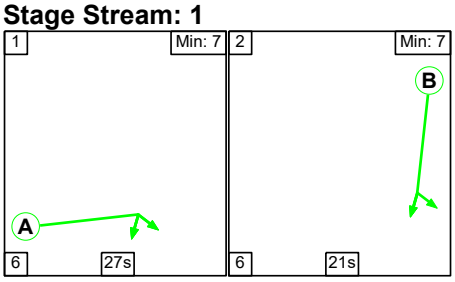
14/1	775	775	-	-	-	3.2	3.3	-	6.5	30.1	11.6	3.3	14.9
14/2	785	785	-	-	-	3.2	3.0	-	6.3	28.7	11.6	3.0	14.6
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**1.0**	**0.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**
1/1	557	557	-	-	-	0.1	0.0	-	0.1	0.4	0.7	0.0	0.7
2/1	911	911	-	-	-	0.3	0.0	-	0.3	1.2	1.6	0.0	1.6
2/2	899	899	-	-	-	0.4	0.0	-	0.4	1.5	1.7	0.0	1.7
2/3	604	604	-	-	-	0.0	0.4	-	0.4	2.3	0.0	0.4	0.4
3/1	770	770	-	-	-	0.3	0.0	-	0.3	1.5	2.5	0.0	2.5
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.4**	**2.6**	**0.0**	**6.0**	**-**	**-**	**-**	**-**
1/1+1/2	1065	1065	-	-	-	0.9	1.2	-	2.1	7.1	17.6	1.2	18.8
3/1	762	762	-	-	-	2.3	1.3	-	3.6	16.8	9.5	1.3	10.8
6/2+6/1	63	63	-	-	-	0.3	0.0	-	0.3	19.9	0.6	0.0	0.6

C1 - Baynards Green	Stream: 1 PRC for Signalled Lanes (%):	5.9	Total Delay for Signalled Lanes (pcuHr):	8.71	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2 PRC for Signalled Lanes (%):	18.7	Total Delay for Signalled Lanes (pcuHr):	8.09	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	12.85	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4 PRC for Signalled Lanes (%):	48.7	Total Delay for Signalled Lanes (pcuHr):	3.99	Cycle Time (s): 60
C2 - Padbury	Stream: 1 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	17.23	Cycle Time (s): 60
C2 - Padbury	Stream: 2 PRC for Signalled Lanes (%):	37.0	Total Delay for Signalled Lanes (pcuHr):	14.61	Cycle Time (s): 60
C3 - Cherwell	Stream: 1 PRC for Signalled Lanes (%):	-5.4	Total Delay for Signalled Lanes (pcuHr):	22.21	Cycle Time (s): 60
C3 - Cherwell	Stream: 2 PRC for Signalled Lanes (%):	17.3	Total Delay for Signalled Lanes (pcuHr):	8.00	Cycle Time (s): 60
C3 - Cherwell	Stream: 3 PRC for Signalled Lanes (%):	150.0	Total Delay for Signalled Lanes (pcuHr):	0.09	Cycle Time (s): 60
C4 - Ardley	Stream: 1 PRC for Signalled Lanes (%):	51.9	Total Delay for Signalled Lanes (pcuHr):	3.59	Cycle Time (s): 60
C4 - Ardley	Stream: 2 PRC for Signalled Lanes (%):	46.8	Total Delay for Signalled Lanes (pcuHr):	5.74	Cycle Time (s): 60
C4 - Ardley	Stream: 3 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	13.59	Cycle Time (s): 60
C4 - Ardley	Stream: 4 PRC for Signalled Lanes (%):	40.5	Total Delay for Signalled Lanes (pcuHr):	2.81	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 1 PRC for Signalled Lanes (%):	73.1	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2 PRC for Signalled Lanes (%):	36.9	Total Delay for Signalled Lanes (pcuHr):	1.06	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3 PRC for Signalled Lanes (%):	145.3	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s): 60
C6 - AL site access	Stream: 1 PRC for Signalled Lanes (%):	24.1	Total Delay for Signalled Lanes (pcuHr):	6.01	Cycle Time (s): 60
	PRC Over All Lanes (%):	-5.4	Total Delay Over All Lanes(pcuHr):	129.74	

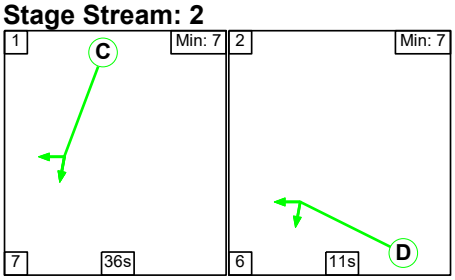
Scenario 2: '2031 DS2A - PM peak' (FG2: '2031 DS2A - PM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Baynards Green

Stage Sequence Diagram

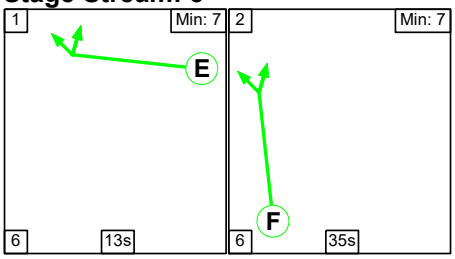
Stage Stream: 1



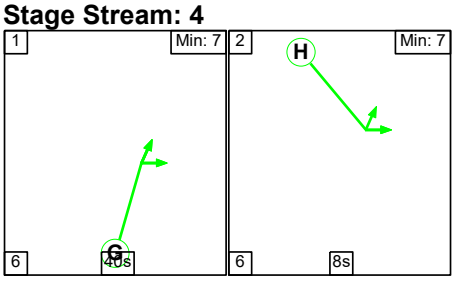
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	0	33

Stage Stream: 2

Stage	1	2
Duration	36	11
Change Point	23	6

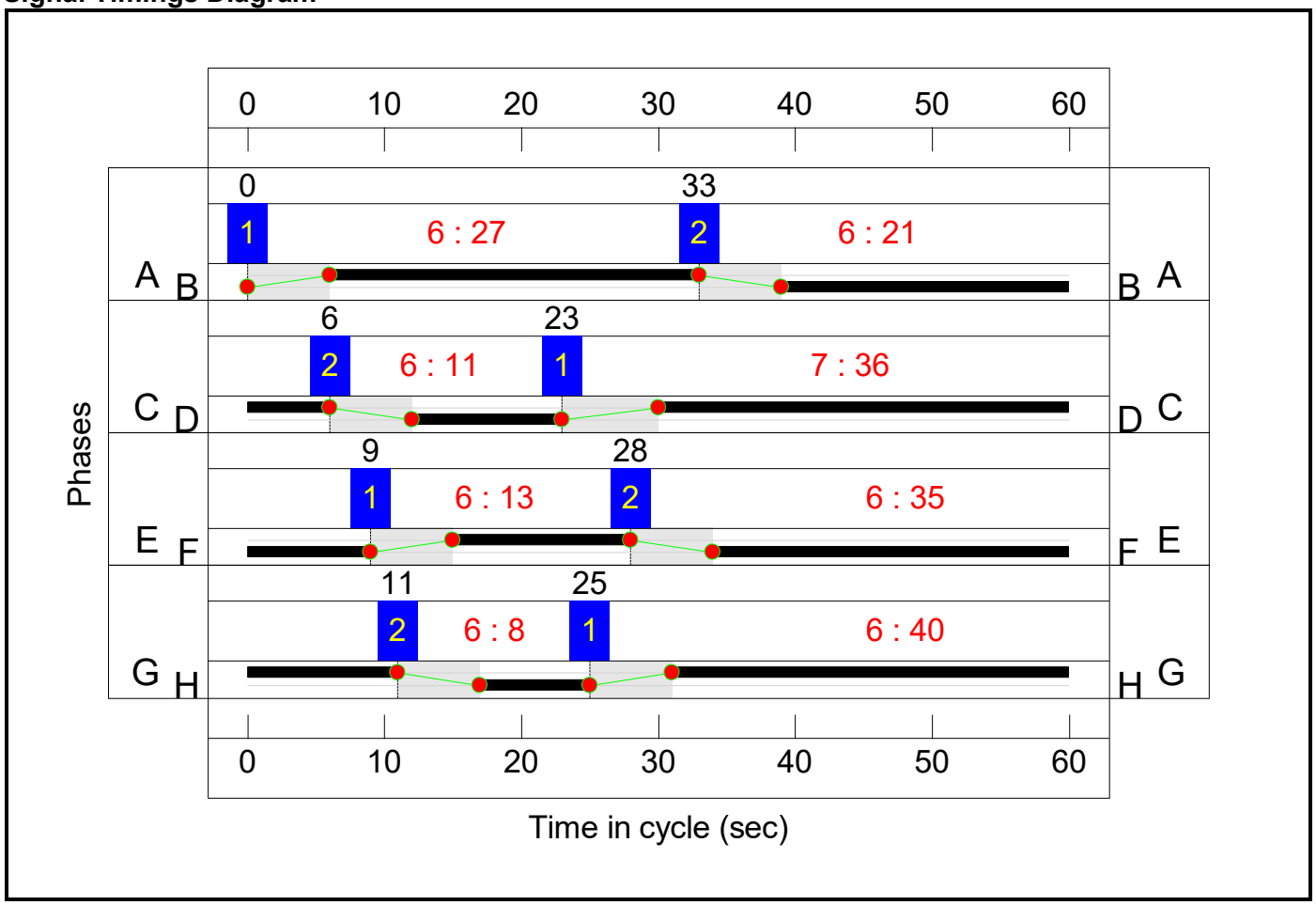
Stage Stream: 3

Stage	1	2
Duration	13	35
Change Point	9	28

Stage Stream: 4

Stage	1	2
Duration	40	8
Change Point	25	11

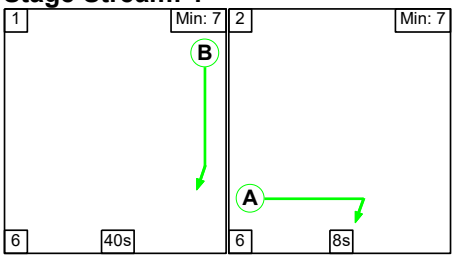
Signal Timings Diagram



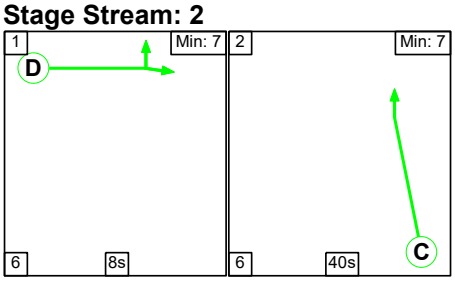
Controller :C2 - Padbury

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

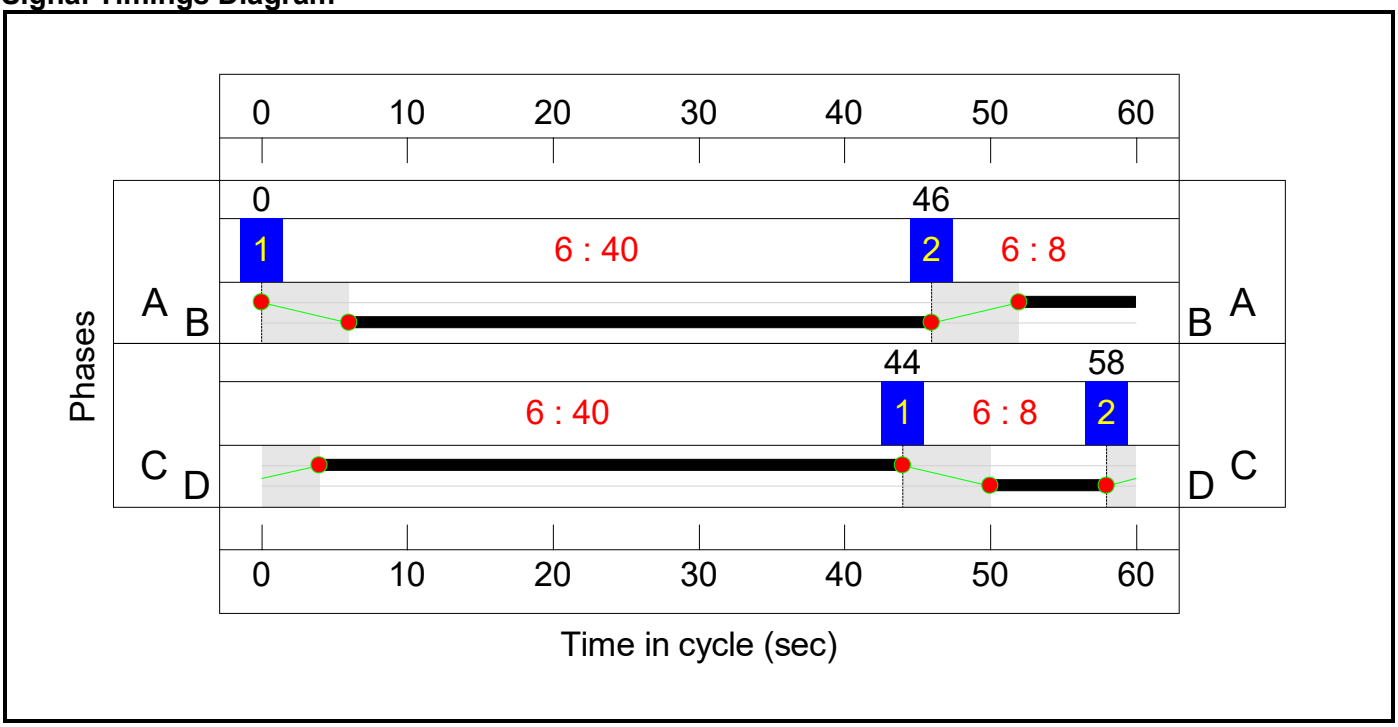
Stage Stream: 1

Stage	1	2
Duration	40	8
Change Point	0	46

Stage Stream: 2

Stage	1	2
Duration	8	40
Change Point	44	58

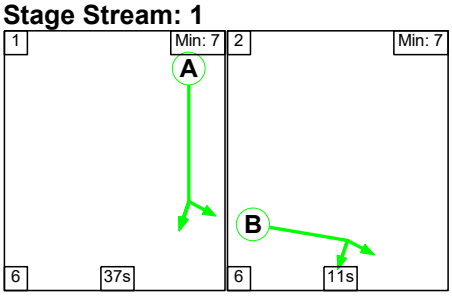
Signal Timings Diagram



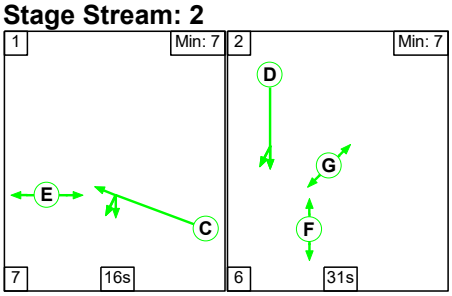
Controller :C3 - Cherwell

Stage Sequence Diagram

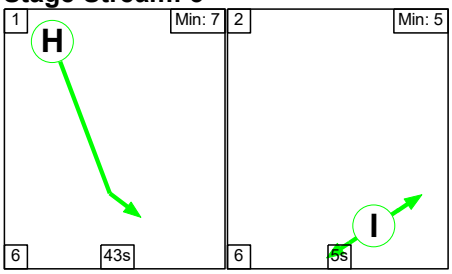
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	37	11
Change Point	14	57

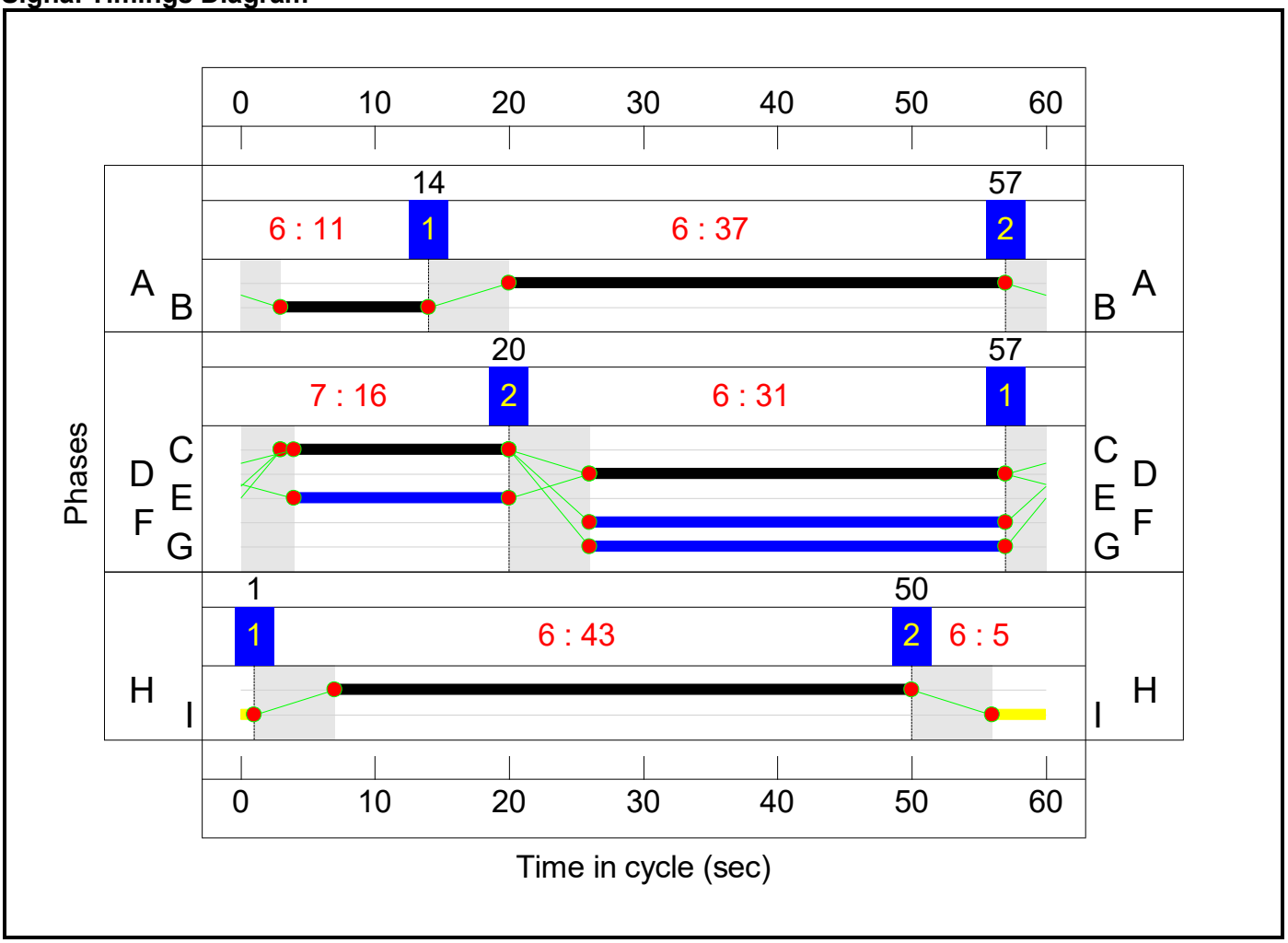
Stage Stream: 2

Stage	1	2
Duration	16	31
Change Point	57	20

Stage Stream: 3

Stage	1	2
Duration	43	5
Change Point	1	50

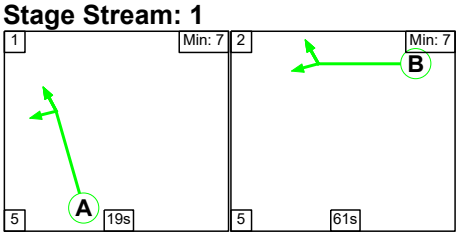
Signal Timings Diagram



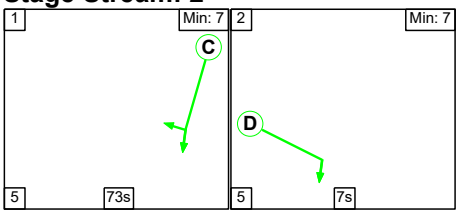
Controller :C4 - Ardley

Stage Sequence Diagram

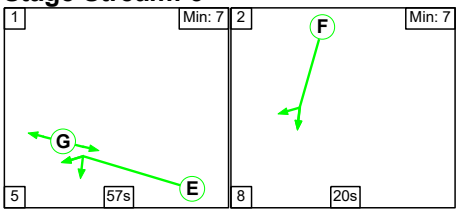
Stage Stream: 1



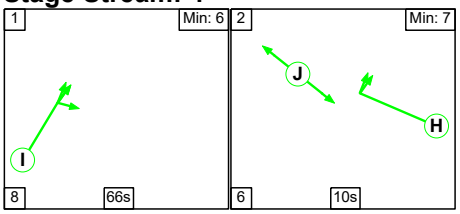
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	61
Change Point	72	6

Stage Stream: 2

Stage	1	2
Duration	73	7
Change Point	68	56

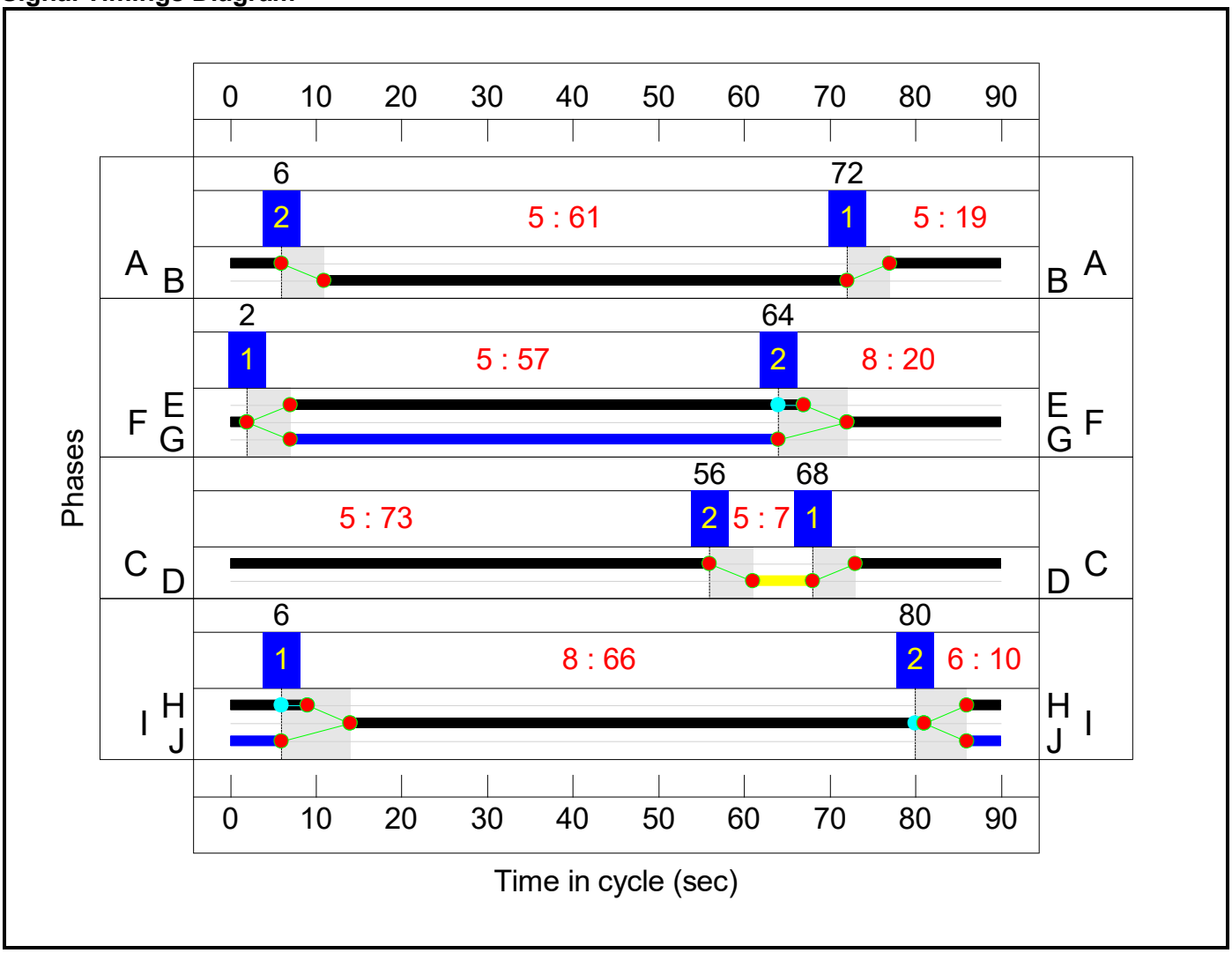
Stage Stream: 3

Stage	1	2
Duration	57	20
Change Point	2	64

Stage Stream: 4

Stage	1	2
Duration	66	10
Change Point	6	80

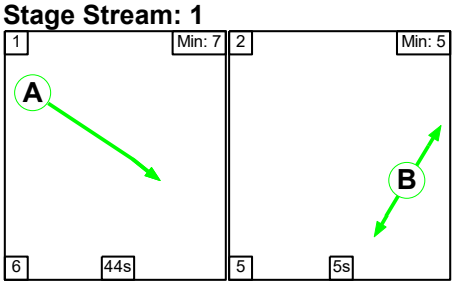
Signal Timings Diagram



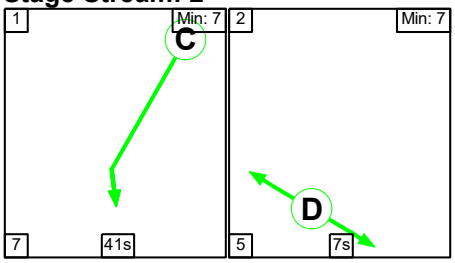
Controller :C5 - Baynards Green exit xings

Stage Sequence Diagram

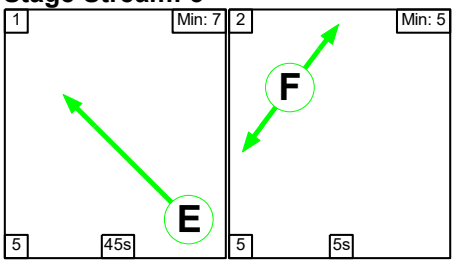
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	5
Change Point	1	51

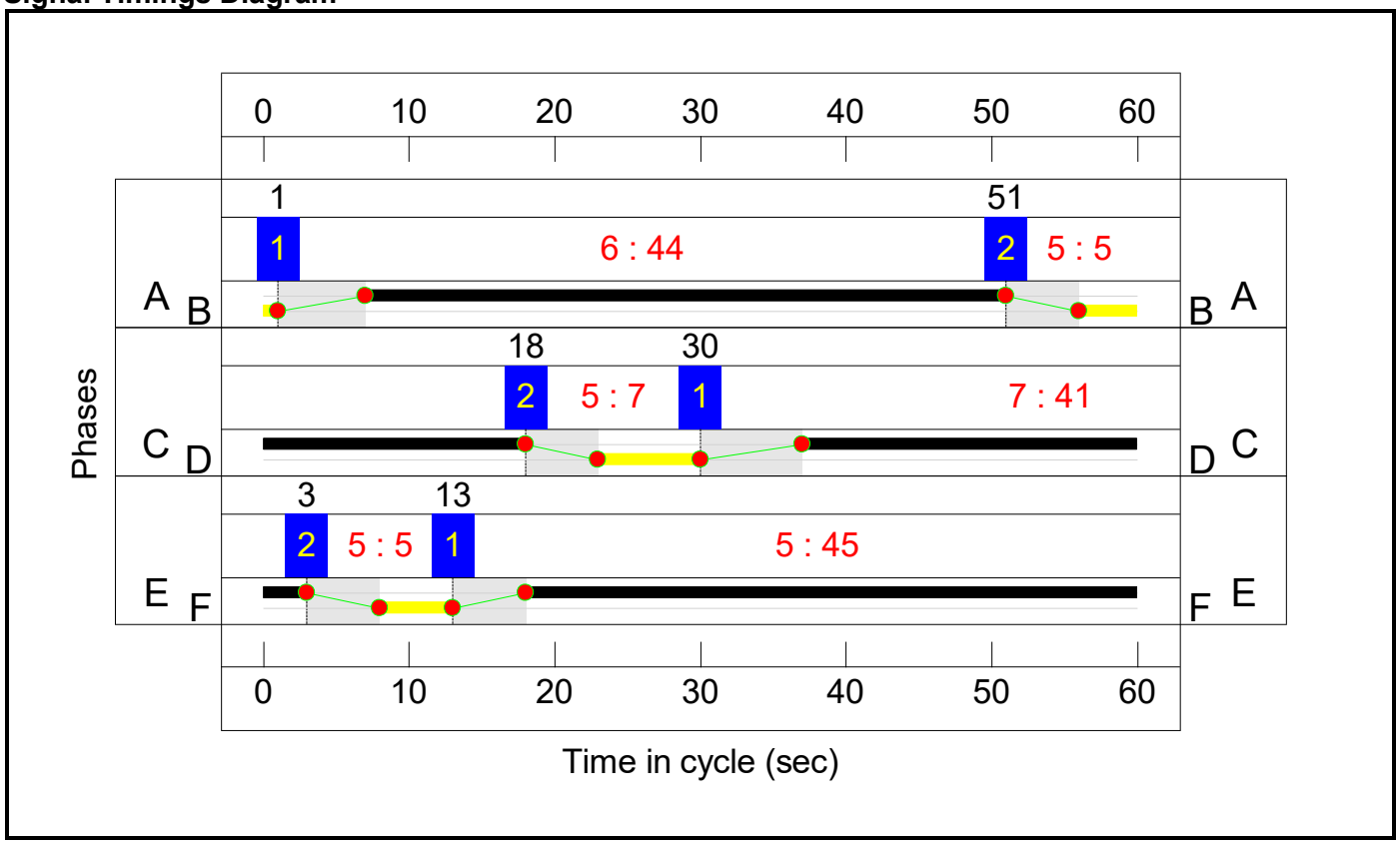
Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	30	18

Stage Stream: 3

Stage	1	2
Duration	45	5
Change Point	13	3

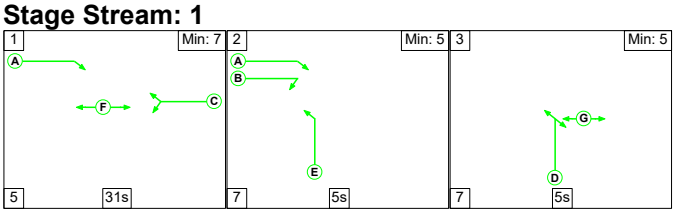
Signal Timings Diagram



Controller :C6 - AL site access

Stage Sequence Diagram

Stage Stream: 1

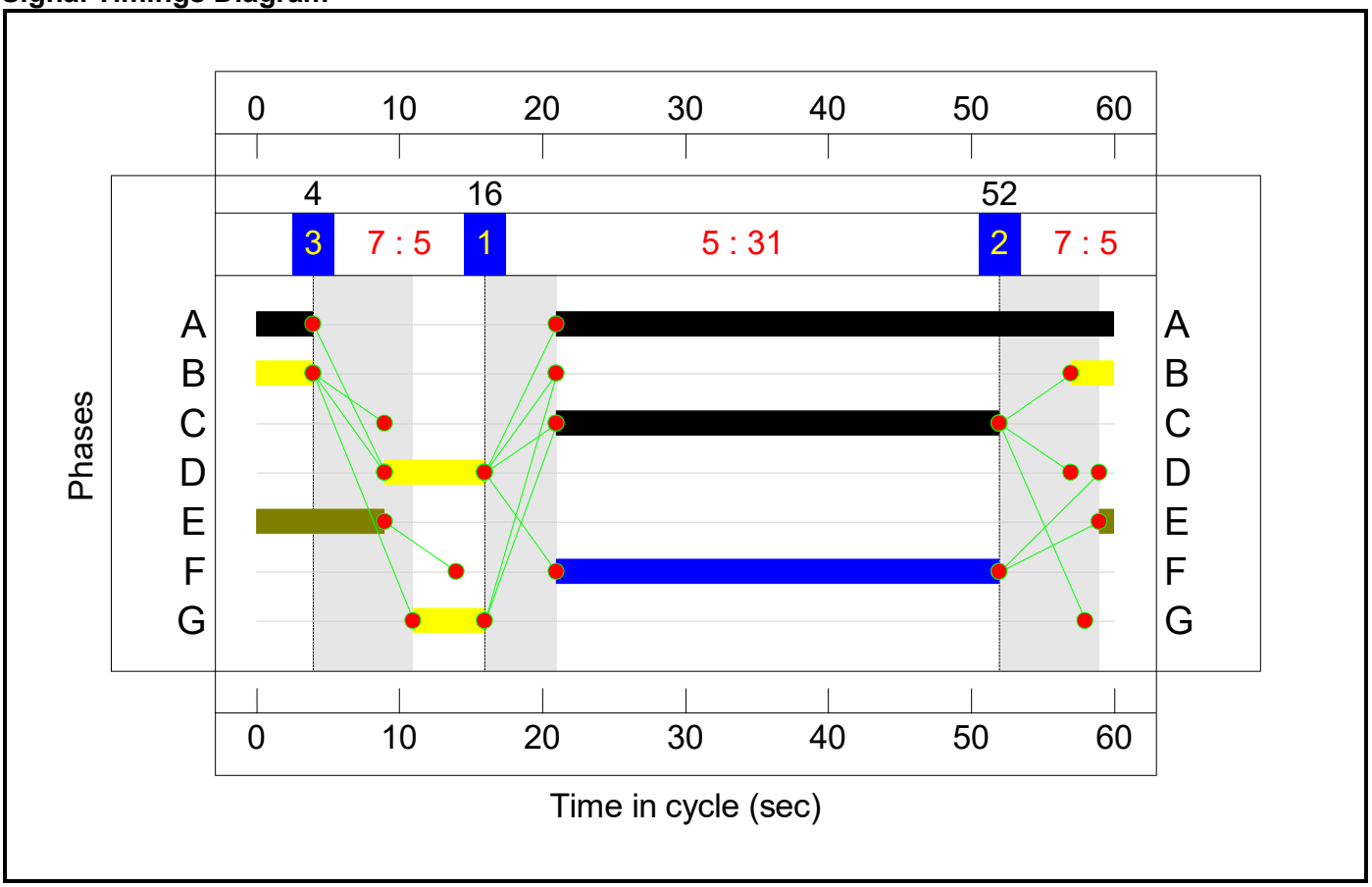


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	5	5
Change Point	16	52	4

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M40 Junction 10 - Phase 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.8%**
J1: Baynards Green	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.8%**
1/2+1/1	A43 North Ahead Left	U	1:1	N/A	C1:B		1	21	-	817	1916:1938	703+423	72.6 : 72.6%
1/3+1/4	A43 North Ahead	U	1:1	N/A	C1:B		1	21	-	1116	2052:2052	752+752	83.5 : 64.9%
2/1	Ahead	U	1:2	N/A	C1:C		1	36	-	563	1956	1239	45.4%
2/2	Ahead	U	1:2	N/A	C1:C		1	36	-	663	2092	1325	50.0%
2/3+2/4	Right Ahead	U	1:2	N/A	C1:C		1	36	-	509	2092:1919	1140+209	37.7 : 37.7%
3/2+3/1	B4100 East Ahead Left	U	1:2	N/A	C1:D		1	11	-	457	2058:1886	412+123	85.5 : 85.5%
3/3	B4100 East Ahead	U	1:2	N/A	C1:D		1	11	-	315	2058	412	76.5%
4/1	Right Ahead	U	1:3	N/A	C1:E		1	13	-	431	1952	488	88.3%
4/2	Right	U	1:3	N/A	C1:E		1	13	-	315	2066	516	61.0%
5/1	A43 South Ahead Ahead2	U	1:3	N/A	C1:F		1	35	-	1018	1927	1156	88.0%
5/2+5/3	A43 South Ahead	U	1:3	N/A	C1:F		1	35	-	1554	2058:2058	1181+494	92.8 : 92.8%
6/1	Ahead	U	1:4	N/A	C1:G		1	40	-	981	1932	1352	72.5%
6/2	Ahead	U	1:4	N/A	C1:G		1	40	-	1270	2066	1446	87.8%
6/3+6/4	Ahead Right	U	1:4	N/A	C1:G		1	40	-	599	2066:1919	817+837	36.2 : 36.2%
7/1+7/2	B4100 West Left Ahead	U	1:4	N/A	C1:H		1	8	-	429	1896:2043	284+306	72.8 : 72.4%
8/3		U	N/A	N/A	-		-	-	-	296	2000	2000	14.8%
9/1	Ahead	U	1:1	N/A	C1:A		1	27	-	243	1932	934	26.0%
9/2	Right Ahead	U	1:1	N/A	C1:A		1	27	-	373	2062	997	37.4%
J2: Padbury	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.1%**

1/2+1/1	M40 SB offslip Left Ahead	U	2:2	N/A	C2:D		1	8	-	443	2058:1908	309+232	89.1 : 72.3%
1/3	M40 SB offslip Ahead	U	2:2	N/A	C2:D		1	8	-	221	2058	309	71.6%
2/1	A43 north Ahead	U	2:1	N/A	C2:B		1	40	-	841	1922	1313	64.0%
2/2	A43 north Ahead	U	2:1	N/A	C2:B		1	40	-	920	2058	1406	65.4%
5/1	A43 south Ahead	U	2:2	N/A	C2:C		1	40	-	1105	1886	1289	85.7%
5/2	A43 south Ahead	U	2:2	N/A	C2:C		1	40	-	1189	2019	1380	86.2%
6/1	Right	U	2:1	N/A	C2:A		1	8	-	165	1980	297	55.6%
6/2	Right	U	2:1	N/A	C2:A		1	8	-	221	2120	318	69.5%
J3: Cherwell	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.3%**
1/1	A43 Southbound Left Ahead	U	3:1	N/A	C3:A		1	37	-	834	1978	1253	66.6%
1/2+1/3	A43 Southbound Ahead	U	3:1	N/A	C3:A		1	37	-	1313	2120:1980	1205+498	77.1 : 77.1%
2/1	Ahead	U	3:3	N/A	C3:H		1	43	-	587	2015	1478	39.7%
3/1	MSA Left	U	3:2	N/A	C3:C		1	16	-	298	1832	519	57.4%
3/2	MSA Left Ahead	U	3:2	N/A	C3:C		1	16	-	307	2084	590	52.0%
5/2	A43 Northbound Right Ahead	O	N/A	N/A	-		-	-	-	1063	Inf	1218	87.3%
6/1	Ahead Right	U	3:1	N/A	C3:B		1	11	-	315	1985	397	79.3%
7/1	Ahead	U	3:2	N/A	C3:D		1	31	-	529	2015	1142	46.3%
7/2	Ahead	U	3:2	N/A	C3:D		1	31	-	962	2155	1221	78.8%
7/3	Ahead	U	3:2	N/A	C3:D		1	31	-	121	2015	1142	10.6%
7/4	Ahead	U	3:2	N/A	C3:D		1	31	-	263	2155	1221	21.5%
J4: Ardley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.9%**
1/1	Ardley bypass Left Ahead	U	4:1	N/A	C4:A		1	19	-	247	1886	419	58.9%

1/2+1/3	Ardley bypass Ahead	U	4:1	N/A	C4:A		1	19	-	407	2019:2019	436+398	48.8 : 48.8%
2/1+2/2	B430 Ahead	O	N/A	N/A	-		-	-	-	360	1894:2105	560+28	61.3 : 61.3%
3/1	A43 Southbound Ahead	U	4:2	N/A	C4:C		1	73	-	175	1886	1551	11.3%
3/2+3/3	A43 Southbound Ahead Right	U	4:2	N/A	C4:C		1	73	-	418	2019:2058	676+1170	22.6 : 22.6%
4/1	Ahead	U	4:3	N/A	C4:F		1	20	-	175	1919	469	37.3%
4/2	Ahead Right	U	4:3	N/A	C4:F		1	20	-	160	2052	502	31.9%
6/1	Ahead Right	U	4:1	N/A	C4:B		1	61	-	1098	2000	1400	78.4%
6/2	Right	U	4:1	N/A	C4:B		1	61	-	1066	2100	1470	72.5%
7/2+7/1	Right	U	4:2	N/A	C4:D		1	7	-	7	2077:2015	185+0	3.8 : 0.0%
8/1	Ahead	U	4:4	N/A	C4:I		1	67	-	462	2015	1522	30.3%
8/2	Ahead	U	4:4	N/A	C4:I		1	67	-	1241	2155	1628	76.2%
8/3	Right Ahead	U	4:4	N/A	C4:I		1	67	-	1277	2155	1628	78.4%
13/1	Right Right2	U	4:4	N/A	C4:H		1	13	-	265	1942	324	81.9%
14/1	M40 Offslip Left Ahead	U	4:3	N/A	C4:E		1	60	-	1090	1975	1339	81.4%
14/2	M40 Offslip Ahead	U	4:3	N/A	C4:E		1	60	-	1066	2019	1368	77.9%
J5: Baynards Green exit xings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.3%**
1/1	Ahead	U	5:3	N/A	C5:E		1	45	-	468	1980	1518	30.8%
2/1	Ahead	U	5:2	N/A	C5:C		1	41	-	569	1980	1386	41.1%
2/2	Ahead	U	5:2	N/A	C5:C		1	41	-	762	2120	1484	51.3%
2/3	Ahead	U	5:2	N/A	C5:C		1	41	-	430	1980	1386	31.0%
3/1	Ahead	U	5:1	N/A	C5:A		1	44	-	550	1975	1481	37.1%
3/2	Ahead	U	5:1	N/A	C5:A		1	44	-	264	2115	1586	16.6%
J6: Albion Land	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**
1/1+1/2	Ahead Right	U	6:1	N/A	C6:A C6:B		1	43:7	-	814	1980:1828	1403+78	55.0 : 55.0%

3/1	Ahead Left	U	6:1	N/A	C6:C		1	31	-	693	1975	1053	65.8%
6/2+6/1	Right Left	U	6:1	N/A	C6:D	C6:E	1	7:17	10	128	1814:1747	205+524	17.6 : 17.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M40 Junction 10 - Phase 1	**-**	**-**	**1783**	**0**	**0**	**64.6**	**44.4**	**0.0**	**109.0**	**-**	**-**	**-**	**-**
J1: Baynards Green	**-**	**-**	**0**	**0**	**0**	**22.8**	**17.8**	**0.0**	**40.6**	**-**	**-**	**-**	**-**
1/2+1/1	817	817	-	-	-	3.5	1.3	-	4.9	21.4	7.2	1.3	8.5
1/3+1/4	1116	1116	-	-	-	5.2	1.4	-	6.6	21.3	9.4	1.4	10.8
2/1	563	563	-	-	-	0.0	0.0	-	0.0	0.1	0.4	0.0	0.4
2/2	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.3	0.0	0.3
2/3+2/4	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2
3/2+3/1	457	457	-	-	-	2.6	2.8	-	5.4	42.3	5.8	2.8	8.5
3/3	315	315	-	-	-	1.8	1.6	-	3.4	39.0	5.2	1.6	6.7
4/1	431	431	-	-	-	0.5	0.0	-	0.5	4.1	1.9	0.0	1.9
4/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1018	1018	-	-	-	1.3	3.5	-	4.8	16.9	12.3	3.5	15.8
5/2+5/3	1554	1554	-	-	-	2.2	5.9	-	8.1	18.7	26.6	5.9	32.4
6/1	981	981	-	-	-	0.2	0.0	-	0.2	0.9	1.4	0.0	1.4
6/2	1270	1270	-	-	-	0.6	0.0	-	0.6	1.7	3.6	0.0	3.6
6/3+6/4	599	599	-	-	-	0.3	0.0	-	0.3	1.9	5.3	0.0	5.3
7/1+7/2	429	429	-	-	-	2.9	1.3	-	4.2	35.3	3.5	1.3	4.8
8/3	296	296	-	-	-	0.0	0.1	-	0.1	1.1	2.3	0.1	2.4
9/1	243	243	-	-	-	0.7	0.0	-	0.7	11.1	2.5	0.0	2.5
9/2	373	373	-	-	-	0.8	0.0	-	0.8	7.6	2.5	0.0	2.5
J2: Padbury	**-**	**-**	**0**	**0**	**0**	**9.4**	**11.2**	**0.0**	**20.5**	**-**	**-**	**-**	**-**
1/2+1/1	443	443	-	-	-	3.0	2.2	-	5.2	42.1	4.4	2.2	6.6
1/3	221	221	-	-	-	1.5	1.2	-	2.7	44.3	3.5	1.2	4.7
2/1	841	841	-	-	-	0.2	0.9	-	1.1	4.7	5.9	0.9	6.8
2/2	920	920	-	-	-	0.2	0.9	-	1.2	4.6	6.9	0.9	7.9
5/1	1105	1105	-	-	-	2.0	2.9	-	4.9	16.0	12.7	2.9	15.6

5/2	1189	1189	-	-	-	2.3	3.0	-	5.3	16.0	14.6	3.0	17.6
6/1	165	165	-	-	-	0.1	0.0	-	0.1	2.0	0.1	0.0	0.1
6/2	221	221	-	-	-	0.1	0.0	-	0.1	1.0	0.1	0.0	0.1
J3: Cherwell	**-**	**-**	**1063**	**0**	**0**	**7.9**	**3.9**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/1	834	834	-	-	-	1.1	1.0	-	2.1	9.1	7.8	1.0	8.8
1/2+1/3	1313	1313	-	-	-	1.0	1.7	-	2.6	7.2	25.7	1.7	27.4
2/1	587	587	-	-	-	0.1	0.0	-	0.1	0.4	0.3	0.0	0.3
3/1	298	298	-	-	-	1.5	0.7	-	2.2	26.5	4.2	0.7	4.9
3/2	307	307	-	-	-	1.5	0.5	-	2.1	24.4	4.3	0.5	4.8
5/2	1063	1063	1063	0	0	0.0	0.0	-	0.0	0.1	3.8	0.0	3.8
6/1	315	315	-	-	-	2.0	0.0	-	2.0	22.7	5.0	0.0	5.0
7/1	529	529	-	-	-	0.2	0.0	-	0.2	1.6	1.1	0.0	1.1
7/2	962	962	-	-	-	0.3	0.0	-	0.3	1.3	3.2	0.0	3.2
7/3	121	121	-	-	-	0.0	0.0	-	0.0	0.6	0.2	0.0	0.2
7/4	263	263	-	-	-	0.1	0.0	-	0.1	1.5	1.9	0.0	1.9
J4: Ardley	**-**	**-**	**720**	**0**	**0**	**20.9**	**9.7**	**0.0**	**30.6**	**-**	**-**	**-**	**-**
1/1	247	247	-	-	-	2.1	0.7	-	2.9	41.7	5.5	0.7	6.2
1/2+1/3	407	407	-	-	-	3.4	0.5	-	3.9	34.5	4.6	0.5	5.1
2/1+2/2	360	360	720	0	0	0.1	0.8	-	0.9	8.9	1.4	0.8	2.2
3/1	175	175	-	-	-	0.1	0.1	-	0.1	2.9	0.8	0.1	0.9
3/2+3/3	418	418	-	-	-	0.2	0.1	-	0.3	2.9	1.3	0.1	1.5
4/1	175	175	-	-	-	1.3	0.0	-	1.3	26.9	2.8	0.0	2.8
4/2	160	160	-	-	-	1.1	0.0	-	1.1	25.7	2.6	0.0	2.6
6/1	1098	1098	-	-	-	0.6	0.0	-	0.6	1.8	3.2	0.0	3.2
6/2	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	7	7	-	-	-	0.1	0.0	-	0.1	38.8	0.1	0.0	0.1
8/1	462	462	-	-	-	1.1	0.2	-	1.3	10.2	7.0	0.2	7.2
8/2	1241	1241	-	-	-	1.1	1.6	-	2.7	7.8	6.6	1.6	8.2
8/3	1277	1277	-	-	-	1.1	1.8	-	2.9	8.1	5.6	1.8	7.4
13/1	265	265	-	-	-	2.5	0.0	-	2.5	34.6	6.3	0.0	6.3

14/1	1090	1090	-	-	-	3.2	2.2	-	5.3	17.5	19.4	2.2	21.5
14/2	1066	1066	-	-	-	2.9	1.7	-	4.7	15.8	18.1	1.7	19.8
J5: Baynards Green exit xings	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.2**	**0.0**	**0.7**	**-**	**-**	**-**	**-**
1/1	468	468	-	-	-	0.0	0.0	-	0.0	0.4	0.3	0.0	0.3
2/1	569	569	-	-	-	0.1	0.0	-	0.1	0.4	0.9	0.0	0.9
2/2	762	762	-	-	-	0.1	0.0	-	0.1	0.6	0.9	0.0	0.9
2/3	430	430	-	-	-	0.0	0.2	-	0.2	2.0	0.3	0.2	0.6
3/1	550	550	-	-	-	0.2	0.0	-	0.2	1.2	1.1	0.0	1.1
3/2	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: Albion Land	**-**	**-**	**0**	**0**	**0**	**3.1**	**1.7**	**0.0**	**4.8**	**-**	**-**	**-**	**-**
1/1+1/2	814	814	-	-	-	0.6	0.6	-	1.2	5.2	11.6	0.6	12.2
3/1	693	693	-	-	-	1.9	1.0	-	2.9	15.0	8.3	1.0	9.2
6/2+6/1	128	128	-	-	-	0.6	0.1	-	0.7	20.6	1.1	0.1	1.2

C1 - Baynards Green	Stream: 1 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	12.98	Cycle Time (s): 60
C1 - Baynards Green	Stream: 2 PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):	8.81	Cycle Time (s): 60
C1 - Baynards Green	Stream: 3 PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	13.36	Cycle Time (s): 60
C1 - Baynards Green	Stream: 4 PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	5.36	Cycle Time (s): 60
C2 - Padbury	Stream: 1 PRC for Signalled Lanes (%):	29.5	Total Delay for Signalled Lanes (pcuHr):	2.42	Cycle Time (s): 60
C2 - Padbury	Stream: 2 PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	18.11	Cycle Time (s): 60
C3 - Cherwell	Stream: 1 PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	6.73	Cycle Time (s): 60
C3 - Cherwell	Stream: 2 PRC for Signalled Lanes (%):	14.2	Total Delay for Signalled Lanes (pcuHr):	4.99	Cycle Time (s): 60
C3 - Cherwell	Stream: 3 PRC for Signalled Lanes (%):	126.6	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s): 60
C4 - Ardley	Stream: 1 PRC for Signalled Lanes (%):	14.8	Total Delay for Signalled Lanes (pcuHr):	7.31	Cycle Time (s): 90
C4 - Ardley	Stream: 2 PRC for Signalled Lanes (%):	297.4	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s): 90
C4 - Ardley	Stream: 3 PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	12.43	Cycle Time (s): 90
C4 - Ardley	Stream: 4 PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	9.43	Cycle Time (s): 90
C5 - Baynards Green exit xings	Stream: 1 PRC for Signalled Lanes (%):	142.4	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 2 PRC for Signalled Lanes (%):	75.3	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s): 60
C5 - Baynards Green exit xings	Stream: 3 PRC for Signalled Lanes (%):	191.9	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 60
C6 - AL site access	Stream: 1 PRC for Signalled Lanes (%):	36.8	Total Delay for Signalled Lanes (pcuHr):	4.80	Cycle Time (s): 60
	PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	109.02	

APPENDIX 71

MIDDLETON STONEY CROSSROADS RC2A, DS2A, DS2AWTP

2031 Opening Year RC2A - morning peak

RC2A (ocus)	B430 north	B4030 east	B430 south	B4030 west	Total
B430 north	0	38	456	12	506
B4030 east	0	0	40	218	258
B430 south	78	14	0	226	318
B4030 west	12	630	191	0	833
Total	90	682	687	456	1915

2031 Opening Year RC2A - evening peak

RC2A (ocus)	B430 north	B4030 east	B430 south	B4030 west	Total
B430 north	0	57	151	11	219
B4030 east	38	0	25	623	686
B430 south	137	33	0	32	202
B4030 west	3	410	92	0	505
Total	178	500	268	666	1612

2031 OxSRFI flow RC2A - morning peak

RC2A (ocus)	B430 north	B4030 east	B430 south	B4030 west	Total
B430 north	0	4	3	0	7
B4030 east	2	0	0	0	2
B430 south	50	0	0	0	50
B4030 west	1	0	0	0	1
Total	53	4	3	0	60

2031 OxSRFI flow RC2A - evening peak

RC2A (ocus)	B430 north	B4030 east	B430 south	B4030 west	Total
B430 north	0	43	44	0	87
B4030 east	22	0	0	0	22
B430 south	7	0	0	0	7
B4030 west	1	0	0	0	1
Total	30	43	44	0	117

2031 Sensitivity Test DS2A - morning peak

RC2A (ocus)	B430 north	B4030 east	B430 south	B4030 west	Total
B430 north	0	42	459	12	513
B4030 east	2	0	40	218	260
B430 south	128	14	0	226	368
B4030 west	13	630	191	0	834
Total	143	686	690	456	1975

2031 Sensitivity Test DS2A - evening peak

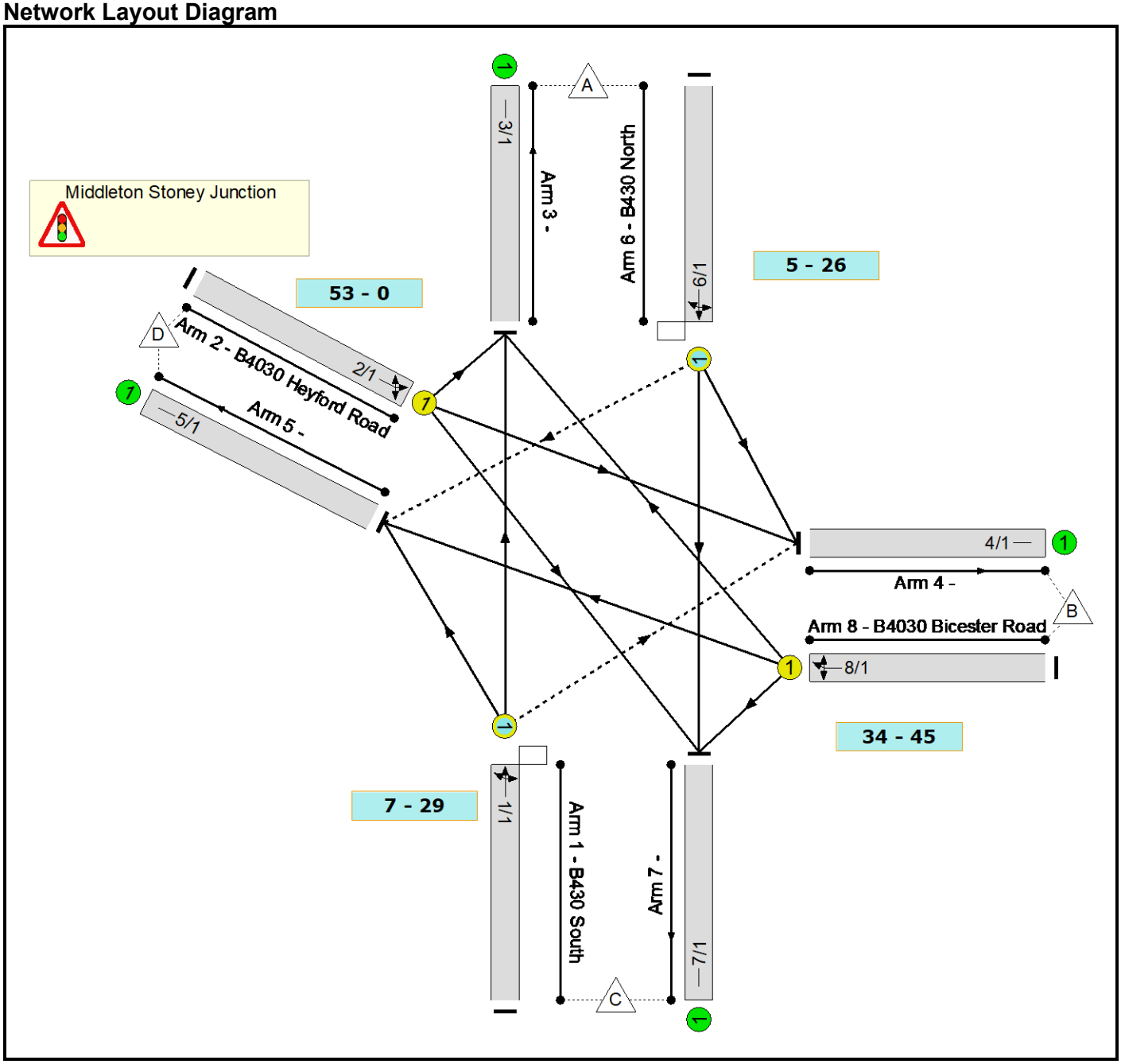
RC2A (ocus)	B430 north	B4030 east	B430 south	B4030 west	Total
B430 north	0	100	195	11	306
B4030 east	60	0	25	623	708
B430 south	144	33	0	32	209
B4030 west	4	410	92	0	506
Total	208	543	312	666	1729

Detailed Input Data And Results

User and Project Details

Project:	**OxSRFI**
Title:	**Middleton Stoney Junction opening year assessment**
Location:	
Additional detail:	
File name:	260115 Middleton Stoney reference case opening year.lsg3x
Author:	[redacted]
Company:	ADC Infrastructure
Address:	Nottingham
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



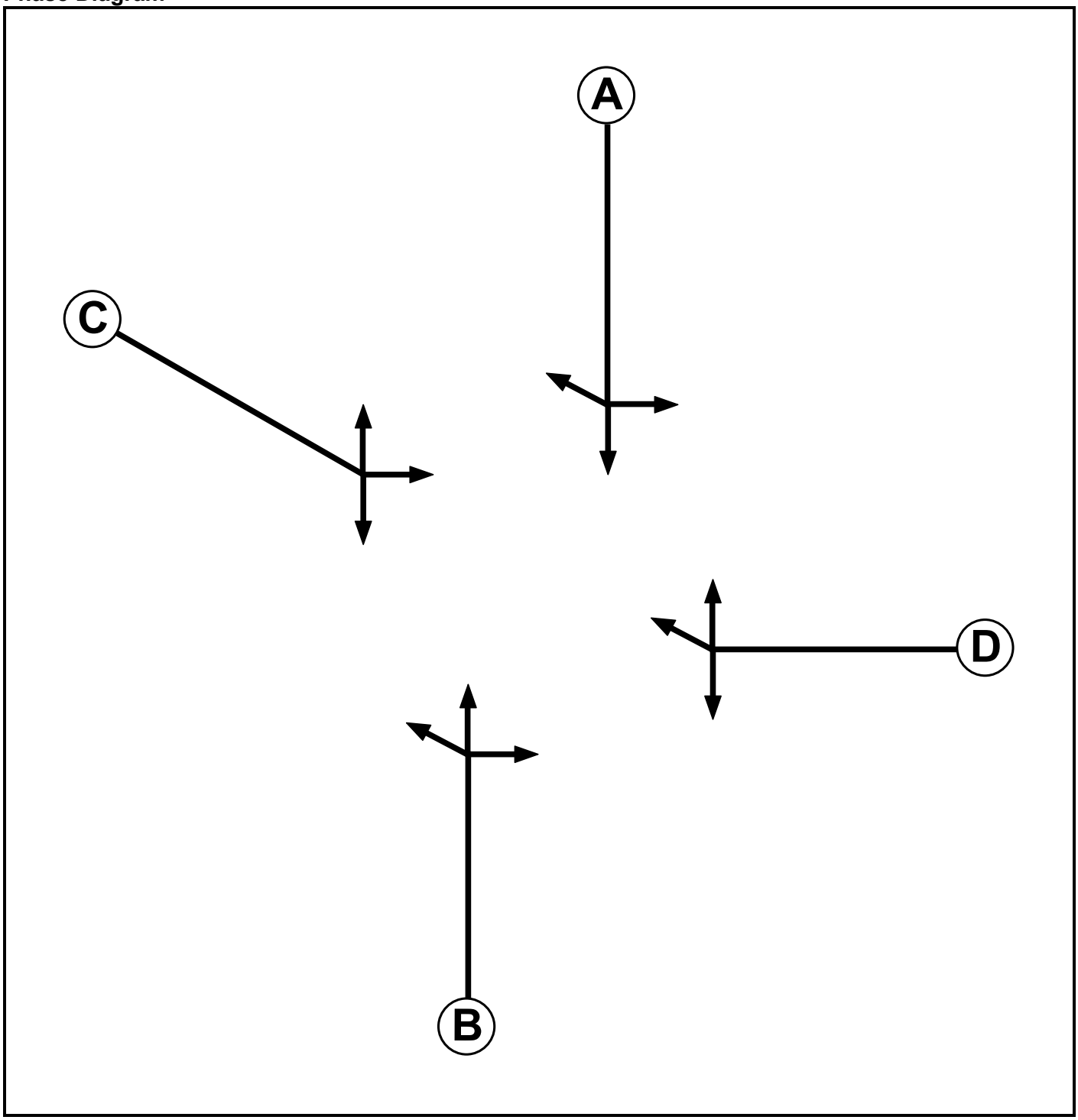
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2031 RC2A - AM Peak	2031 RC2A - AM Peak	Network Control Plan 1	08:00 - 09:00	90	-23.2	111.08
2	2031 RC2A - PM Peak	2031 RC2A - PM Peak	Network Control Plan 1	17:00 - 18:00	90	-12.1	47.40
3	2031 DS2A - AM Peak	2031 DS2A - AM Peak	Network Control Plan 1	08:00 - 09:00	90	-19.7	90.34
4	2031 DS2A - PM Peak	2031 DS2A - PM Peak	Network Control Plan 1	17:00 - 18:00	90	-10.7	42.83
5	2031 DS2AwTP - AM Peak	2031 DS2AwTP - AM Peak	Network Control Plan 1	08:00 - 09:00	90	-21.4	97.83
6	2031 DS2AwTP - PM Peak	2031 DS2AwTP - PM Peak	Network Control Plan 1	17:00 - 18:00	90	-10.8	41.61
7	2031 DS2A Sensitivity - AM Peak	2031 DS2AS - AM Peak	Network Control Plan 1	08:00 - 09:00	90	-24.2	117.34
8	2031 DS2A Sensitivity - PM Peak	2031 DS2AS - PM Peak	Network Control Plan 1	17:00 - 18:00	90	-19.8	87.71

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	4	3	Middleton Stoney Junction	

Phase Diagram



Phase Input Data

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

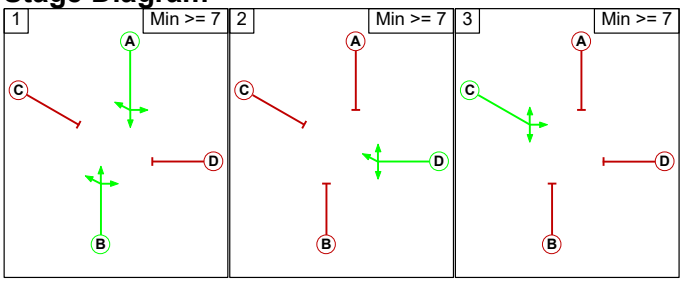
Phase Intergreens Matrix

	Starting Phase			
Terminating Phase	A	B	C	D
A		-	5	8
B	-		8	5
C	5	7		8
D	7	5	8	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	3	3

Lane Input Data

Junction: Middleton Stoney Junction												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B430 South)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Ahead	Inf
											Arm 4 Right	10.00
											Arm 5 Left	25.00
2/1 (B4030 Heyford Road)	U	C	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 3 Left	7.00
											Arm 4 Ahead	25.00
											Arm 7 Right	25.00
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B430 North)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 5 Right	6.00
											Arm 7 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B4030 Bicester Road)	U	D	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 3 Right	18.00
											Arm 5 Ahead	18.00
											Arm 7 Left	15.00

Lane Connector Input Data

Junction: Middleton Stoney Junction				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
1/1	3/1	Internal	5	35
1/1	4/1	Internal	5	35
1/1	5/1	Internal	5	35
2/1	3/1	Internal	5	35
2/1	4/1	Internal	5	35
2/1	7/1	Internal	5	35
6/1	4/1	Internal	5	35
6/1	5/1	Internal	5	35
6/1	7/1	Internal	5	35
8/1	3/1	Internal	5	35

8/1	5/1	Internal	5	35
8/1	7/1	Internal	5	35

Lane Saturation Flows

Scenario 1: '2031 RC2A - AM Peak' (FG1: '2031 RC2A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	24.5 %	1825	1825
				Arm 4 Right	10.00	4.4 %		
				Arm 5 Left	25.00	71.1 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	1.4 %	1793	1793
				Arm 4 Ahead	25.00	75.6 %		
				Arm 7 Right	25.00	22.9 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	7.5 %	1886	1886
				Arm 5 Right	6.00	2.4 %		
				Arm 7 Ahead	Inf	90.1 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.0 %	1745	1745
				Arm 5 Ahead	18.00	84.5 %		
				Arm 7 Left	15.00	15.5 %		

Scenario 2: '2031 RC2A - PM Peak' (FG2: '2031 RC2A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	67.8 %	1852	1852
				Arm 4 Right	10.00	16.3 %		
				Arm 5 Left	25.00	15.8 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	0.6 %	1796	1796
				Arm 4 Ahead	25.00	81.2 %		
				Arm 7 Right	25.00	18.2 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	26.0 %	1832	1832
				Arm 5 Right	6.00	5.0 %		
				Arm 7 Ahead	Inf	68.9 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	5.5 %	1748	1748
				Arm 5 Ahead	18.00	90.8 %		
				Arm 7 Left	15.00	3.6 %		

Scenario 3: '2031 DS2A - AM Peak' (FG3: '2031 DS2A - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	21.1 %	1822	1822
				Arm 4 Right	10.00	3.9 %		
				Arm 5 Left	25.00	75.0 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	1.6 %	1793	1793
				Arm 4 Ahead	25.00	76.7 %		
				Arm 7 Right	25.00	21.7 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	9.3 %	1883	1883
				Arm 5 Right	6.00	2.2 %		
				Arm 7 Ahead	Inf	88.5 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	2.2 %	1747	1747
				Arm 5 Ahead	18.00	87.8 %		
				Arm 7 Left	15.00	10.0 %		

Scenario 4: '2031 DS2A - PM Peak' (FG4: '2031 DS2A - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	66.5 %	1849	1849
				Arm 4 Right	10.00	17.0 %		
				Arm 5 Left	25.00	16.5 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	0.6 %	1796	1796
				Arm 4 Ahead	25.00	80.5 %		
				Arm 7 Right	25.00	18.9 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	49.1 %	1784	1784
				Arm 5 Right	6.00	4.7 %		
				Arm 7 Ahead	Inf	46.1 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	4.1 %	1748	1748
				Arm 5 Ahead	18.00	91.3 %		
				Arm 7 Left	15.00	4.6 %		

Scenario 5: '2031 DS2AwTP - AM Peak' (FG5: '2031 DS2AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	20.3 %	1821	1821
				Arm 4 Right	10.00	4.0 %		
				Arm 5 Left	25.00	75.7 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	1.6 %	1793	1793
				Arm 4 Ahead	25.00	76.7 %		
				Arm 7 Right	25.00	21.8 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	9.3 %	1883	1883
				Arm 5 Right	6.00	2.2 %		
				Arm 7 Ahead	Inf	88.5 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	1.6 %	1745	1745
				Arm 5 Ahead	18.00	82.4 %		
				Arm 7 Left	15.00	16.0 %		

Scenario 6: '2031 DS2AwTP - PM Peak' (FG6: '2031 DS2AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	66.1 %	1849	1849
				Arm 4 Right	10.00	16.9 %		
				Arm 5 Left	25.00	16.9 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	0.6 %	1796	1796
				Arm 4 Ahead	25.00	80.5 %		
				Arm 7 Right	25.00	18.8 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	48.0 %	1786	1786
				Arm 5 Right	6.00	4.8 %		
				Arm 7 Ahead	Inf	47.2 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	4.3 %	1748	1748
				Arm 5 Ahead	18.00	91.2 %		
				Arm 7 Left	15.00	4.6 %		

Scenario 7: '2031 DS2A Sensitivity - AM Peak' (FG7: '2031 DS2AS - AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	34.8 %	1837	1837
				Arm 4 Right	10.00	3.8 %		
				Arm 5 Left	25.00	61.4 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	1.6 %	1793	1793
				Arm 4 Ahead	25.00	75.5 %		
				Arm 7 Right	25.00	22.9 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	8.2 %	1885	1885
				Arm 5 Right	6.00	2.3 %		
				Arm 7 Ahead	Inf	89.5 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	0.8 %	1745	1745
				Arm 5 Ahead	18.00	83.8 %		
				Arm 7 Left	15.00	15.4 %		

Scenario 8: '2031 DS2A Sensitivity - PM Peak' (FG8: '2031 DS2AS - PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Middleton Stoney Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B430 South)	3.00	0.00	Y	Arm 3 Ahead	Inf	68.9 %	1854	1854
				Arm 4 Right	10.00	15.8 %		
				Arm 5 Left	25.00	15.3 %		
2/1 (B4030 Heyford Road)	2.90	0.00	Y	Arm 3 Left	7.00	0.8 %	1795	1795
				Arm 4 Ahead	25.00	81.0 %		
				Arm 7 Right	25.00	18.2 %		
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (B430 North)	3.00	0.00	Y	Arm 4 Left	12.00	32.7 %	1824	1824
				Arm 5 Right	6.00	3.6 %		
				Arm 7 Ahead	Inf	63.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (B4030 Bicester Road)	2.80	0.00	Y	Arm 3 Right	18.00	8.5 %	1748	1748
				Arm 5 Ahead	18.00	88.0 %		
				Arm 7 Left	15.00	3.5 %		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 RC2A - AM Peak'	08:00	09:00	01:00	
2: '2031 RC2A - PM Peak'	17:00	18:00	01:00	
3: '2031 DS2A - AM Peak'	08:00	09:00	01:00	
4: '2031 DS2A - PM Peak'	17:00	18:00	01:00	
5: '2031 DS2AwTP - AM Peak'	08:00	09:00	01:00	
6: '2031 DS2AwTP - PM Peak'	17:00	18:00	01:00	
7: '2031 DS2AS - AM Peak'	08:00	09:00	01:00	
8: '2031 DS2AS - PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2031 RC2A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	38	456	12	506
	B	0	0	40	218	258
	C	78	14	0	226	318
	D	12	630	191	0	833
	Tot.	90	682	687	456	1915

FG2: '2031 RC2A - PM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	57	151	11	219
	B	38	0	25	623	686
	C	137	33	0	32	202
	D	3	410	92	0	505
	Tot.	178	500	268	666	1612

FG3: '2031 DS2A - AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	46	439	11	496
	B	5	0	23	201	229
	C	75	14	0	267	356
	D	13	635	180	0	828
	Tot.	93	695	642	479	1909

FG4: '2031 DS2A - PM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	114	107	11	232
	B	28	0	31	618	677
	C	125	32	0	31	188
	D	3	392	92	0	487
	Tot.	156	538	230	660	1584

FG5: '2031 DS2AwTP - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	46	438	11	495
	B	4	0	39	201	244
	C	72	14	0	268	354
	D	13	634	180	0	827
	Tot.	89	694	657	480	1920

FG6: '2031 DS2AwTP - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	110	108	11	229
	B	29	0	31	618	678
	C	125	32	0	32	189
	D	3	389	91	0	483
	Tot.	157	531	230	661	1579

FG7: '2031 DS2AS - AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	42	459	12	513
	B	2	0	40	218	260
	C	128	14	0	226	368
	D	13	630	191	0	834
	Tot.	143	686	690	456	1975

FG8: '2031 DS2AS - PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	195	11	306
	B	60	0	25	623	708
	C	144	33	0	32	209
	D	4	410	92	0	506
	Tot.	208	543	312	666	1729

Scenario 1: '2031 RC2A - AM Peak' (FG1: '2031 RC2A - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	38	456	12	506
	B	0	0	40	218	258
	C	78	14	0	226	318
	D	12	630	191	0	833
	Tot.	90	682	687	456	1915

Traffic Flows, Difference

Difference :

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

Scenario 2: '2031 RC2A - PM Peak' (FG2: '2031 RC2A - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	57	151	11	219
	B	38	0	25	623	686
	C	137	33	0	32	202
	D	3	410	92	0	505
	Tot.	178	500	268	666	1612

Traffic Flows, Difference

Difference :

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

Scenario 3: '2031 DS2A - AM Peak' (FG3: '2031 DS2A - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	46	439	11	496
	B	5	0	23	201	229
	C	75	14	0	267	356
	D	13	635	180	0	828
	Tot.	93	695	642	479	1909

Traffic Flows, Difference

Difference :

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

Scenario 4: '2031 DS2A - PM Peak' (FG4: '2031 DS2A - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	114	107	11	232
	B	28	0	31	618	677
	C	125	32	0	31	188
	D	3	392	92	0	487
	Tot.	156	538	230	660	1584

Traffic Flows, Difference

Difference :

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

Scenario 5: '2031 DS2AwTP - AM Peak' (FG5: '2031 DS2AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	46	438	11	495
	B	4	0	39	201	244
	C	72	14	0	268	354
	D	13	634	180	0	827
	Tot.	89	694	657	480	1920

Traffic Flows, Difference

Difference :

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

Scenario 6: '2031 DS2AwTP - PM Peak' (FG6: '2031 DS2AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	110	108	11	229
	B	29	0	31	618	678
	C	125	32	0	32	189
	D	3	389	91	0	483
	Tot.	157	531	230	661	1579

Traffic Flows, Difference

Difference :

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

Scenario 7: '2031 DS2A Sensitivity - AM Peak' (FG7: '2031 DS2AS - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	42	459	12	513
	B	2	0	40	218	260
	C	128	14	0	226	368
	D	13	630	191	0	834
	Tot.	143	686	690	456	1975

Traffic Flows, Difference

Difference :

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

Scenario 8: '2031 DS2A Sensitivity - PM Peak' (FG8: '2031 DS2AS - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	195	11	306
	B	60	0	25	623	708
	C	144	33	0	32	209
	D	4	410	92	0	506
	Tot.	208	543	312	666	1729

Traffic Flows, Difference

Difference :

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

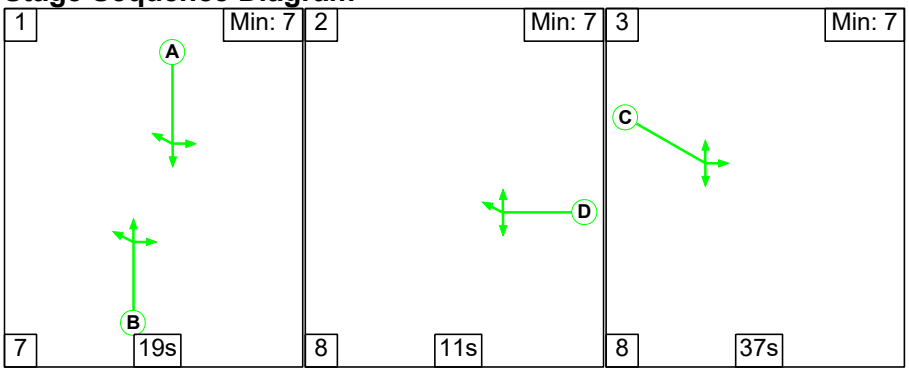
Traffic Lane Flows

Lane	Scenario 1: 2031 RC2A - AM Peak	Scenario 2: 2031 RC2A - PM Peak	Scenario 3: 2031 DS2A - AM Peak	Scenario 4: 2031 DS2A - PM Peak	Scenario 5: 2031 DS2AwTP - AM Peak	Scenario 6: 2031 DS2AwTP - PM Peak
Junction: Middleton Stoney Junction						
1/1	318	202	356	188	354	189
2/1	833	505	828	487	827	483
3/1	90	178	93	156	89	157
4/1	682	500	695	538	694	531
5/1	456	666	479	660	480	661
6/1	506	219	496	232	495	229
7/1	687	268	642	230	657	230
8/1	258	686	229	677	244	678

Lane	Scenario 7: 2031 DS2A Sensitivity - AM Peak	Scenario 8: 2031 DS2A Sensitivity - PM Peak
Junction: Middleton Stoney Junction		
1/1	368	209
2/1	834	506
3/1	143	208
4/1	686	543
5/1	456	666
6/1	513	306
7/1	690	312
8/1	260	708

Scenario 1: '2031 RC2A - AM Peak' (FG1: '2031 RC2A - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	11	37
Change Point	0	26	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	21	5	26
B	B430 South Ahead Right Left	Traffic	22	7	29
C	B4030 Heyford Road Left Ahead Right	Traffic	37	53	0
D	B4030 Bicester Road Right Ahead Left	Traffic	11	34	45

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction opening year assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**110.9%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**110.9%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	22	-	-	318	1825	466	68.2%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	37	-	-	833	1793	757	110.0%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	21	-	-	506	1886	461	109.8%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	11	-	-	258	1745	233	110.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction opening year assessment	-	-	**10**	**14**	**0**	**23.4**	**87.6**	**0.1**	**111.1**	-	-	-	-	
Middleton Stoney Junction	-	-	**10**	**14**	**0**	**23.4**	**87.6**	**0.1**	**111.1**	-	-	-	-	
1/1	318	318	0	14	0	2.7	1.1	0.1	3.8	42.8	7.2	1.1	8.2	
2/1	833	757	-	-	-	10.2	42.8	-	53.0	229.1	23.9	42.8	66.8	
6/1	506	461	10	0	0	6.8	27.1	0.0	34.0	241.7	13.8	27.1	40.9	
8/1	258	233	-	-	-	3.8	16.6	-	20.3	283.7	7.1	16.6	23.6	

C1

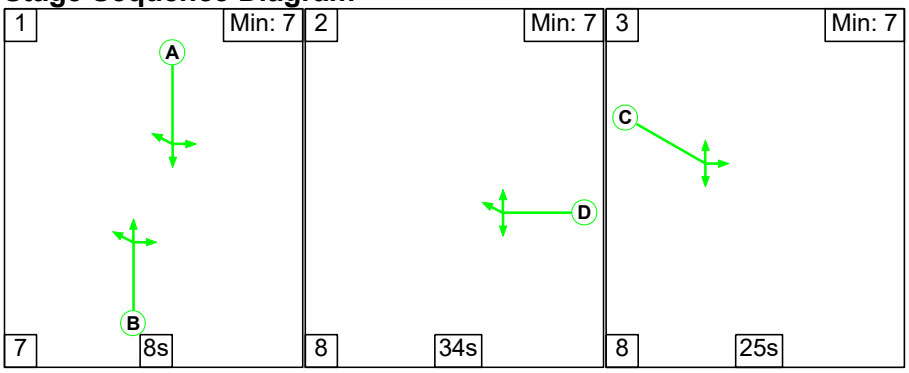
PRC for Signalled Lanes (%): -23.2
PRC Over All Lanes (%): -23.2

Total Delay for Signalled Lanes (pcuHr): 111.08
Total Delay Over All Lanes(pcuHr): 111.08

Cycle Time (s): 90

Scenario 2: '2031 RC2A - PM Peak' (FG2: '2031 RC2A - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	8	34	25
Change Point	0	15	57

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	10	5	15
B	B430 South Ahead Right Left	Traffic	11	7	18
C	B4030 Heyford Road Left Ahead Right	Traffic	25	65	0
D	B4030 Bicester Road Right Ahead Left	Traffic	34	23	57

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction opening year assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.9%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.9%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	11	-	-	202	1852	223	90.5%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	25	-	-	505	1796	519	97.3%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	10	-	-	219	1832	224	97.8%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	34	-	-	686	1748	680	100.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction opening year assessment	-	-	**10**	**22**	**12**	**14.4**	**32.9**	**0.1**	**47.4**	-	-	-	-	
Middleton Stoney Junction	-	-	**10**	**22**	**12**	**14.4**	**32.9**	**0.1**	**47.4**	-	-	-	-	
1/1	202	202	0	21	12	2.1	3.6	0.1	5.8	102.5	4.9	3.6	8.4	
2/1	505	505	-	-	-	4.4	8.3	-	12.7	90.8	12.5	8.3	20.8	
6/1	219	219	10	1	0	2.4	6.3	0.0	8.7	142.8	5.4	6.3	11.7	
8/1	686	680	-	-	-	5.5	14.7	-	20.2	106.1	17.3	14.7	32.0	

C1

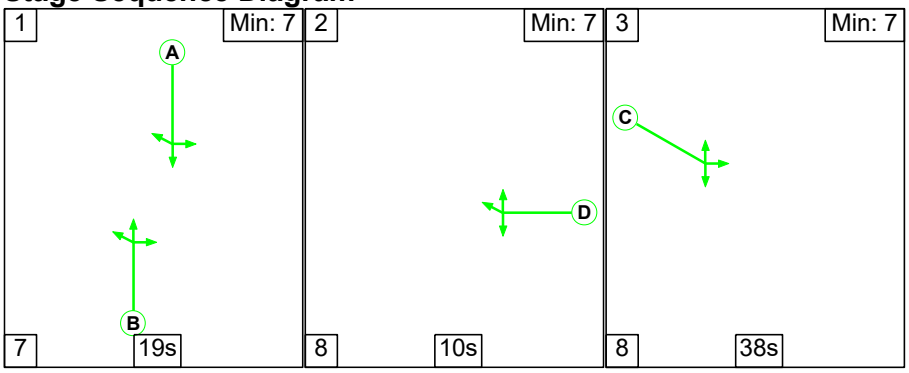
PRC for Signalled Lanes (%): -12.1
PRC Over All Lanes (%): -12.1

Total Delay for Signalled Lanes (pcuHr): 47.40
Total Delay Over All Lanes(pcuHr): 47.40

Cycle Time (s): 90

Scenario 3: '2031 DS2A - AM Peak' (FG3: '2031 DS2A - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	10	38
Change Point	0	26	44

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	21	5	26
B	B430 South Ahead Right Left	Traffic	22	7	29
C	B4030 Heyford Road Left Ahead Right	Traffic	38	52	0
D	B4030 Bicester Road Right Ahead Left	Traffic	10	34	44

Network Results

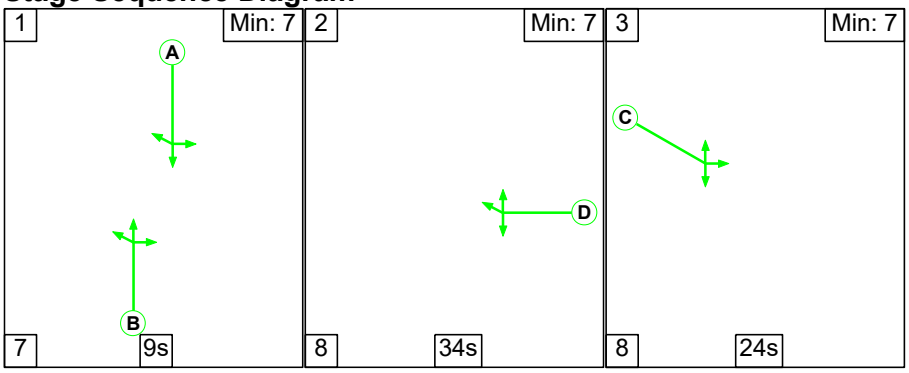
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction opening year assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.8%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.8%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	22	-	-	356	1822	466	76.5%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	38	-	-	828	1793	777	106.6%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	21	-	-	496	1883	460	107.8%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	10	-	-	229	1747	214	107.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction opening year assessment	-	-	**10**	**14**	**0**	**21.1**	**69.1**	**0.1**	**90.3**	-	-	-	-	
Middleton Stoney Junction	-	-	**10**	**14**	**0**	**21.1**	**69.1**	**0.1**	**90.3**	-	-	-	-	
1/1	356	356	0	14	0	3.1	1.6	0.0	4.7	47.5	8.2	1.6	9.8	
2/1	828	777	-	-	-	8.7	32.0	-	40.6	176.7	22.6	32.0	54.5	
6/1	496	460	10	0	0	6.3	23.2	0.0	29.5	214.3	13.3	23.2	36.5	
8/1	229	214	-	-	-	3.1	12.4	-	15.5	243.3	6.1	12.4	18.5	

C1 PRC for Signalled Lanes (%): -19.7 Total Delay for Signalled Lanes (pcuHr): 90.34 Cycle Time (s): 90
PRC Over All Lanes (%): -19.7 Total Delay Over All Lanes(pcuHr): 90.34

Scenario 4: '2031 DS2A - PM Peak' (FG4: '2031 DS2A - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	9	34	24
Change Point	0	16	58

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	11	5	16
B	B430 South Ahead Right Left	Traffic	12	7	19
C	B4030 Heyford Road Left Ahead Right	Traffic	24	66	0
D	B4030 Bicester Road Right Ahead Left	Traffic	34	24	58

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction opening year assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.6%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.6%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	12	-	-	188	1849	239	78.8%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	24	-	-	487	1796	499	97.6%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	11	-	-	232	1784	238	97.5%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	34	-	-	677	1748	680	99.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction opening year assessment	-	-	**12**	**21**	**10**	**13.9**	**28.8**	**0.1**	**42.8**	-	-	-	-	
Middleton Stoney Junction	-	-	**12**	**21**	**10**	**13.9**	**28.8**	**0.1**	**42.8**	-	-	-	-	
1/1	188	188	1	21	10	1.9	1.7	0.1	3.7	71.1	4.4	1.7	6.2	
2/1	487	487	-	-	-	4.4	8.5	-	12.8	94.7	12.0	8.5	20.5	
6/1	232	232	10	1	0	2.5	6.3	0.0	8.8	136.7	5.7	6.3	12.0	
8/1	677	677	-	-	-	5.2	12.3	-	17.5	93.0	16.7	12.3	29.1	

C1

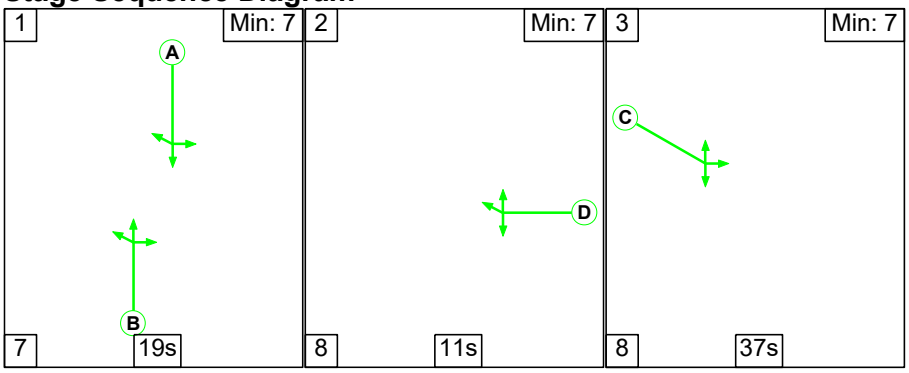
PRC for Signalled Lanes (%): -10.7
PRC Over All Lanes (%): -10.7

Total Delay for Signalled Lanes (pcuHr): 42.83
Total Delay Over All Lanes(pcuHr): 42.83

Cycle Time (s): 90

Scenario 5: '2031 DS2AwTP - AM Peak' (FG5: '2031 DS2AwTP - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	11	37
Change Point	0	26	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	21	5	26
B	B430 South Ahead Right Left	Traffic	22	7	29
C	B4030 Heyford Road Left Ahead Right	Traffic	37	53	0
D	B4030 Bicester Road Right Ahead Left	Traffic	11	34	45

Network Results

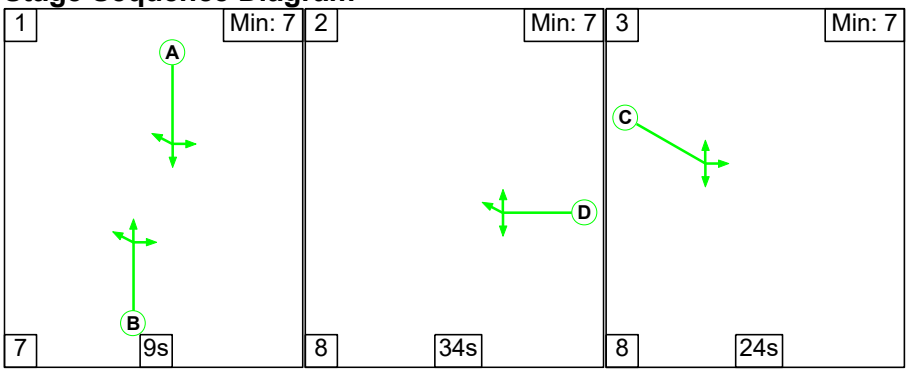
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction opening year assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.2%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.2%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	22	-	-	354	1821	465	76.1%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	37	-	-	827	1793	757	109.2%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	21	-	-	495	1883	460	107.5%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	11	-	-	244	1745	233	104.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction opening year assessment	-	-	**10**	**14**	**0**	**22.2**	**75.6**	**0.1**	**97.8**	-	-	-	-	
Middleton Stoney Junction	-	-	**10**	**14**	**0**	**22.2**	**75.6**	**0.1**	**97.8**	-	-	-	-	
1/1	354	354	0	14	0	3.0	1.5	0.0	4.6	47.2	8.2	1.5	9.7	
2/1	827	757	-	-	-	9.8	40.1	-	49.9	217.3	23.5	40.1	63.6	
6/1	495	460	10	0	0	6.2	22.8	0.0	29.1	211.3	13.2	22.8	36.0	
8/1	244	233	-	-	-	3.1	11.1	-	14.2	209.8	6.4	11.1	17.5	

C1 PRC for Signalled Lanes (%): -21.4 Total Delay for Signalled Lanes (pcuHr): 97.83 Cycle Time (s): 90
PRC Over All Lanes (%): -21.4 Total Delay Over All Lanes(pcuHr): 97.83

Scenario 6: '2031 DS2AwTP - PM Peak' (FG6: '2031 DS2AwTP - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	9	34	24
Change Point	0	16	58

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	11	5	16
B	B430 South Ahead Right Left	Traffic	12	7	19
C	B4030 Heyford Road Left Ahead Right	Traffic	24	66	0
D	B4030 Bicester Road Right Ahead Left	Traffic	34	24	58

Network Results

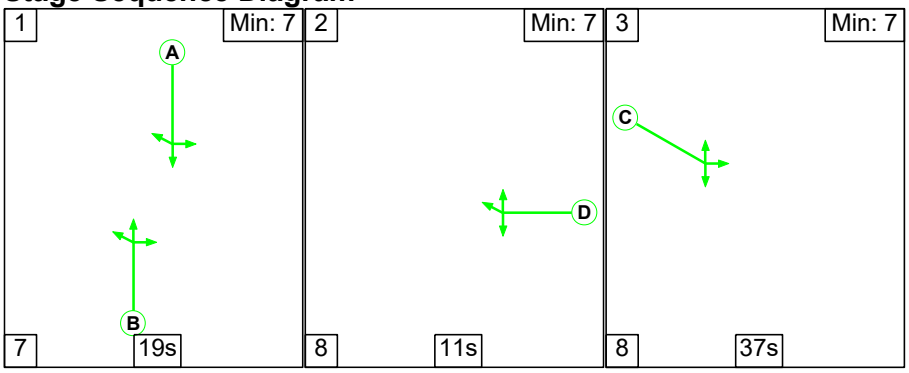
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction opening year assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.7%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.7%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	12	-	-	189	1849	240	78.9%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	24	-	-	483	1796	499	96.8%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	11	-	-	229	1786	238	96.2%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	34	-	-	678	1748	680	99.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction opening year assessment	-	-	**15**	**21**	**7**	**13.9**	**27.7**	**0.1**	**41.6**	-	-	-	-	
Middleton Stoney Junction	-	-	**15**	**21**	**7**	**13.9**	**27.7**	**0.1**	**41.6**	-	-	-	-	
1/1	189	189	5	21	7	1.9	1.7	0.1	3.7	71.2	4.5	1.7	6.2	
2/1	483	483	-	-	-	4.3	7.7	-	12.0	89.6	11.8	7.7	19.5	
6/1	229	229	10	1	0	2.5	5.6	0.0	8.1	127.4	5.7	5.6	11.3	
8/1	678	678	-	-	-	5.2	12.6	-	17.8	94.3	16.8	12.6	29.3	

C1 PRC for Signalled Lanes (%): -10.8 Total Delay for Signalled Lanes (pcuHr): 41.61 Cycle Time (s): 90
PRC Over All Lanes (%): -10.8 Total Delay Over All Lanes(pcuHr): 41.61

Scenario 7: '2031 DS2A Sensitivity - AM Peak' (FG7: '2031 DS2AS - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	11	37
Change Point	0	26	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	21	5	26
B	B430 South Ahead Right Left	Traffic	22	7	29
C	B4030 Heyford Road Left Ahead Right	Traffic	37	53	0
D	B4030 Bicester Road Right Ahead Left	Traffic	11	34	45

Network Results

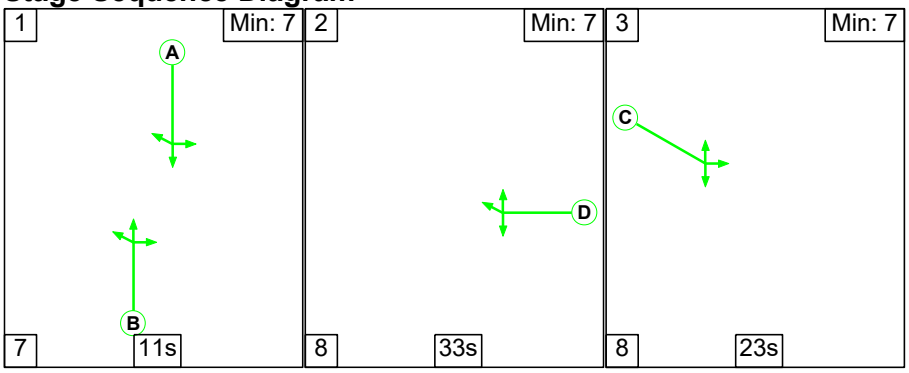
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction opening year assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.7%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.7%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	22	-	-	368	1837	469	78.4%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	37	-	-	834	1793	757	110.2%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	21	-	-	513	1885	461	111.3%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	11	-	-	260	1745	233	111.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction opening year assessment	-	-	**10**	**14**	**0**	**24.5**	**92.8**	**0.1**	**117.3**	-	-	-	-	
Middleton Stoney Junction	-	-	**10**	**14**	**0**	**24.5**	**92.8**	**0.1**	**117.3**	-	-	-	-	
1/1	368	368	0	14	0	3.2	1.8	0.0	5.0	48.8	8.5	1.8	10.2	
2/1	834	757	-	-	-	10.2	43.3	-	53.5	231.0	24.0	43.3	67.3	
6/1	513	461	10	0	0	7.2	30.3	0.0	37.6	263.6	14.1	30.3	44.5	
8/1	260	233	-	-	-	3.9	17.4	-	21.3	294.5	7.2	17.4	24.6	

C1 PRC for Signalled Lanes (%): -24.2 Total Delay for Signalled Lanes (pcuHr): 117.34 Cycle Time (s): 90
PRC Over All Lanes (%): -24.2 Total Delay Over All Lanes(pcuHr): 117.34

Scenario 8: '2031 DS2A Sensitivity - PM Peak' (FG8: '2031 DS2AS - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	11	33	23
Change Point	0	18	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	B430 North Left Right Ahead	Traffic	13	5	18
B	B430 South Ahead Right Left	Traffic	14	7	21
C	B4030 Heyford Road Left Ahead Right	Traffic	23	67	0
D	B4030 Bicester Road Right Ahead Left	Traffic	33	26	59

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Middleton Stoney Junction opening year assessment	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.8%**
Middleton Stoney Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.8%**
1/1	B430 South Ahead Right Left	O	N/A	N/A	B		1	14	-	-	209	1854	251	83.2%
2/1	B4030 Heyford Road Left Ahead Right	U	N/A	N/A	C		1	23	-	-	506	1795	479	105.7%
6/1	B430 North Left Right Ahead	O	N/A	N/A	A		1	13	-	-	306	1824	284	107.8%
8/1	B4030 Bicester Road Right Ahead Left	U	N/A	N/A	D		1	33	-	-	708	1748	660	107.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Middleton Stoney Junction opening year assessment	-	-	**9**	**21**	**12**	**19.7**	**67.9**	**0.1**	**87.7**	-	-	-	-	
Middleton Stoney Junction	-	-	**9**	**21**	**12**	**19.7**	**67.9**	**0.1**	**87.7**	-	-	-	-	
1/1	209	209	0	21	12	2.0	2.2	0.1	4.4	75.1	4.9	2.2	7.1	
2/1	506	479	-	-	-	6.1	20.0	-	26.1	185.5	13.6	20.0	33.6	
6/1	306	284	9	1	0	4.3	15.9	0.0	20.2	237.8	8.2	15.9	24.1	
8/1	708	660	-	-	-	7.3	29.8	-	37.1	188.5	18.9	29.8	48.7	

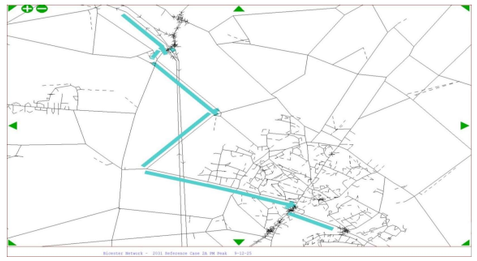
C1 PRC for Signalled Lanes (%): -19.8 Total Delay for Signalled Lanes (pcuHr): 87.71 Cycle Time (s): 90
PRC Over All Lanes (%): -19.8 Total Delay Over All Lanes(pcuHr): 87.71

APPENDIX 72

OPENING YEAR JOURNEY TIMES DS2A TO RC2A

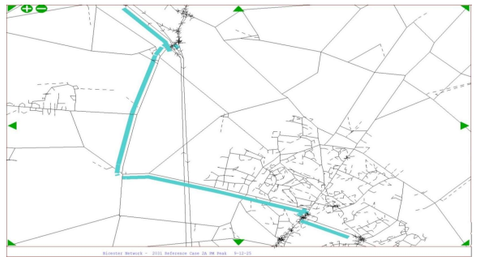
RC2A PM Set 1

Nodes		Time	Distance	Speed	Delay	
	90405	30007	69	1220	64	0
90405	30007	30654	69	1220	64	0
	30007	30654	72	1260	62.95	0
30007	30654	30653	108	1260	42.12	8
	30654	30653	110	1290	42.11	8
30654	30653	30468	120	1290	38.58	11
	30653	30468	123	1320	38.65	11
30653	30468	30466	124	1320	38.45	11
	30468	30466	135	1467	39.02	11
30468	30466	30469	140	1467	37.69	13
	30466	30469	142	1494	37.8	13
30466	30469	30030	147	1494	36.71	15
	30469	30030	159	1646	37.34	15
30469	30030	30165	167	1646	35.49	20
	30030	30165	192	1963	36.75	20
30030	30165	30080	194	1963	36.43	20
	30165	30080	247	2628	38.27	20
30165	30080	30470	253	2628	37.43	21
	30080	30470	257	2678	37.54	21
30080	30470	22190	257	2678	37.54	21
	30470	22190	283	3004	38.23	21
30470	22190	30025	284	3004	38.03	22
	22190	30025	304	3251	38.48	22
22190	30025	30180	310	3251	37.78	23
	30025	30180	315	3317	37.94	23
30025	30180	95000	315	3317	37.94	23
	30180	95000	320	3445	38.75	23
30180	95000	25070	321	3445	38.6	23
	95000	25070	341	3870	40.88	25
95000	25070	95005	343	3870	40.66	25
	25070	95005	358	4210	42.31	27
25070	95005	40215	360	4210	42.1	28
	95005	40215	429	5706	47.93	34
95005	40215	90030	437	5706	47.03	35
	40215	90030	561	8389	53.85	35
40215	90030	90035	562	8389	53.7	35
	90030	90035	565	8429	53.66	35
90030	90035	90004	567	8429	53.51	35
	90035	90004	576	8518	53.28	35
90035	90004	40220	577	8518	53.13	35
	90004	40220	586	8609	52.91	35
90004	40220	41020	587	8609	52.78	35
	40220	41020	753	11270	53.89	35
40220	41020	90180	783	11270	51.85	38
	41020	90180	785	11303	51.86	38
41020	90180	90190	793	11303	51.31	39
	90180	90190	805	11612	51.91	39
90180	90190	90195	805	11612	51.91	39
	90190	90195	808	11688	52.07	39
90190	90195	90220	926	11688	45.44	141
	90195	90220	929	11747	45.51	141
90195	90220	90215	932	11747	45.38	141
	90220	90215	933	11771	45.41	141
90220	90215	90225	934	11771	45.35	141
	90215	90225	939	11906	45.64	141
90215	90225	42044	941	11906	45.57	142
	90225	42044	950	12156	46.08	143
90225	42044	42042	950	12156	46.08	143
	42044	42042	1009	13816	49.29	151



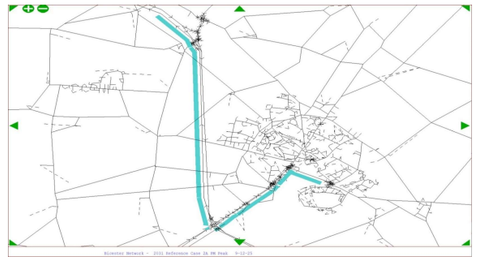
	Time	Distance	Speed (Fin	Delay
Root 1)	1009	13816	49.29	151

		Time	Distance	Speed	Delay	
	90405	30007	69	1220	64	0
90405	30007	30654	69	1220	64	0
	30007	30654	72	1260	62.95	0
30007	30654	30653	108	1260	42.12	8
	30654	30653	110	1290	42.11	8
30654	30653	30468	120	1290	38.58	11
	30653	30468	123	1320	38.65	11
30653	30468	30466	124	1320	38.45	11
	30468	30466	135	1467	39.02	11
30468	30466	30469	140	1467	37.69	13
	30466	30469	142	1494	37.8	13
30466	30469	30030	147	1494	36.71	15
	30469	30030	159	1646	37.34	15
30469	30030	30165	167	1646	35.49	20
	30030	30165	192	1963	36.75	20
30030	30165	30080	194	1963	36.43	20
	30165	30080	247	2628	38.27	20
30165	30080	30470	253	2628	37.43	21
	30080	30470	257	2678	37.54	21
30080	30470	22190	257	2678	37.54	21
	30470	22190	283	3004	38.23	21
30470	22190	30025	284	3004	38.03	22
	22190	30025	304	3251	38.48	22
22190	30025	30180	310	3251	37.78	23
	30025	30180	315	3317	37.94	23
30025	30180	95000	315	3317	37.94	23
	30180	95000	320	3445	38.75	23
30180	95000	25070	321	3445	38.6	23
	95000	25070	341	3870	40.88	25
95000	25070	95005	343	3870	40.66	25
	25070	95005	358	4210	42.31	27
25070	95005	40215	360	4210	42.1	28
	95005	40215	429	5706	47.93	34
95005	40215	96030	432	5706	47.6	35
	40215	96030	468	6253	48.1	38
40215	96030	41480	470	6253	47.87	39
	96030	41480	478	6344	47.78	39
96030	41480	40230	542	6344	42.15	79
	41480	40230	545	6379	42.17	79
41480	40230	40996	546	6379	42.05	79
	40230	40996	570	6679	42.21	79
40230	40996	97021	570	6679	42.21	79
	40996	97021	641	8369	47.03	79
40996	97021	40995	641	8369	47.03	79
	97021	40995	647	8529	47.43	79
97021	40995	97020	689	8529	44.55	86
	40995	97020	698	8729	45.03	86
40995	97020	90175	698	8729	45.03	86
	97020	90175	768	10358	48.54	88
97020	90175	41015	770	10358	48.41	89
	90175	41015	777	10467	48.5	89
90175	41015	41020	779	10467	48.39	90
	41015	41020	786	10582	48.48	90
41015	41020	90180	799	10582	47.65	93
	41020	90180	802	10615	47.68	93
41020	90180	90190	810	10615	47.18	94
	90180	90190	822	10924	47.83	94
90180	90190	90195	822	10924	47.83	94
	90190	90195	825	11000	48	94
90190	90195	90220	943	11000	42	195
	90195	90220	946	11059	42.08	195
90195	90220	90215	949	11059	41.97	196
	90220	90215	950	11083	42	196
90220	90215	90225	951	11083	41.94	196
	90215	90225	956	11218	42.25	196
90215	90225	42044	958	11218	42.18	196
	90225	42044	967	11468	42.72	198
90225	42044	42042	967	11468	42.72	198
	42044	42042	1026	13128	46.06	206



	Time	Distance	Speed (Fin	Delay
Root 2)	1026	13128	46.06	206

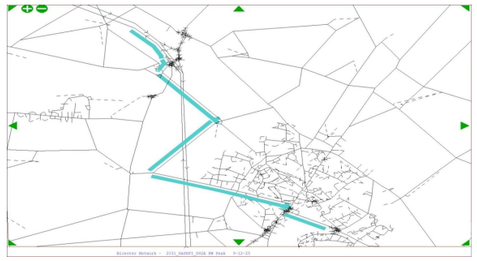
		Time	Distance	Speed	Delay	
	90405	30007	69	1220	64	0
90405	30007	30654	69	1220	64	0
	30007	30654	72	1260	62.95	0
30007	30654	30008	97	1260	46.52	12
	30654	30008	101	1300	46.37	12
30654	30008	22095	101	1300	46.37	12
	30008	22095	112	1480	47.53	12
30008	22095	22113	153	1480	34.74	29
	22095	22113	161	1605	35.86	29
22095	22113	90015	177	1605	32.66	40
	22113	90015	188	1780	34.13	40
22113	90015	90020	189	1780	33.97	40
	90015	90020	192	1840	34.44	40
90015	90020	22084	193	1840	34.28	41
	90020	22084	210	2115	36.21	41
90020	22084	22151	210	2115	36.21	41
	22084	22151	213	2165	36.52	41
22084	22151	22153	219	2165	35.64	42
	22151	22153	222	2225	36.01	42
22151	22153	22085	224	2225	35.83	43
	22153	22085	226	2265	36.1	43
22153	22085	40301	226	2265	36.1	43
	22085	40301	235	2425	37.12	43
22085	40301	40302	235	2425	37.12	43
	40301	40302	237	2464	37.36	43
40301	40302	40295	237	2464	37.36	43
	40302	40295	271	3461	45.94	43
40302	40295	40297	272	3461	45.84	43
	40295	40297	275	3544	46.46	43
40295	40297	97127	275	3544	46.36	43
	40297	97127	294	4109	50.27	43
40297	97127	97124	294	4109	50.27	43
	97127	97124	298	4229	51.03	43
97127	97124	10191	304	4229	50.13	45
	97124	10191	321	4739	53.16	45
97124	10191	10190	321	4739	53.16	45
	10191	10190	330	4939	53.89	45
10191	10190	10015	384	4939	46.33	78
	10190	10015	387	4997	46.48	78
10190	10015	10020	388	4997	46.34	79
	10015	10020	397	5157	46.74	79
10015	10020	10005	447	5157	41.53	117
	10020	10005	451	5234	41.75	117
10020	10005	10007	476	5234	39.6	123
	10005	10007	481	5321	39.85	123
10005	10007	10025	481	5321	39.85	123
	10007	10025	500	5860	42.16	125
10007	10025	10024	502	5860	42.06	126
	10025	10024	518	6360	44.24	126
10025	10024	10065	518	6360	44.24	126
	10024	10065	843	13825	59.03	222
10024	10065	90225	849	13825	58.64	227
	10065	90225	859	14135	59.22	228
10065	90225	42044	860	14135	59.15	229
	90225	42044	869	14385	59.58	230
90225	42044	42042	869	14385	59.58	230
	42044	42042	929	16045	62.19	239



	Time	Distance	Speed (Fin	Delay
Root 3)	929	16045	62.19	239

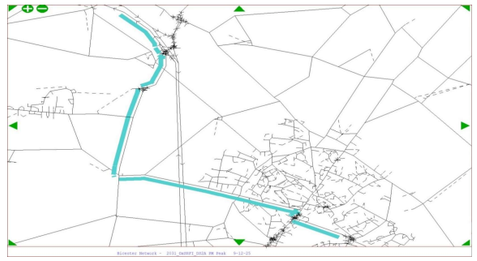
DS2A PM Set 1

Nodes		Time	Distance	Speed	Delay
90405	30007	69	1220	64	0
30007	30654	69	1220	64	0
	30654	72	1260	62.95	0
30654	30653	109	1260	41.72	9
	30653	111	1290	41.72	9
30653	30468	122	1290	38.04	12
	30468	125	1320	38.12	12
30468	30466	125	1320	37.92	13
	30466	137	1467	38.53	13
30466	30469	142	1467	37.22	15
	30469	144	1494	37.33	15
30469	30030	148	1494	36.25	17
	30030	161	1646	36.92	17
30030	30165	169	1646	35.05	22
	30165	194	1963	36.35	22
30165	30080	196	1963	36.02	22
	30080	249	2628	37.93	22
30080	30470	255	2628	37.08	24
	30470	259	2678	37.2	24
30470	22190	259	2678	37.2	24
	22190	285	3004	37.91	24
22190	30025	287	3004	37.69	24
	30025	307	3251	38.16	24
30025	30180	312	3251	37.46	25
	30180	317	3317	37.63	25
30180	95000	317	3317	37.63	25
	95000	323	3445	38.44	25
95000	25070	324	3445	38.25	26
	25070	345	3870	40.43	29
25070	95005	347	3870	40.15	30
	95005	363	4210	41.72	32
95005	40215	366	4210	41.45	33
	40215	438	5706	46.94	42
40215	90030	445	5706	46.21	45
	90030	570	8389	52.97	47
90030	90035	572	8389	52.8	48
	90035	575	8429	52.77	48
90035	90004	577	8429	52.59	48
	90004	586	8518	52.36	48
90004	40220	588	8518	52.19	49
	40220	596	8609	51.96	49
40220	41020	598	8609	51.79	49
	41020	768	11270	52.8	54
41020	90180	771	11270	52.62	56
	90180	773	11303	52.63	56
90180	90190	774	11303	52.57	56
	90190	786	11612	53.17	56
90190	90195	786	11612	53.17	56
	90195	788	11652	53.21	56
90195	97306	802	11652	52.33	61
	97306	807	11730	52.3	61
90195	97306	813	11730	51.94	63
	97306	839	12347	52.97	63
97306	97311	839	12347	52.97	63
	97311	856	12647	53.18	63
97311	90225	857	12647	53.11	63
	90225	866	12897	53.6	64
90225	42044	866	12897	53.6	64
	42044	925	14557	56.65	72



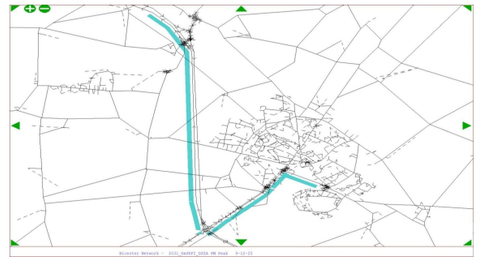
	Time	Distance	Speed (Fin	Delay
Root 1)	925	14557	56.65	72

		Time	Distance	Speed	Delay
90405	30007	69	1220	64	0
30007	30654	69	1220	64	0
	30654	72	1260	62.95	0
30007	30653	109	1260	41.72	9
	30653	111	1290	41.72	9
30654	30468	122	1290	38.04	12
	30468	125	1320	38.12	12
30653	30466	125	1320	37.92	13
	30466	137	1467	38.53	13
30468	30469	142	1467	37.22	15
	30469	144	1494	37.33	15
30466	30030	148	1494	36.25	17
	30030	161	1646	36.92	17
30469	30165	169	1646	35.05	22
	30165	194	1963	36.35	22
30030	30080	196	1963	36.02	22
	30080	249	2628	37.93	22
30165	30470	255	2628	37.08	24
	30470	259	2678	37.2	24
30080	22190	259	2678	37.2	24
	22190	285	3004	37.91	24
30470	30025	287	3004	37.69	24
	30025	307	3251	38.16	24
22190	30180	312	3251	37.46	25
	30180	317	3317	37.63	25
30025	95000	317	3317	37.63	25
	95000	323	3445	38.44	25
30180	25070	324	3445	38.25	26
	25070	345	3870	40.43	29
95000	95005	347	3870	40.15	30
	95005	363	4210	41.72	32
25070	40215	366	4210	41.45	33
	40215	438	5706	46.94	42
95005	96030	445	5706	46.21	45
	96030	481	6253	46.8	48
40215	41480	483	6253	46.59	49
	41480	491	6344	46.52	49
96030	40230	553	6344	41.27	88
	40230	556	6379	41.29	88
41480	40996	558	6379	41.18	88
	40996	581	6679	41.37	88
40230	97021	581	6679	41.37	88
	97021	652	8369	46.19	88
40996	40995	652	8369	46.19	88
	40995	659	8529	46.6	88
97021	97212	700	8529	43.85	94
	97212	739	9554	46.57	94
40995	97402	739	9554	46.57	94
	97402	741	9589	46.57	94
97212	97400	745	9589	46.35	94
	97400	749	9639	46.36	94
97402	97300	750	9639	46.29	94
	97300	755	9779	46.63	94
97400	97301	756	9779	46.56	95
	97301	765	10029	47.17	95
97300	97302	765	10029	47.17	95
	97302	795	10829	49.01	95
97301	97303	795	10829	49.01	95
	97303	820	11479	50.41	95
97302	97304	820	11479	50.41	95
	97304	825	11544	50.39	95
97303	97305	858	11544	48.44	99
	97305	860	11599	48.55	99
97304	97305	861	11599	48.48	100
	97305	863	11625	48.48	100
97305	90195	864	11625	48.45	101
	90195	870	11703	48.45	101
90195	97306	875	11703	48.13	102
	97306	901	12320	49.2	102
97306	97311	901	12320	49.2	102
	97311	918	12620	49.47	102
97311	90225	920	12620	49.41	103
	90225	928	12870	49.91	104
90225	42044	928	12870	49.91	104
	42044	987	14530	52.98	111



	Time	Distance	Speed (Fin	Delay
Root 2)	987	14530	52.98	111

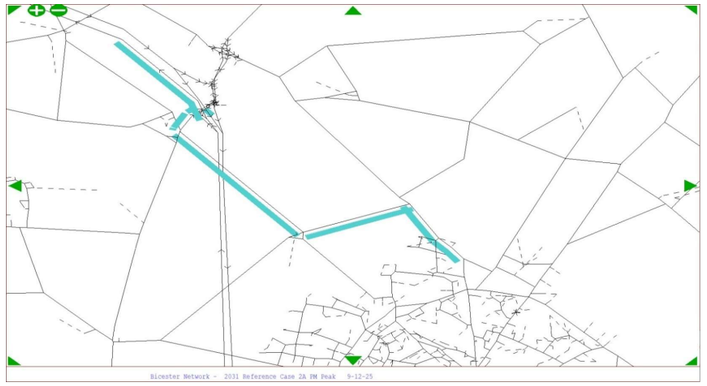
		Time	Distance	Speed	Delay
90405	30007	69	1220	64	0
30007	30654	69	1220	64	0
	30654	72	1260	62.95	0
30007	30654	98	1260	46.13	13
	30654	30008	102	1300	45.99	13
30654	30008	22095	102	1300	45.99	13
	30008	22095	113	1480	47.18	13
30008	22095	22113	153	1480	34.94	28
	22095	22113	160	1605	36.05	28
22095	22113	90015	175	1605	32.97	38
	22113	90015	186	1780	34.43	38
22113	90015	90020	187	1780	34.27	38
	90015	90020	191	1840	34.73	38
90015	90020	22084	192	1840	34.58	39
	90020	22084	209	2115	36.49	39
90020	22084	22151	209	2115	36.49	39
	22084	22151	212	2165	36.81	39
22084	22151	22153	217	2165	35.93	40
	22151	22153	221	2225	36.3	40
22151	22153	22085	222	2225	36.13	40
	22153	22085	224	2265	36.39	40
22153	22085	40301	224	2265	36.39	40
	22085	40301	233	2425	37.41	40
22085	40301	40302	233	2425	37.41	40
	40301	40302	236	2464	37.65	40
40301	40302	40295	236	2464	37.65	40
	40302	40295	269	3461	46.26	41
40302	40295	40297	270	3461	46.16	41
	40295	40297	273	3544	46.78	41
40295	40297	97127	273	3544	46.69	41
	40297	97127	292	4109	50.6	41
40297	97127	97124	292	4109	50.6	41
	97127	97124	296	4229	51.37	41
97127	97124	10191	302	4229	50.47	42
	97124	10191	319	4739	53.51	42
97124	10191	10190	319	4739	53.51	42
	10191	10190	328	4939	54.24	42
10191	10190	10015	397	4939	44.8	90
	10190	10015	400	4997	44.95	90
10190	10015	10020	401	4997	44.84	91
	10015	10020	410	5157	45.26	91
10015	10020	10005	437	5157	42.48	106
	10020	10005	441	5234	42.69	106
10020	10005	10007	463	5234	40.69	110
	10005	10007	468	5321	40.93	110
10005	10007	10025	469	5321	40.86	111
	10007	10025	488	5860	43.19	113
10007	10025	10024	490	5860	43.09	114
	10025	10024	505	6360	45.3	114
10025	10024	10065	506	6360	45.28	114
	10024	10065	829	13825	60.04	208
10024	10065	97335	834	13825	59.71	212
	10065	97335	856	14525	61.1	212
10065	97335	90225	856	14525	61.1	212
	97335	90225	881	15267	62.41	214
97335	90225	42044	881	15267	62.36	214
	90225	42044	890	15517	62.75	216
90225	42044	42042	890	15517	62.75	216
	42044	42042	949	17177	65.15	223



	Time	Distance	Speed (Fin	Delay
Root 3)	949	17177	65.15	223

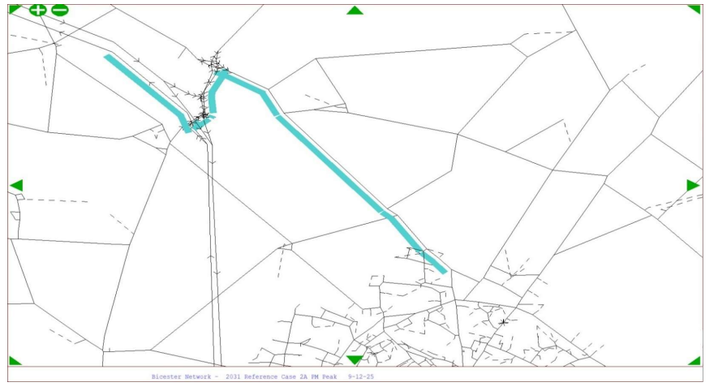
RC2A PM Set 2

	30105	95090	16	294	64.53	3
30105	95090	22230	16	294	64.53	3
	95090	22230	29	530	65.02	5
95090	22230	40225	34	530	55.7	8
	22230	40225	75	1295	61.88	14
22230	40225	40220	79	1295	58.68	14
	40225	40220	211	2982	50.76	14
40225	40220	41020	213	2982	50.44	14
	40220	41020	378	5643	53.68	15
40220	41020	90180	408	5643	49.77	17
	41020	90180	410	5676	49.81	17
41020	90180	90190	419	5676	48.8	18
	90180	90190	431	5985	50	19
90180	90190	90195	431	5985	50	19
	90190	90195	434	6061	50.31	19
90190	90195	90220	552	6061	39.56	120
	90195	90220	555	6120	39.7	120
90195	90220	90215	557	6120	39.52	120
	90220	90215	559	6144	39.58	120
90220	90215	90225	560	6144	39.49	120
	90215	90225	565	6279	40.03	120
90215	90225	42044	566	6279	39.92	121
	90225	42044	575	6529	40.86	122
90225	42044	42042	575	6529	40.86	122
	42044	42042	635	8189	46.44	131



	Time	Distance	Speed (Fin	Delay
Root 1)	635	8189	46.44	131

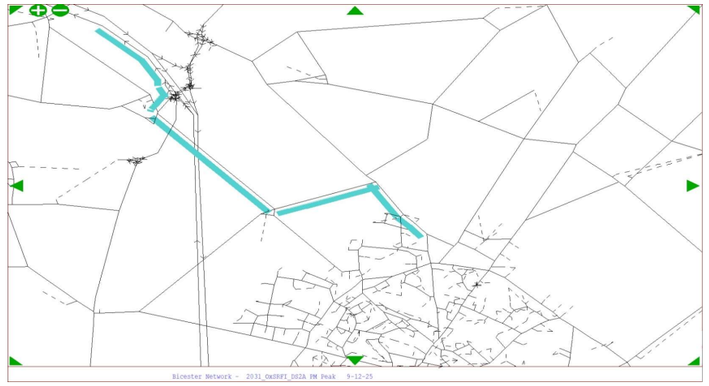
	30105	95090	16	294	64.53	3
30105	95090	22230	16	294	64.53	3
	95090	22230	29	530	65.02	5
95090	22230	40225	34	530	55.7	8
	22230	40225	75	1295	61.88	14
22230	40225	90045	79	1295	58.68	17
	40225	90045	90	1486	59.65	18
40225	90045	40850	92	1486	57.98	19
	90045	40850	215	3823	63.91	35
90045	40850	90060	218	3823	63.25	36
	40850	90060	246	4344	63.6	40
40850	90060	97253	250	4344	62.48	43
	90060	97253	284	4972	62.93	48
90060	97253	97320	307	4972	58.27	62
	97253	97320	309	5020	58.49	62
97253	97320	97321	309	5020	58.49	62
	97320	97321	313	5090	58.56	62
97320	97321	97322	359	5090	51.1	79
	97321	97322	361	5134	51.26	79
97321	97322	97340	362	5134	51.01	80
	97322	97340	366	5194	51.13	80
97322	97340	97342	368	5194	50.83	82
	97340	97342	387	5614	52.25	82
97340	97342	90280	387	5614	52.25	82
	97342	90280	395	5864	53.39	82
97342	90280	90255	400	5864	52.75	86
	90280	90255	405	5944	52.87	86
90280	90255	90256	405	5944	52.87	86
	90255	90256	409	6059	53.36	86
90255	90256	90240	409	6059	53.36	86
	90256	90240	420	6350	54.47	86
90256	90240	90230	436	6350	52.39	94
	90240	90230	439	6395	52.46	94
90240	90230	90215	442	6395	52.05	96
	90230	90215	451	6655	53.11	96
90230	90215	90225	458	6655	52.32	97
	90215	90225	462	6790	52.86	97
90215	90225	42044	464	6790	52.68	98
	90225	42044	473	7040	53.58	99
90225	42044	42042	473	7040	53.58	99
	42044	42042	533	8700	58.81	108



	Time	Distance	Speed (Fin	Delay
Root 2)	533	8700	58.81	108

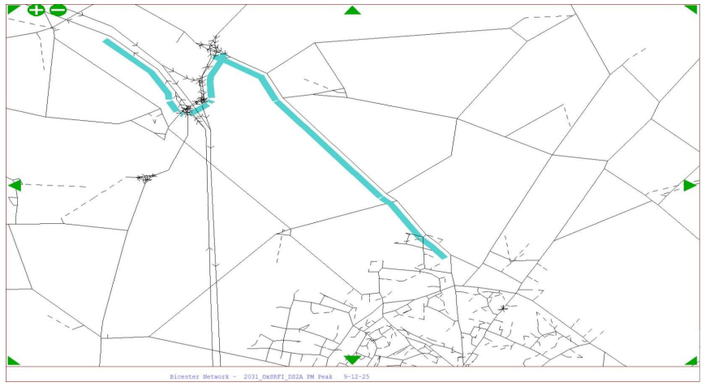
DS2A PM Set 2

	30105	95090	16	294	65.84	3
30105	95090	22230	16	294	65.84	3
	95090	22230	29	530	66.32	4
95090	22230	40225	33	530	57.68	7
	22230	40225	73	1295	63.49	12
22230	40225	40220	77	1295	60.45	13
	40225	40220	209	2982	51.31	13
40225	40220	41020	211	2982	50.83	13
	40220	41020	381	5643	53.3	18
40220	41020	90180	384	5643	52.93	20
	41020	90180	386	5676	52.96	20
41020	90180	90190	387	5676	52.84	20
	90180	90190	399	5985	54.02	20
90180	90190	90195	399	5985	54.02	20
	90190	90195	401	6025	54.07	20
90190	90195	97306	414	6025	52.35	25
	90195	97306	420	6103	52.29	25
90195	97306	97311	426	6103	51.6	27
	97306	97311	452	6720	53.53	27
97306	97311	90225	452	6720	53.53	27
	97311	90225	469	7020	53.9	27
97311	90225	42044	470	7020	53.77	27
	90225	42044	479	7270	54.65	28
90225	42044	42042	479	7270	54.65	28
	42044	42042	538	8930	59.78	36



	Time	Distance	Speed (Fin	Delay
Root 1)	538	8930	59.78	36

	30105	95090	16	294	65.84	3
30105	95090	22230	16	294	65.84	3
	95090	22230	29	530	66.32	4
95090	22230	40225	33	530	57.68	7
	22230	40225	73	1295	63.49	12
22230	40225	90045	77	1295	60.45	14
	40225	90045	87	1486	61.59	15
40225	90045	40850	89	1486	60.25	16
	90045	40850	206	3823	66.66	26
90045	40850	90060	208	3823	66.07	26
	40850	90060	235	4344	66.54	29
40850	90060	97253	238	4344	65.66	31
	90060	97253	270	4972	66.19	34
90060	97253	97320	287	4972	62.42	42
	97253	97320	289	5020	62.63	42
97253	97320	97321	289	5020	62.63	42
	97320	97321	293	5090	62.64	42
97320	97321	97322	329	5090	55.71	45
	97321	97322	331	5134	55.86	45
97321	97322	97340	332	5134	55.61	45
	97322	97340	336	5194	55.7	45
97322	97340	97342	337	5194	55.46	47
	97340	97342	356	5614	56.77	47
97340	97342	90280	356	5614	56.77	47
	97342	90280	359	5714	57.23	47
97342	90280	90255	366	5714	56.24	51
	90280	90255	370	5794	56.34	51
90280	90255	90256	370	5794	56.34	51
	90255	90256	375	5909	56.66	51
90255	90256	90240	375	5909	56.66	51
	90256	90240	386	6200	57.77	51
90256	90240	90230	391	6200	57.11	52
	90240	90230	393	6245	57.15	52
90240	90230	97308	398	6245	56.53	53
	90230	97308	408	6465	57.1	53
90230	97308	90215	408	6465	57.1	53
	97308	90215	409	6505	57.2	53
97308	90215	97307	412	6505	56.77	53
	90215	97307	416	6555	56.69	53
90215	97307	97306	416	6555	56.69	53
	97307	97306	420	6605	56.62	53
97307	97306	97311	486	6605	48.89	80
	97306	97311	512	7222	50.73	80
97306	97311	90225	512	7222	50.73	80
	97311	90225	529	7522	51.15	80
97311	90225	42044	531	7522	51.04	81
	90225	42044	539	7772	51.87	82
90225	42044	42042	539	7772	51.87	82
	42044	42042	598	9432	56.75	90



	Time	Distance	Speed (Fin	Delay
Root 2)	598	9432	56.75	90

Comparison

Set 1

Route	Name	Scenario	Time	Distance	Delay
1	Zig-Zag	DS2A	925	14557	72
		RC2A	1009	13816	151
		Diff	-84	741	-79
2	Middleton Stoney Xrd	DS2A	987	14530	111
		RC2A	1026	13128	206
		Diff	-39	1402	-95
3	M40J9	DS2A	949	17177	223
		RC2A	929	16045	239
		Diff	20	1132	-16

Set 1

Route	Name		DS2A	Diff	RC2A	Diff
1	Zig-Zag	Time	925		1009	
		Distance	14557		13816	
		Delay	72		151	
2	Middleton Stoney Xrd	Time	987	-62	1026	-17
		Distance	14530	27	13128	688
		Delay	111	-39	206	-55
3	M40J9	Time	949	-24	929	80
		Distance	17177	-2620	16045	-2229
		Delay	223	-151	239	-88

Set 2

Route	Name	Scenario	Time	Distance	Delay
1	Zig-Zag	DS2A	538	8930	36
		RC2A	635	8189	131
		Diff	-97	741	-95
2	B430 Baynards Green Rbt	DS2A	598	9432	90
		RC2A	533	8700	108
		Diff	65	732	-18

Set 2

Route	Name		DS2A	Diff	RC2A	Diff
1	Zig-Zag	Time	538		635	
		Distance	8930		8189	
		Delay	36		131	
2	B430 Baynards Green Rbt	Time	598	-60	533	102
		Distance	9432	-502	8700	-511
		Delay	90	-54	108	23

APPENDIX 73

B430/ARDLEY ROAD STAGGERED CROSSROADS RC2A, DS2A, DS2AWTP

B430/Ardley Road
PICADY geometry
1:1000

Ardley

Hall

Play Area

Underwood

FEWCOTT GREEN

TCB

THE CROSSWAYS

Derwent Cottage

Gramarye

St Marys Barn

Stonecroft

The Fox and Hounds (PH)

Exton Cottages

Foxfields House

Foxfields Barn

Grooms Cottage

120.1m

18.7m

ROAD

4.0m
86m
7.2m
104m
29m
2.0m
4.4m
170m
25m
175m
15.8m
6.8m
3.7m
2.4m
2.5m
7.6m
6.5m

25

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J25 - B430_Ardley Road crossroads.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\25. B430_Ardley Road crossroads
Report generation date: 12/02/2026 15:33:30

»Traffic flows - D1 - 2031 | RC2A | AM
»Traffic flows - D2 - 2031 | RC2A | PM
»Traffic flows - D3 - 2031 | DS2A | AM
»Traffic flows - D4 - 2031 | DS2A | PM
»Traffic flows - D5 - 2031 | DS2AwTP | AM
»Traffic flows - D6 - 2031 | DS2AwTP | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	Traffic flows - 2031 - RC2A							
Stream B-C	D1	1.5	29.27	0.61	D2	0.0	6.32	0.02
Stream B-AD		2.1	47.28	0.69		0.3	11.64	0.25
Stream A-BCD		0.1	6.94	0.05		0.1	7.12	0.08
Stream D-A		0.1	7.10	0.06		0.0	6.57	0.04
Stream D-BC		0.4	18.11	0.30		0.2	10.68	0.19
Stream C-ABD		0.5	6.76	0.22		0.3	4.98	0.14
	Traffic flows - 2031 - DS2A							
Stream B-C	D3	0.1	8.69	0.07	D4	0.0	11.04	0.01
Stream B-AD		1.6	17.23	0.62		2.6	23.24	0.73
Stream A-BCD		0.1	6.60	0.06		0.2	7.76	0.18
Stream D-A		0.1	7.41	0.11		0.0	6.46	0.04
Stream D-BC		0.2	9.35	0.16		0.1	9.58	0.13
Stream C-ABD		0.0	6.01	0.04		0.0	0.00	0.00
	Traffic flows - 2031 - DS2AwTP							
Stream B-C	D5	0.1	8.57	0.07	D6	0.0	11.04	0.01
Stream B-AD		1.6	16.92	0.62		2.6	23.25	0.73
Stream A-BCD		0.1	6.59	0.06		0.2	7.75	0.18
Stream D-A		0.1	7.84	0.12		0.0	6.45	0.04
Stream D-BC		0.2	9.30	0.16		0.1	9.50	0.12
Stream C-ABD		0.0	6.00	0.04		0.0	0.00	0.00

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

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

File summary

File Description

Title	
Location	
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	RC2A	AM	ONE HOUR	07:45	09:15	15
D2	2031	RC2A	PM	ONE HOUR	16:45	18:15	15
D3	2031	DS2A	AM	ONE HOUR	07:45	09:15	15
D4	2031	DS2A	PM	ONE HOUR	16:45	18:15	15
D5	2031	DS2AwTP	AM	ONE HOUR	07:45	09:15	15
D6	2031	DS2AwTP	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Traffic flows	100.000

Traffic flows - D1 - 2031 | RC2A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430_Ardley Road crossroads	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		9.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.15	A

Arms

Arms

Arm	Name	Description	Arm type
A	B430 (N)		Major
B	Ardley Road (E)		Minor
C	A430 (S)		Major
D	Ardley Road (W)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.20		✓	2.20	170.0	✓	2.00
C	7.60				175.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (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)
B	One lane plus flare			10.00	6.81	3.73	2.54	2.54	✓	1.00	65	104
D	Two lanes	4.00	4.40								82	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	672	-	-	-	0.247	0.247	0.247	-	0.247	-	-
B-AD	582	0.099	0.249	-	-	-	0.157	0.356	0.157	0.099	0.249
B-C	731	0.104	0.263	-	-	-	-	-	-	0.104	0.263
C-B	675	0.243	0.243	-	-	-	-	-	-	0.243	0.243
D-A	705	-	-	-	0.259	0.102	0.259	-	0.102	-	-
D-BC	590	0.162	0.162	0.368	0.258	0.102	0.258	-	0.102	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	RC2A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	832	100.000
B		✓	326	100.000
C		✓	373	100.000
D		✓	106	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	107	698	27
	B	130	0	173	23
	C	269	71	0	33
	D	28	64	14	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	2	0
	C	1	0	0	0
	D	0	0	54	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.61	29.27	1.5	D
B-AD	0.69	47.28	2.1	E
A-BCD	0.05	6.94	0.1	A
A-B				
A-C				
D-A	0.06	7.10	0.1	A
D-BC	0.30	18.11	0.4	C
C-ABD	0.22	6.76	0.5	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	0.00	503	0.259	129	0.3	9.578	A
B-AD	115	0.00	370	0.311	113	0.4	13.926	B
A-BCD	20	0.00	588	0.035	20	0.0	6.338	A
A-B	81	0.00			81			
A-C	525	0.00			525			
D-A	21	0.00	598	0.035	21	0.0	6.238	A
D-BC	59	0.00	366	0.160	58	0.2	11.658	B
C-ABD	81	0.00	673	0.120	80	0.2	6.067	A
C-D	22	0.00			22			
C-A	178	0.00			178			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	0.00	442	0.352	155	0.5	12.497	B
B-AD	138	0.00	322	0.427	136	0.7	19.261	C
A-BCD	24	0.00	572	0.043	24	0.0	6.577	A
A-B	96	0.00			96			
A-C	627	0.00			627			
D-A	25	0.00	574	0.044	25	0.0	6.559	A
D-BC	70	0.00	332	0.211	70	0.3	13.711	B
C-ABD	107	0.00	678	0.158	107	0.3	6.308	A
C-D	25	0.00			25			
C-A	203	0.00			203			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	0.00	322	0.592	187	1.4	26.130	D
B-AD	168	0.00	245	0.686	164	1.9	41.856	E
A-BCD	30	0.00	550	0.054	30	0.1	6.923	A
A-B	118	0.00			118			
A-C	768	0.00			768			
D-A	31	0.00	539	0.057	31	0.1	7.078	A
D-BC	86	0.00	286	0.301	85	0.4	17.902	C
C-ABD	152	0.00	686	0.222	152	0.5	6.742	A
C-D	28	0.00			28			
C-A	230	0.00			230			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	0.00	312	0.610	190	1.5	29.272	D
B-AD	168	0.00	242	0.695	168	2.1	47.281	E
A-BCD	30	0.00	548	0.054	30	0.1	6.940	A
A-B	118	0.00			118			
A-C	768	0.00			768			
D-A	31	0.00	538	0.057	31	0.1	7.101	A
D-BC	86	0.00	285	0.302	86	0.4	18.109	C
C-ABD	153	0.00	687	0.222	153	0.5	6.763	A
C-D	28	0.00			28			
C-A	230	0.00			230			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	0.00	434	0.358	159	0.6	13.251	B
B-AD	138	0.00	320	0.430	143	0.8	20.859	C
A-BCD	24	0.00	570	0.043	24	0.0	6.602	A
A-B	96	0.00			96			
A-C	627	0.00			627			
D-A	25	0.00	572	0.044	25	0.0	6.590	A
D-BC	70	0.00	331	0.212	71	0.3	13.887	B
C-ABD	107	0.00	678	0.158	108	0.3	6.339	A
C-D	25	0.00			25			
C-A	203	0.00			203			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	0.00	501	0.260	131	0.4	9.763	A
B-AD	115	0.00	369	0.312	116	0.5	14.310	B
A-BCD	20	0.00	587	0.035	20	0.0	6.351	A
A-B	81	0.00			81			
A-C	525	0.00			525			
D-A	21	0.00	596	0.035	21	0.0	6.256	A
D-BC	59	0.00	365	0.161	59	0.2	11.770	B
C-ABD	81	0.00	673	0.121	82	0.2	6.098	A
C-D	22	0.00			22			
C-A	178	0.00			178			

Traffic flows - D2 - 2031 | RC2A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430_Ardley Road crossroads	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	RC2A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	326	100.000
B		✓	104	100.000
C		✓	423	100.000
D		✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	43	244	39
	B	61	0	8	35
	C	264	58	0	101
	D	19	25	46	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	1
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.32	0.0	A
B-AD	0.25	11.64	0.3	B
A-BCD	0.08	7.12	0.1	A
A-B				
A-C				
D-A	0.04	6.57	0.0	A
D-BC	0.19	10.68	0.2	B
C-ABD	0.14	4.98	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	0.00	630	0.010	6	0.0	5.768	A
B-AD	72	0.00	471	0.153	72	0.2	8.996	A
A-BCD	29	0.00	587	0.050	29	0.1	6.452	A
A-B	32	0.00			32			
A-C	184	0.00			184			
D-A	14	0.00	614	0.023	14	0.0	6.006	A
D-BC	53	0.00	471	0.114	53	0.1	8.603	A
C-ABD	67	0.00	791	0.085	66	0.1	4.966	A
C-D	70	0.00			70			
C-A	182	0.00			182			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	0.00	610	0.012	7	0.0	5.975	A
B-AD	86	0.00	447	0.193	86	0.2	9.956	A
A-BCD	35	0.00	571	0.062	35	0.1	6.722	A
A-B	39	0.00			39			
A-C	219	0.00			219			
D-A	17	0.00	595	0.029	17	0.0	6.230	A
D-BC	64	0.00	447	0.143	64	0.2	9.376	A
C-ABD	87	0.00	816	0.107	87	0.2	4.942	A
C-D	81	0.00			81			
C-A	212	0.00			212			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	0.00	579	0.015	9	0.0	6.315	A
B-AD	106	0.00	415	0.255	105	0.3	11.604	B
A-BCD	43	0.00	548	0.079	43	0.1	7.122	A
A-B	47	0.00			47			
A-C	269	0.00			269			
D-A	21	0.00	569	0.037	21	0.0	6.571	A
D-BC	78	0.00	415	0.188	78	0.2	10.669	B
C-ABD	121	0.00	852	0.143	121	0.3	4.932	A
C-D	95	0.00			95			
C-A	249	0.00			249			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	0.00	578	0.015	9	0.0	6.318	A
B-AD	106	0.00	415	0.255	106	0.3	11.639	B
A-BCD	43	0.00	548	0.079	43	0.1	7.125	A
A-B	47	0.00			47			
A-C	269	0.00			269			
D-A	21	0.00	568	0.037	21	0.0	6.573	A
D-BC	78	0.00	415	0.188	78	0.2	10.681	B
C-ABD	122	0.00	852	0.143	122	0.3	4.938	A
C-D	95	0.00			95			
C-A	249	0.00			249			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	0.00	609	0.012	7	0.0	5.979	A
B-AD	86	0.00	447	0.193	87	0.2	9.997	A
A-BCD	35	0.00	570	0.062	35	0.1	6.729	A
A-B	39	0.00			39			
A-C	219	0.00			219			
D-A	17	0.00	594	0.029	17	0.0	6.237	A
D-BC	64	0.00	447	0.143	64	0.2	9.401	A
C-ABD	88	0.00	816	0.107	88	0.2	4.951	A
C-D	81	0.00			81			
C-A	212	0.00			212			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	0.00	629	0.010	6	0.0	5.774	A
B-AD	72	0.00	471	0.154	73	0.2	9.046	A
A-BCD	29	0.00	587	0.050	29	0.1	6.459	A
A-B	32	0.00			32			
A-C	184	0.00			184			
D-A	14	0.00	613	0.023	14	0.0	6.012	A
D-BC	53	0.00	471	0.114	54	0.1	8.639	A
C-ABD	67	0.00	791	0.085	67	0.2	4.978	A
C-D	70	0.00			70			
C-A	182	0.00			182			

Traffic flows - D3 - 2031 | DS2A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430_Ardley Road crossroads	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		10.24	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.24	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	DS2A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	189	100.000
B		✓	341	100.000
C		✓	34	100.000
D		✓	124	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	152	3	34
	B	283	0	27	31
	C	12	22	0	0
	D	56	68	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	8.69	0.1	A
B-AD	0.62	17.23	1.6	C
A-BCD	0.06	6.60	0.1	A
A-B				
A-C				
D-A	0.11	7.41	0.1	A
D-BC	0.16	9.35	0.2	A
C-ABD	0.04	6.01	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	0.00	586	0.035	20	0.0	6.364	A
B-AD	236	0.00	566	0.417	234	0.7	10.734	B
A-BCD	26	0.00	612	0.042	25	0.0	6.135	A
A-B	114	0.00			114			
A-C	2	0.00			2			
D-A	42	0.00	582	0.072	42	0.1	6.656	A
D-BC	51	0.00	502	0.102	51	0.1	7.963	A
C-ABD	17	0.00	640	0.026	17	0.0	5.773	A
C-D	0	0.00			0			
C-A	9	0.00			9			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	0.00	535	0.045	24	0.0	7.049	A
B-AD	282	0.00	561	0.503	281	1.0	12.800	B
A-BCD	31	0.00	600	0.051	31	0.1	6.324	A
A-B	137	0.00			137			
A-C	3	0.00			3			
D-A	50	0.00	568	0.089	50	0.1	6.957	A
D-BC	61	0.00	485	0.126	61	0.1	8.497	A
C-ABD	20	0.00	633	0.032	20	0.0	5.869	A
C-D	0	0.00			0			
C-A	10	0.00			10			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	0.00	448	0.066	30	0.1	8.612	A
B-AD	346	0.00	554	0.624	343	1.6	16.875	C
A-BCD	37	0.00	584	0.064	37	0.1	6.592	A
A-B	167	0.00			167			
A-C	3	0.00			3			
D-A	62	0.00	548	0.113	62	0.1	7.401	A
D-BC	75	0.00	461	0.163	75	0.2	9.322	A
C-ABD	25	0.00	624	0.040	25	0.0	6.005	A
C-D	0	0.00			0			
C-A	13	0.00			13			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	0.00	444	0.067	30	0.1	8.688	A
B-AD	346	0.00	554	0.624	346	1.6	17.230	C
A-BCD	37	0.00	583	0.064	37	0.1	6.599	A
A-B	167	0.00			167			
A-C	3	0.00			3			
D-A	62	0.00	547	0.113	62	0.1	7.414	A
D-BC	75	0.00	460	0.163	75	0.2	9.346	A
C-ABD	25	0.00	624	0.040	25	0.0	6.006	A
C-D	0	0.00			0			
C-A	13	0.00			13			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	0.00	531	0.046	24	0.0	7.107	A
B-AD	282	0.00	561	0.503	285	1.0	13.124	B
A-BCD	31	0.00	599	0.051	31	0.1	6.336	A
A-B	137	0.00			137			
A-C	3	0.00			3			
D-A	50	0.00	567	0.089	50	0.1	6.976	A
D-BC	61	0.00	484	0.126	61	0.1	8.528	A
C-ABD	20	0.00	633	0.032	20	0.0	5.870	A
C-D	0	0.00			0			
C-A	10	0.00			10			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	0.00	582	0.035	20	0.0	6.409	A
B-AD	236	0.00	566	0.418	238	0.7	10.999	B
A-BCD	26	0.00	611	0.042	26	0.0	6.152	A
A-B	114	0.00			114			
A-C	2	0.00			2			
D-A	42	0.00	581	0.073	42	0.1	6.680	A
D-BC	51	0.00	501	0.102	51	0.1	8.005	A
C-ABD	17	0.00	640	0.026	17	0.0	5.777	A
C-D	0	0.00			0			
C-A	9	0.00			9			

Traffic flows - D4 - 2031 | DS2A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430_Ardley Road crossroads	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		15.64	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.64	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	DS2A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	195	100.000
B		✓	384	100.000
C		✓	4	100.000
D		✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	84	20	91
	B	334	0	4	46
	C	3	1	0	0
	D	23	51	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	1
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	11.04	0.0	B
B-AD	0.73	23.24	2.6	C
A-BCD	0.18	7.76	0.2	A
A-B				
A-C				
D-A	0.04	6.46	0.0	A
D-BC	0.13	9.58	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.00	542	0.006	3	0.0	6.672	A
B-AD	286	0.00	578	0.495	282	1.0	12.009	B
A-BCD	69	0.00	597	0.115	68	0.1	6.803	A
A-B	63	0.00			63			
A-C	15	0.00			15			
D-A	17	0.00	624	0.028	17	0.0	5.932	A
D-BC	38	0.00	484	0.079	38	0.1	8.071	A
C-ABD	0	0.00	647	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	468	0.008	4	0.0	7.751	A
B-AD	342	0.00	576	0.593	340	1.4	15.141	C
A-BCD	82	0.00	583	0.141	82	0.2	7.179	A
A-B	75	0.00			75			
A-C	18	0.00			18			
D-A	21	0.00	607	0.034	21	0.0	6.139	A
D-BC	46	0.00	462	0.099	46	0.1	8.646	A
C-ABD	0	0.00	641	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	339	0.013	4	0.0	10.772	B
B-AD	418	0.00	572	0.732	414	2.5	22.168	C
A-BCD	101	0.00	566	0.178	101	0.2	7.735	A
A-B	92	0.00			92			
A-C	22	0.00			22			
D-A	25	0.00	584	0.043	25	0.0	6.443	A
D-BC	56	0.00	433	0.130	56	0.1	9.545	A
C-ABD	0	0.00	634	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	331	0.013	4	0.0	11.038	B
B-AD	418	0.00	572	0.732	418	2.6	23.243	C
A-BCD	101	0.00	565	0.179	101	0.2	7.759	A
A-B	92	0.00			92			
A-C	22	0.00			22			
D-A	25	0.00	583	0.043	25	0.0	6.457	A
D-BC	56	0.00	432	0.130	56	0.1	9.581	A
C-ABD	0	0.00	634	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	459	0.008	4	0.0	7.906	A
B-AD	342	0.00	576	0.593	346	1.5	15.962	C
A-BCD	82	0.00	582	0.141	82	0.2	7.214	A
A-B	75	0.00			75			
A-C	18	0.00			18			
D-A	21	0.00	605	0.034	21	0.0	6.158	A
D-BC	46	0.00	460	0.100	46	0.1	8.691	A
C-ABD	0	0.00	641	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.00	536	0.006	3	0.0	6.753	A
B-AD	286	0.00	578	0.495	288	1.0	12.491	B
A-BCD	69	0.00	595	0.115	69	0.1	6.836	A
A-B	63	0.00			63			
A-C	15	0.00			15			
D-A	17	0.00	623	0.028	17	0.0	5.950	A
D-BC	38	0.00	482	0.080	38	0.1	8.116	A
C-ABD	0	0.00	647	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

Traffic flows - D5 - 2031 | DS2AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430_Ardley Road crossroads	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		10.16	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.16	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031	DS2AwTP	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	185	100.000
B		✓	338	100.000
C		✓	33	100.000
D		✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	148	3	34
	B	280	0	27	31
	C	11	22	0	0
	D	55	68	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	14	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	8.57	0.1	A
B-AD	0.62	16.92	1.6	C
A-BCD	0.06	6.59	0.1	A
A-B				
A-C				
D-A	0.12	7.84	0.1	A
D-BC	0.16	9.30	0.2	A
C-ABD	0.04	6.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	0.00	588	0.035	20	0.0	6.338	A
B-AD	234	0.00	567	0.413	231	0.7	10.651	B
A-BCD	26	0.00	613	0.042	25	0.0	6.128	A
A-B	111	0.00			111			
A-C	2	0.00			2			
D-A	41	0.00	553	0.075	41	0.1	7.034	A
D-BC	51	0.00	504	0.102	51	0.1	7.941	A
C-ABD	17	0.00	641	0.026	17	0.0	5.770	A
C-D	0	0.00			0			
C-A	8	0.00			8			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	0.00	538	0.045	24	0.0	7.001	A
B-AD	280	0.00	562	0.498	278	1.0	12.657	B
A-BCD	31	0.00	601	0.051	31	0.1	6.314	A
A-B	133	0.00			133			
A-C	3	0.00			3			
D-A	49	0.00	539	0.092	49	0.1	7.357	A
D-BC	61	0.00	486	0.126	61	0.1	8.468	A
C-ABD	20	0.00	634	0.032	20	0.0	5.866	A
C-D	0	0.00			0			
C-A	10	0.00			10			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	0.00	453	0.066	30	0.1	8.498	A
B-AD	342	0.00	555	0.617	340	1.5	16.585	C
A-BCD	37	0.00	585	0.064	37	0.1	6.579	A
A-B	163	0.00			163			
A-C	3	0.00			3			
D-A	61	0.00	520	0.116	60	0.1	7.832	A
D-BC	75	0.00	463	0.162	75	0.2	9.277	A
C-ABD	25	0.00	624	0.040	25	0.0	6.002	A
C-D	0	0.00			0			
C-A	12	0.00			12			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	0.00	450	0.066	30	0.1	8.568	A
B-AD	342	0.00	555	0.617	342	1.6	16.916	C
A-BCD	37	0.00	584	0.064	37	0.1	6.585	A
A-B	163	0.00			163			
A-C	3	0.00			3			
D-A	61	0.00	519	0.117	61	0.1	7.844	A
D-BC	75	0.00	462	0.162	75	0.2	9.300	A
C-ABD	25	0.00	624	0.040	25	0.0	6.004	A
C-D	0	0.00			0			
C-A	12	0.00			12			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	0.00	535	0.045	24	0.0	7.059	A
B-AD	280	0.00	562	0.498	282	1.0	12.968	B
A-BCD	31	0.00	600	0.051	31	0.1	6.328	A
A-B	133	0.00			133			
A-C	3	0.00			3			
D-A	49	0.00	538	0.092	50	0.1	7.374	A
D-BC	61	0.00	485	0.126	61	0.1	8.499	A
C-ABD	20	0.00	634	0.032	20	0.0	5.869	A
C-D	0	0.00			0			
C-A	10	0.00			10			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	0.00	584	0.035	20	0.0	6.384	A
B-AD	234	0.00	567	0.413	235	0.7	10.908	B
A-BCD	26	0.00	612	0.042	26	0.0	6.144	A
A-B	111	0.00			111			
A-C	2	0.00			2			
D-A	41	0.00	551	0.075	41	0.1	7.059	A
D-BC	51	0.00	503	0.102	51	0.1	7.982	A
C-ABD	17	0.00	640	0.026	17	0.0	5.774	A
C-D	0	0.00			0			
C-A	8	0.00			8			

Traffic flows - D6 - 2031 | DS2AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430_Ardley Road crossroads	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		15.83	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.83	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031	DS2AwTP	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	188	100.000
B		✓	385	100.000
C		✓	3	100.000
D		✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	79	19	90
	B	335	0	4	46
	C	2	1	0	0
	D	23	49	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	1
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	11.04	0.0	B
B-AD	0.73	23.25	2.6	C
A-BCD	0.18	7.75	0.2	A
A-B				
A-C				
D-A	0.04	6.45	0.0	A
D-BC	0.12	9.50	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.00	543	0.006	3	0.0	6.670	A
B-AD	287	0.00	579	0.495	283	1.0	12.010	B
A-BCD	68	0.00	597	0.114	67	0.1	6.796	A
A-B	59	0.00			59			
A-C	14	0.00			14			
D-A	17	0.00	624	0.028	17	0.0	5.928	A
D-BC	37	0.00	485	0.076	37	0.1	8.029	A
C-ABD	0	0.00	648	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	468	0.008	4	0.0	7.750	A
B-AD	343	0.00	576	0.594	341	1.4	15.143	C
A-BCD	81	0.00	583	0.139	81	0.2	7.171	A
A-B	71	0.00			71			
A-C	17	0.00			17			
D-A	21	0.00	607	0.034	21	0.0	6.135	A
D-BC	44	0.00	463	0.095	44	0.1	8.589	A
C-ABD	0	0.00	643	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	338	0.013	4	0.0	10.775	B
B-AD	419	0.00	573	0.732	415	2.5	22.172	C
A-BCD	100	0.00	565	0.176	99	0.2	7.725	A
A-B	86	0.00			86			
A-C	21	0.00			21			
D-A	25	0.00	584	0.043	25	0.0	6.437	A
D-BC	54	0.00	434	0.124	54	0.1	9.464	A
C-ABD	0	0.00	636	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	330	0.013	4	0.0	11.042	B
B-AD	419	0.00	573	0.732	419	2.6	23.247	C
A-BCD	100	0.00	564	0.177	100	0.2	7.749	A
A-B	86	0.00			86			
A-C	21	0.00			21			
D-A	25	0.00	583	0.043	25	0.0	6.450	A
D-BC	54	0.00	433	0.125	54	0.1	9.495	A
C-ABD	0	0.00	636	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	459	0.008	4	0.0	7.905	A
B-AD	343	0.00	576	0.594	347	1.5	15.964	C
A-BCD	81	0.00	581	0.140	81	0.2	7.206	A
A-B	71	0.00			71			
A-C	17	0.00			17			
D-A	21	0.00	606	0.034	21	0.0	6.154	A
D-BC	44	0.00	461	0.095	44	0.1	8.635	A
C-ABD	0	0.00	643	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

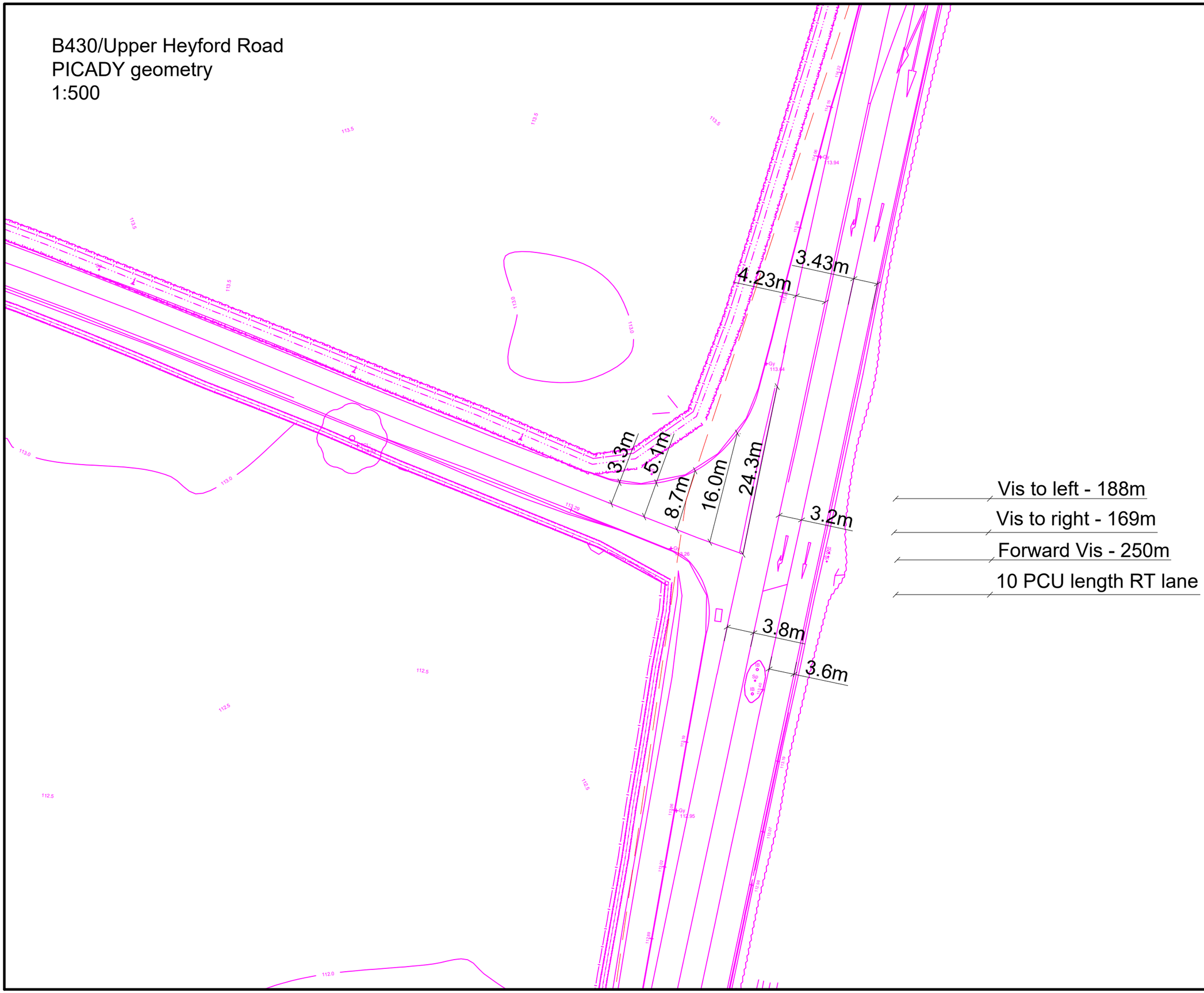
18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.00	536	0.006	3	0.0	6.752	A
B-AD	287	0.00	579	0.495	289	1.0	12.493	B
A-BCD	68	0.00	595	0.114	68	0.1	6.830	A
A-B	59	0.00			59			
A-C	14	0.00			14			
D-A	17	0.00	623	0.028	17	0.0	5.947	A
D-BC	37	0.00	483	0.076	37	0.1	8.074	A
C-ABD	0	0.00	648	0.000	0	0.0	0.000	A
C-D	0	0.00			0			
C-A	0	0.00			0			

APPENDIX 74

B430/UPPER HEYFORD ROAD T-JUNCTION
RC2A, DS2A, DS2AWTP

B430/Upper Heyford Road
PICADY geometry
1:500



Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260212 B430_Upper Heyford Road.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\26. B430_Upper Heyford Road
Report generation date: 12/02/2026 09:56:14

»Existing Layout - D1 - 2031 | RC2A | AM
»Existing Layout - D2 - 2031 | RC2A | PM
»Existing Layout - D3 - 2031 | DS2A | AM
»Existing Layout - D4 - 2031 | DS2A | PM
»Existing Layout - D5 - 2031 | DS2AwTP | AM
»Existing Layout - D6 - 2031 | DS2AwTP | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	Existing Layout - 2031 - RC2A							
Stream B-C	D1	0.6	7.55	0.39	D2	0.6	7.81	0.39
Stream B-A		0.1	22.29	0.13		0.2	14.84	0.14
Stream C-AB		2.0	13.93	0.67		0.3	6.33	0.23
	Existing Layout - 2031 - DS2A							
Stream B-C	D3	0.5	7.20	0.35	D4	0.7	8.27	0.40
Stream B-A		0.2	16.00	0.19		0.2	9.11	0.19
Stream C-AB		1.3	10.63	0.56		0.3	6.31	0.24
	Existing Layout - 2031 - DS2AwTP							
Stream B-C	D5	0.5	7.08	0.34	D6	0.7	8.29	0.40
Stream B-A		0.2	15.68	0.19		0.3	9.08	0.20
Stream C-AB		1.2	10.47	0.55		0.3	6.24	0.23

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

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

File summary

File Description

Title	OxSRFI
Location	Unnamed Road Existing Layout
Site number	
Date	12/02/2026
Version	v 1
Status	preliminary
Identifier	
Client	
Jobnumber	ADC1794
Enumerator	ADC-AUTOCAD\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	RC2A	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	RC2A	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	DS2A	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	DS2A	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	DS2AwTP	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	DS2AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing Layout - D1 - 2031 | RC2A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Heyford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430/Upper Heyford Road	T-Junction	Two-way	Two-way	Two-way		7.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.03	A

Arms

Arms

Arm	Name	Description	Arm type
A	B430 South		Major
B	Upper Heyford Road		Minor
C	B430 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B430 North	7.60		✓	3.20	250.0	✓	10.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B - Upper Heyford Road	One lane plus flare	10.00	10.00	8.70	5.10	3.30	✓	2.00	188	169

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	665	0.113	0.285	0.179	0.407
B-C	844	0.120	0.304	-	-
C-B	797	0.287	0.287	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	RC2A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 South		ONE HOUR	✓	93	100.000
B - Upper Heyford Road		ONE HOUR	✓	303	100.000
C - B430 North		ONE HOUR	✓	918	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	1	92
	B - Upper Heyford Road	21	0	282
	C - B430 North	458	460	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	0	0
	B - Upper Heyford Road	96	0	0
	C - B430 North	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	7.55	0.6	A	259	388
B-A	0.13	22.29	0.1	C	19	29
C-AB	0.67	13.93	2.0	B	424	636
C-A					418	627
A-B					0.92	1
A-C					84	127

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	212	53	0.00	810	0.262	211	0.0	0.4	5.994	A
B-A	16	4	0.00	248	0.064	16	0.0	0.1	15.484	C
C-AB	346	87	0.00	771	0.449	343	0.0	0.8	8.357	A
C-A	345	86	0.00			345				
A-B	0.75	0.19	0.00			0.75				
A-C	69	17	0.00			69				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	254	63	0.00	801	0.316	253	0.4	0.5	6.558	A
B-A	19	5	0.00	221	0.085	19	0.1	0.1	17.748	C
C-AB	414	104	0.00	768	0.539	413	0.8	1.1	10.098	B
C-A	411	103	0.00			411				
A-B	0.90	0.22	0.00			0.90				
A-C	83	21	0.00			83				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	310	78	0.00	788	0.394	310	0.5	0.6	7.509	A
B-A	23	6	0.00	185	0.125	23	0.1	0.1	22.147	C
C-AB	512	128	0.00	770	0.665	509	1.1	1.9	13.631	B
C-A	498	125	0.00			498				
A-B	1	0.28	0.00			1				
A-C	101	25	0.00			101				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	310	78	0.00	787	0.394	310	0.6	0.6	7.548	A
B-A	23	6	0.00	185	0.125	23	0.1	0.1	22.292	C
C-AB	512	128	0.00	770	0.665	512	1.9	2.0	13.931	B
C-A	498	125	0.00			498				
A-B	1	0.28	0.00			1				
A-C	101	25	0.00			101				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	254	63	0.00	801	0.316	254	0.6	0.5	6.591	A
B-A	19	5	0.00	220	0.086	19	0.1	0.1	17.894	C
C-AB	414	104	0.00	768	0.539	417	2.0	1.2	10.356	B
C-A	411	103	0.00			411				
A-B	0.90	0.22	0.00			0.90				
A-C	83	21	0.00			83				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	212	53	0.00	810	0.262	213	0.5	0.4	6.036	A
B-A	16	4	0.00	247	0.064	16	0.1	0.1	15.607	C
C-AB	346	87	0.00	771	0.449	348	1.2	0.8	8.541	A
C-A	345	86	0.00			345				
A-B	0.75	0.19	0.00			0.75				
A-C	69	17	0.00			69				

Existing Layout - D2 - 2031 | RC2A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Heyford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430/Upper Heyford Road	T-Junction	Two-way	Two-way	Two-way		4.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	RC2A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 South		ONE HOUR	✓	163	100.000
B - Upper Heyford Road		ONE HOUR	✓	305	100.000
C - B430 North		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	11	152
	B - Upper Heyford Road	36	0	269
	C - B430 North	155	158	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	98	1
	B - Upper Heyford Road	100	0	0
	C - B430 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	7.81	0.6	A	247	370
B-A	0.14	14.84	0.2	B	33	50
C-AB	0.23	6.33	0.3	A	145	217
C-A					142	213
A-B					10	15
A-C					139	209

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	785	0.258	201	0.0	0.3	6.160	A
B-A	27	7	0.00	313	0.086	27	0.0	0.1	12.540	B
C-AB	119	30	0.00	760	0.157	118	0.0	0.2	5.607	A
C-A	117	29	0.00			117				
A-B	8	2	0.00			8				
A-C	114	29	0.00			114				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	242	60	0.00	773	0.313	241	0.3	0.5	6.763	A
B-A	32	8	0.00	301	0.108	32	0.1	0.1	13.394	B
C-AB	142	36	0.00	752	0.189	142	0.2	0.2	5.895	A
C-A	139	35	0.00			139				
A-B	10	2	0.00			10				
A-C	137	34	0.00			137				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	296	74	0.00	757	0.391	295	0.5	0.6	7.786	A
B-A	40	10	0.00	282	0.140	39	0.1	0.2	14.816	B
C-AB	174	43	0.00	742	0.234	174	0.2	0.3	6.328	A
C-A	171	43	0.00			171				
A-B	12	3	0.00			12				
A-C	167	42	0.00			167				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	296	74	0.00	757	0.391	296	0.6	0.6	7.813	A
B-A	40	10	0.00	282	0.140	40	0.2	0.2	14.843	B
C-AB	174	43	0.00	742	0.234	174	0.3	0.3	6.333	A
C-A	171	43	0.00			171				
A-B	12	3	0.00			12				
A-C	167	42	0.00			167				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	242	60	0.00	773	0.313	243	0.6	0.5	6.798	A
B-A	32	8	0.00	301	0.108	33	0.2	0.1	13.431	B
C-AB	142	36	0.00	752	0.189	142	0.3	0.2	5.906	A
C-A	139	35	0.00			139				
A-B	10	2	0.00			10				
A-C	137	34	0.00			137				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	784	0.258	203	0.5	0.4	6.197	A
B-A	27	7	0.00	313	0.087	27	0.1	0.1	12.590	B
C-AB	119	30	0.00	760	0.157	119	0.2	0.2	5.624	A
C-A	117	29	0.00			117				
A-B	8	2	0.00			8				
A-C	114	29	0.00			114				

Existing Layout - D3 - 2031 | DS2A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Heyford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430/Upper Heyford Road	T-Junction	Two-way	Two-way	Two-way		5.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	DS2A	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 South		ONE HOUR	✓	100	100.000
B - Upper Heyford Road		ONE HOUR	✓	288	100.000
C - B430 North		ONE HOUR	✓	816	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	2	98
	B - Upper Heyford Road	48	0	240
	C - B430 North	428	388	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	50	0
	B - Upper Heyford Road	43	0	0
	C - B430 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.35	7.20	0.5	A	220	330
B-A	0.19	16.00	0.2	C	44	66
C-AB	0.56	10.63	1.3	B	356	534
C-A					392	589
A-B					2	3
A-C					90	135

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	794	0.228	180	0.0	0.3	5.850	A
B-A	36	9	0.00	350	0.103	36	0.0	0.1	11.422	B
C-AB	292	73	0.00	775	0.377	290	0.0	0.6	7.381	A
C-A	322	81	0.00			322				
A-B	2	0.38	0.00			2				
A-C	74	18	0.00			74				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	216	54	0.00	783	0.276	215	0.3	0.4	6.343	A
B-A	43	11	0.00	320	0.135	43	0.1	0.2	12.980	B
C-AB	349	87	0.00	771	0.452	348	0.6	0.8	8.491	A
C-A	385	96	0.00			385				
A-B	2	0.45	0.00			2				
A-C	88	22	0.00			88				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	264	66	0.00	765	0.345	264	0.4	0.5	7.172	A
B-A	53	13	0.00	278	0.190	53	0.2	0.2	15.921	C
C-AB	428	107	0.00	766	0.558	426	0.8	1.2	10.528	B
C-A	470	118	0.00			470				
A-B	2	0.55	0.00			2				
A-C	108	27	0.00			108				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	264	66	0.00	764	0.346	264	0.5	0.5	7.195	A
B-A	53	13	0.00	278	0.190	53	0.2	0.2	16.003	C
C-AB	428	107	0.00	766	0.558	428	1.2	1.3	10.628	B
C-A	470	118	0.00			470				
A-B	2	0.55	0.00			2				
A-C	108	27	0.00			108				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	216	54	0.00	782	0.276	216	0.5	0.4	6.368	A
B-A	43	11	0.00	319	0.135	43	0.2	0.2	13.061	B
C-AB	349	87	0.00	771	0.452	351	1.3	0.8	8.594	A
C-A	385	96	0.00			385				
A-B	2	0.45	0.00			2				
A-C	88	22	0.00			88				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	793	0.228	181	0.4	0.3	5.885	A
B-A	36	9	0.00	349	0.103	36	0.2	0.1	11.501	B
C-AB	292	73	0.00	775	0.377	293	0.8	0.6	7.479	A
C-A	322	81	0.00			322				
A-B	2	0.38	0.00			2				
A-C	74	18	0.00			74				

Existing Layout - D4 - 2031 | DS2A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Heyford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430/Upper Heyford Road	T-Junction	Two-way	Two-way	Two-way		4.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	DS2A	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 South		ONE HOUR	✓	150	100.000
B - Upper Heyford Road		ONE HOUR	✓	346	100.000
C - B430 North		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	8	142
	B - Upper Heyford Road	84	0	262
	C - B430 North	143	160	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	97	2
	B - Upper Heyford Road	7	0	4
	C - B430 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.40	8.27	0.7	A	240	361
B-A	0.19	9.11	0.2	A	77	116
C-AB	0.24	6.31	0.3	A	147	220
C-A					131	197
A-B					7	11
A-C					130	195

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	49	0.00	753	0.262	196	0.0	0.4	6.445	A
B-A	63	16	0.00	541	0.117	63	0.0	0.1	7.524	A
C-AB	120	30	0.00	763	0.158	120	0.0	0.2	5.593	A
C-A	108	27	0.00			108				
A-B	6	2	0.00			6				
A-C	107	27	0.00			107				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	236	59	0.00	741	0.318	235	0.4	0.5	7.109	A
B-A	76	19	0.00	519	0.145	75	0.1	0.2	8.104	A
C-AB	144	36	0.00	756	0.190	144	0.2	0.2	5.877	A
C-A	129	32	0.00			129				
A-B	7	2	0.00			7				
A-C	128	32	0.00			128				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	288	72	0.00	724	0.399	288	0.5	0.7	8.243	A
B-A	92	23	0.00	488	0.190	92	0.2	0.2	9.092	A
C-AB	176	44	0.00	747	0.236	176	0.2	0.3	6.302	A
C-A	157	39	0.00			157				
A-B	9	2	0.00			9				
A-C	156	39	0.00			156				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	288	72	0.00	723	0.399	288	0.7	0.7	8.275	A
B-A	92	23	0.00	488	0.190	92	0.2	0.2	9.108	A
C-AB	176	44	0.00	747	0.236	176	0.3	0.3	6.307	A
C-A	157	39	0.00			157				
A-B	9	2	0.00			9				
A-C	156	39	0.00			156				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	236	59	0.00	741	0.318	236	0.7	0.5	7.147	A
B-A	76	19	0.00	519	0.145	76	0.2	0.2	8.124	A
C-AB	144	36	0.00	756	0.190	144	0.3	0.2	5.885	A
C-A	129	32	0.00			129				
A-B	7	2	0.00			7				
A-C	128	32	0.00			128				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	49	0.00	753	0.262	198	0.5	0.4	6.489	A
B-A	63	16	0.00	540	0.117	63	0.2	0.1	7.553	A
C-AB	120	30	0.00	763	0.158	121	0.2	0.2	5.608	A
C-A	108	27	0.00			108				
A-B	6	2	0.00			6				
A-C	107	27	0.00			107				

Existing Layout - D5 - 2031 | DS2AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Heyford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430/Upper Heyford Road	T-Junction	Two-way	Two-way	Two-way		5.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	DS2AwTP	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 South		ONE HOUR	✓	93	100.000
B - Upper Heyford Road		ONE HOUR	✓	283	100.000
C - B430 North		ONE HOUR	✓	812	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	2	91
	B - Upper Heyford Road	48	0	235
	C - B430 North	427	385	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	50	1
	B - Upper Heyford Road	42	0	0
	C - B430 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.34	7.08	0.5	A	216	323
B-A	0.19	15.68	0.2	C	44	66
C-AB	0.55	10.47	1.2	B	354	530
C-A					392	587
A-B					2	3
A-C					84	125

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	795	0.222	176	0.0	0.3	5.801	A
B-A	36	9	0.00	355	0.102	36	0.0	0.1	11.275	B
C-AB	290	72	0.00	777	0.373	288	0.0	0.6	7.326	A
C-A	321	80	0.00			321				
A-B	2	0.38	0.00			2				
A-C	69	17	0.00			69				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	784	0.269	211	0.3	0.4	6.275	A
B-A	43	11	0.00	324	0.133	43	0.1	0.2	12.785	B
C-AB	346	87	0.00	773	0.448	345	0.6	0.8	8.407	A
C-A	384	96	0.00			384				
A-B	2	0.45	0.00			2				
A-C	82	20	0.00			82				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	259	65	0.00	767	0.337	258	0.4	0.5	7.063	A
B-A	53	13	0.00	283	0.187	53	0.2	0.2	15.604	C
C-AB	425	106	0.00	768	0.553	423	0.8	1.2	10.374	B
C-A	469	117	0.00			469				
A-B	2	0.55	0.00			2				
A-C	100	25	0.00			100				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	259	65	0.00	767	0.337	259	0.5	0.5	7.082	A
B-A	53	13	0.00	282	0.187	53	0.2	0.2	15.676	C
C-AB	425	106	0.00	768	0.553	425	1.2	1.2	10.466	B
C-A	469	117	0.00			469				
A-B	2	0.55	0.00			2				
A-C	100	25	0.00			100				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	784	0.269	212	0.5	0.4	6.297	A
B-A	43	11	0.00	324	0.133	43	0.2	0.2	12.861	B
C-AB	346	87	0.00	773	0.448	348	1.2	0.8	8.505	A
C-A	384	96	0.00			384				
A-B	2	0.45	0.00			2				
A-C	82	20	0.00			82				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	795	0.223	177	0.4	0.3	5.835	A
B-A	36	9	0.00	354	0.102	36	0.2	0.1	11.355	B
C-AB	290	72	0.00	777	0.373	291	0.8	0.6	7.426	A
C-A	321	80	0.00			321				
A-B	2	0.38	0.00			2				
A-C	69	17	0.00			69				

Existing Layout - D6 - 2031 | DS2AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Upper Heyford Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B430/Upper Heyford Road	T-Junction	Two-way	Two-way	Two-way		5.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	DS2AwTP	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B430 South		ONE HOUR	✓	147	100.000
B - Upper Heyford Road		ONE HOUR	✓	352	100.000
C - B430 North		ONE HOUR	✓	287	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	8	139
	B - Upper Heyford Road	92	0	260
	C - B430 North	132	155	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	1.80

Heavy Vehicle %

		To		
		A - B430 South	B - Upper Heyford Road	C - B430 North
From	A - B430 South	0	97	2
	B - Upper Heyford Road	6	0	4
	C - B430 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.40	8.29	0.7	A	239	358
B-A	0.20	9.08	0.3	A	84	127
C-AB	0.23	6.24	0.3	A	142	213
C-A					121	182
A-B					7	11
A-C					128	191

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	0.00	751	0.261	194	0.0	0.3	6.455	A
B-A	69	17	0.00	550	0.126	69	0.0	0.1	7.475	A
C-AB	117	29	0.00	763	0.153	116	0.0	0.2	5.555	A
C-A	99	25	0.00			99				
A-B	6	2	0.00			6				
A-C	105	26	0.00			105				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	234	58	0.00	738	0.317	233	0.3	0.5	7.121	A
B-A	83	21	0.00	529	0.156	83	0.1	0.2	8.064	A
C-AB	139	35	0.00	757	0.184	139	0.2	0.2	5.827	A
C-A	119	30	0.00			119				
A-B	7	2	0.00			7				
A-C	125	31	0.00			125				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	286	72	0.00	720	0.397	285	0.5	0.6	8.261	A
B-A	101	25	0.00	498	0.203	101	0.2	0.3	9.061	A
C-AB	171	43	0.00	748	0.228	170	0.2	0.3	6.232	A
C-A	145	36	0.00			145				
A-B	9	2	0.00			9				
A-C	153	38	0.00			153				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	286	72	0.00	720	0.397	286	0.6	0.7	8.293	A
B-A	101	25	0.00	498	0.203	101	0.3	0.3	9.079	A
C-AB	171	43	0.00	748	0.228	171	0.3	0.3	6.236	A
C-A	145	36	0.00			145				
A-B	9	2	0.00			9				
A-C	153	38	0.00			153				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	234	58	0.00	738	0.317	234	0.7	0.5	7.156	A
B-A	83	21	0.00	529	0.156	83	0.3	0.2	8.083	A
C-AB	139	35	0.00	757	0.184	140	0.3	0.2	5.836	A
C-A	119	30	0.00			119				
A-B	7	2	0.00			7				
A-C	125	31	0.00			125				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	0.00	750	0.261	196	0.5	0.4	6.499	A
B-A	69	17	0.00	549	0.126	69	0.2	0.1	7.509	A
C-AB	117	29	0.00	763	0.153	117	0.2	0.2	5.569	A
C-A	99	25	0.00			99				
A-B	6	2	0.00			6				
A-C	105	26	0.00			105				

APPENDIX 75

MIDDLETON ROAD/BICESTER ROAD/ARDLEY ROAD/BAINTON ROAD CROSSROADS
RC2A, DS2A, DS2AWTP

Middleton Road/Ardley Road
PICADY gemoetry
1:500

Gdns

Ivanhoe

The Maple

The Acorns

LB

TCB

SCHOOL PADDOCK

Hall

99.6m

Shelter

Coach House Bungalow

Manor View

27

1

2

3

4

6

7

10

11

12

13

14

16

5.4m

20m

27m

10.1m

95m

8.5m

3.6m

22m

3.4m

2.3m

2.4m

6.5m

22m

4.9m

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J27 - Middleton Road_Bicester Road_Ardley Road_Bainton Road crossroads.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\27. Middleton Rd_Bicester Rd_Ardley Rd_Bainton Rd crossroads
Report generation date: 12/02/2026 15:35:47

»Traffic flows - D1 - 2031 | RC2A | AM
»Traffic flows - D2 - 2031 | RC2A | PM
»Traffic flows - D3 - 2031 | DS2A | AM
»Traffic flows - D4 - 2031 | DS2A | PM
»Traffic flows - D5 - 2031 | DS2AwTP | AM
»Traffic flows - D6 - 2031 | DS2AwTP | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	Traffic flows - 2031 - RC2A							
Stream B-ACD	D1	0.8	15.25	0.45	D2	0.1	8.28	0.11
Stream A-BCD		0.6	8.94	0.34		0.2	6.71	0.12
Stream D-AB		0.2	7.27	0.17		0.2	7.08	0.15
Stream D-BC		0.0	9.54	0.05		0.0	8.02	0.05
Stream C-ABD		0.0	0.00	0.00		0.0	0.00	0.00
	Traffic flows - 2031 - DS2A							
Stream B-ACD	D3	0.3	11.82	0.26	D4	0.5	13.00	0.35
Stream A-BCD		0.6	9.33	0.36		0.2	7.29	0.17
Stream D-AB		0.4	8.67	0.31		0.8	10.26	0.44
Stream D-BC		0.1	9.87	0.06		0.1	9.15	0.06
Stream C-ABD		0.0	0.00	0.00		0.0	0.00	0.00
	Traffic flows - 2031 - DS2AwTP							
Stream B-ACD	D5	0.4	12.02	0.27	D6	0.5	12.95	0.35
Stream A-BCD		0.6	9.34	0.35		0.2	7.31	0.17
Stream D-AB		0.4	8.65	0.31		0.8	10.28	0.44
Stream D-BC		0.1	9.85	0.06		0.1	9.11	0.06
Stream C-ABD		0.0	0.00	0.00		0.0	0.00	0.00

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

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

File summary

File Description

Title	J27 - Middleton Rd_Bicester Rd_Ardley Rd_Bainton Rd
Location	Bucknell
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	RC2A	AM	ONE HOUR	07:45	09:15	15
D2	2031	RC2A	PM	ONE HOUR	16:45	18:15	15
D3	2031	DS2A	AM	ONE HOUR	07:45	09:15	15
D4	2031	DS2A	PM	ONE HOUR	16:45	18:15	15
D5	2031	DS2AwTP	AM	ONE HOUR	07:45	09:15	15
D6	2031	DS2AwTP	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Traffic flows	100.000

Traffic flows - D1 - 2031 | RC2A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Middleton Rd_Bicester Rd_Ardley Rd_Bainton Rd crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		7.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ardley Road		Major
B	Bainton Road		Minor
C	Bicester Road		Major
D	Middleton Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	5.15			0.0	✓	0.00
C	5.15			95.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	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)
B	One lane	3.60								22	20
D	One lane plus flare		10.00	6.50	3.40	2.30	2.30	✓	1.00	27	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	574	-	-	-	-	-	-	0.231	0.329	0.231	-	-	-
B-A	524	0.099	0.250	0.250	-	-	-	0.157	0.358	-	0.250	0.250	0.125
B-C	675	0.107	0.271	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	524	0.099	0.250	0.250	-	-	-	0.157	0.358	0.157	-	-	-
B-D, offside lane	524	0.099	0.250	0.250	-	-	-	0.157	0.358	0.157	-	-	-
C-B	629	0.253	0.253	0.361	-	-	-	-	-	-	-	-	-
D-A	671	-	-	-	-	-	-	0.269	-	0.107	-	-	-
D-B, nearside lane	523	0.157	0.157	0.357	-	-	-	0.250	0.250	0.099	-	-	-
D-B, offside lane	514	0.154	0.154	0.350	-	-	-	0.245	0.245	0.097	-	-	-
D-C	514	-	0.154	0.350	0.123	0.245	0.245	0.245	0.245	0.097	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	RC2A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	242	100.000
B		✓	173	100.000
C		✓	114	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	71	13	158
	B	130	0	0	43
	C	113	0	0	1
	D	82	18	8	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.45	15.25	0.8	C
A-BCD	0.34	8.94	0.6	A
A-B				
A-C				
D-AB	0.17	7.27	0.2	A
D-BC	0.05	9.54	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	130	0.00	458	0.284	129	0.4	10.884	B
A-BCD	133	0.00	597	0.223	132	0.3	7.719	A
A-B	42	0.00			42			
A-C	8	0.00			8			
D-AB	69	0.00	615	0.112	68	0.1	6.580	A
D-BC	13	0.00	434	0.029	13	0.0	8.532	A
C-ABD	0	0.00	564	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	85	0.00			85			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	156	0.00	445	0.350	155	0.5	12.406	B
A-BCD	163	0.00	602	0.270	162	0.4	8.185	A
A-B	46	0.00			46			
A-C	9	0.00			9			
D-AB	82	0.00	607	0.135	82	0.2	6.854	A
D-BC	15	0.00	418	0.036	15	0.0	8.931	A
C-ABD	0	0.00	553	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	102	0.00			102			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	190	0.00	427	0.447	189	0.8	15.111	C
A-BCD	205	0.00	609	0.338	205	0.6	8.911	A
A-B	52	0.00			52			
A-C	9	0.00			9			
D-AB	100	0.00	596	0.169	100	0.2	7.264	A
D-BC	18	0.00	396	0.047	18	0.0	9.533	A
C-ABD	0	0.00	537	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	124	0.00			124			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	190	0.00	426	0.447	190	0.8	15.248	C
A-BCD	205	0.00	609	0.338	205	0.6	8.940	A
A-B	52	0.00			52			
A-C	9	0.00			9			
D-AB	100	0.00	596	0.169	100	0.2	7.268	A
D-BC	18	0.00	396	0.047	18	0.0	9.542	A
C-ABD	0	0.00	537	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	124	0.00			124			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	156	0.00	444	0.350	157	0.5	12.553	B
A-BCD	163	0.00	602	0.270	163	0.4	8.223	A
A-B	46	0.00			46			
A-C	8	0.00			8			
D-AB	82	0.00	607	0.135	82	0.2	6.866	A
D-BC	15	0.00	418	0.036	15	0.0	8.945	A
C-ABD	0	0.00	552	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	102	0.00			102			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	130	0.00	457	0.285	131	0.4	11.045	B
A-BCD	133	0.00	597	0.223	134	0.3	7.774	A
A-B	41	0.00			41			
A-C	8	0.00			8			
D-AB	69	0.00	615	0.112	69	0.1	6.595	A
D-BC	13	0.00	434	0.029	13	0.0	8.553	A
C-ABD	0	0.00	564	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	85	0.00			85			

Traffic flows - D2 - 2031 | RC2A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Middleton Rd_Bicester Rd_Ardley Rd_Bainton Rd crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		5.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	RC2A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	126	100.000
B		✓	48	100.000
C		✓	39	100.000
D		✓	99	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	62	3	61
	B	9	0	0	39
	C	34	0	0	5
	D	61	37	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.11	8.28	0.1	A
A-BCD	0.12	6.71	0.2	A
A-B				
A-C				
D-AB	0.15	7.08	0.2	A
D-BC	0.05	8.02	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	36	0.00	500	0.072	36	0.1	7.759	A
A-BCD	50	0.00	601	0.083	50	0.1	6.528	A
A-B	43	0.00			43			
A-C	2	0.00			2			
D-AB	60	0.00	606	0.099	59	0.1	6.576	A
D-BC	15	0.00	485	0.030	15	0.0	7.643	A
C-ABD	0	0.00	600	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	26	0.00			26			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	43	0.00	495	0.087	43	0.1	7.973	A
A-BCD	61	0.00	606	0.100	61	0.1	6.601	A
A-B	50	0.00			50			
A-C	2	0.00			2			
D-AB	72	0.00	602	0.119	71	0.1	6.786	A
D-BC	17	0.00	479	0.037	17	0.0	7.799	A
C-ABD	0	0.00	594	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	31	0.00			31			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	0.00	488	0.108	53	0.1	8.272	A
A-BCD	76	0.00	613	0.124	76	0.2	6.701	A
A-B	60	0.00			60			
A-C	3	0.00			3			
D-AB	88	0.00	596	0.147	87	0.2	7.075	A
D-BC	21	0.00	470	0.046	21	0.0	8.021	A
C-ABD	0	0.00	586	0.000	0	0.0	0.000	A
C-D	6	0.00			6			
C-A	37	0.00			37			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	0.00	488	0.108	53	0.1	8.276	A
A-BCD	76	0.00	613	0.124	76	0.2	6.705	A
A-B	60	0.00			60			
A-C	3	0.00			3			
D-AB	88	0.00	596	0.147	88	0.2	7.078	A
D-BC	21	0.00	470	0.046	21	0.0	8.022	A
C-ABD	0	0.00	586	0.000	0	0.0	0.000	A
C-D	6	0.00			6			
C-A	37	0.00			37			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	43	0.00	494	0.087	43	0.1	7.981	A
A-BCD	61	0.00	606	0.100	61	0.1	6.606	A
A-B	50	0.00			50			
A-C	2	0.00			2			
D-AB	72	0.00	602	0.119	72	0.1	6.794	A
D-BC	17	0.00	479	0.037	18	0.0	7.802	A
C-ABD	0	0.00	594	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	31	0.00			31			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	36	0.00	499	0.072	36	0.1	7.774	A
A-BCD	50	0.00	601	0.083	50	0.1	6.539	A
A-B	43	0.00			43			
A-C	2	0.00			2			
D-AB	60	0.00	606	0.099	60	0.1	6.597	A
D-BC	15	0.00	485	0.030	15	0.0	7.650	A
C-ABD	0	0.00	600	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	26	0.00			26			

Traffic flows - D3 - 2031 | DS2A | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Middleton Rd_Bicester Rd_Ardley Rd_Bainton Rd crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		7.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	DS2A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	241	100.000
B		✓	95	100.000
C		✓	125	100.000
D		✓	188	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	52	22	167
	B	63	0	0	32
	C	124	0	0	1
	D	154	26	8	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	1
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.26	11.82	0.3	B
A-BCD	0.36	9.33	0.6	A
A-B				
A-C				
D-AB	0.31	8.67	0.4	A
D-BC	0.06	9.87	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72	0.00	446	0.160	71	0.2	9.563	A
A-BCD	139	0.00	591	0.235	137	0.3	7.921	A
A-B	30	0.00			30			
A-C	13	0.00			13			
D-AB	126	0.00	619	0.203	125	0.3	7.271	A
D-BC	16	0.00	432	0.036	16	0.0	8.645	A
C-ABD	0	0.00	568	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	93	0.00			93			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	0.00	431	0.198	85	0.2	10.413	B
A-BCD	169	0.00	594	0.285	169	0.4	8.456	A
A-B	33	0.00			33			
A-C	14	0.00			14			
D-AB	150	0.00	611	0.246	150	0.3	7.808	A
D-BC	19	0.00	414	0.045	19	0.0	9.108	A
C-ABD	0	0.00	556	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	111	0.00			111			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	105	0.00	409	0.256	104	0.3	11.784	B
A-BCD	213	0.00	599	0.356	212	0.6	9.298	A
A-B	37	0.00			37			
A-C	16	0.00			16			
D-AB	184	0.00	599	0.307	184	0.4	8.653	A
D-BC	23	0.00	388	0.059	23	0.1	9.855	A
C-ABD	0	0.00	540	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	137	0.00			137			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	105	0.00	409	0.256	105	0.3	11.822	B
A-BCD	213	0.00	599	0.356	213	0.6	9.329	A
A-B	37	0.00			37			
A-C	16	0.00			16			
D-AB	184	0.00	599	0.307	184	0.4	8.673	A
D-BC	23	0.00	388	0.059	23	0.1	9.865	A
C-ABD	0	0.00	540	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	137	0.00			137			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	0.00	430	0.198	86	0.3	10.461	B
A-BCD	169	0.00	595	0.285	170	0.4	8.498	A
A-B	33	0.00			33			
A-C	14	0.00			14			
D-AB	150	0.00	611	0.246	151	0.3	7.836	A
D-BC	19	0.00	413	0.045	19	0.0	9.125	A
C-ABD	0	0.00	556	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	111	0.00			111			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72	0.00	446	0.160	72	0.2	9.630	A
A-BCD	139	0.00	591	0.235	139	0.3	7.983	A
A-B	30	0.00			30			
A-C	13	0.00			13			
D-AB	126	0.00	619	0.203	126	0.3	7.311	A
D-BC	16	0.00	431	0.036	16	0.0	8.669	A
C-ABD	0	0.00	567	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	93	0.00			93			

Traffic flows - D4 - 2031 | DS2A | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Middleton Rd_Bicester Rd_Ardley Rd_Bainton Rd crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		8.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	DS2A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	137	100.000
B		✓	138	100.000
C		✓	64	100.000
D		✓	270	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	46	6	85
	B	96	0	0	42
	C	59	0	0	5
	D	229	40	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.35	13.00	0.5	B
A-BCD	0.17	7.29	0.2	A
A-B				
A-C				
D-AB	0.44	10.26	0.8	B
D-BC	0.06	9.15	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	104	0.00	460	0.226	103	0.3	10.043	B
A-BCD	69	0.00	590	0.116	68	0.1	6.892	A
A-B	31	0.00			31			
A-C	4	0.00			4			
D-AB	187	0.00	636	0.295	186	0.4	7.971	A
D-BC	16	0.00	460	0.034	16	0.0	8.093	A
C-ABD	0	0.00	596	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	44	0.00			44			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	124	0.00	447	0.278	124	0.4	11.127	B
A-BCD	83	0.00	593	0.140	83	0.2	7.059	A
A-B	36	0.00			36			
A-C	5	0.00			5			
D-AB	224	0.00	631	0.355	223	0.5	8.812	A
D-BC	19	0.00	444	0.042	19	0.0	8.466	A
C-ABD	0	0.00	589	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	53	0.00			53			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	152	0.00	429	0.354	151	0.5	12.926	B
A-BCD	104	0.00	597	0.173	103	0.2	7.288	A
A-B	42	0.00			42			
A-C	5	0.00			5			
D-AB	274	0.00	625	0.439	273	0.8	10.212	B
D-BC	23	0.00	417	0.055	23	0.1	9.141	A
C-ABD	0	0.00	580	0.000	0	0.0	0.000	A
C-D	6	0.00			6			
C-A	65	0.00			65			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	152	0.00	429	0.354	152	0.5	13.004	B
A-BCD	104	0.00	597	0.173	104	0.2	7.293	A
A-B	42	0.00			42			
A-C	5	0.00			5			
D-AB	274	0.00	625	0.439	274	0.8	10.263	B
D-BC	23	0.00	416	0.055	23	0.1	9.153	A
C-ABD	0	0.00	580	0.000	0	0.0	0.000	A
C-D	6	0.00			6			
C-A	65	0.00			65			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	124	0.00	446	0.278	125	0.4	11.208	B
A-BCD	83	0.00	593	0.140	83	0.2	7.066	A
A-B	36	0.00			36			
A-C	5	0.00			5			
D-AB	224	0.00	631	0.355	225	0.6	8.874	A
D-BC	19	0.00	444	0.042	19	0.0	8.479	A
C-ABD	0	0.00	589	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	53	0.00			53			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	104	0.00	459	0.226	104	0.3	10.145	B
A-BCD	69	0.00	590	0.116	69	0.1	6.911	A
A-B	31	0.00			31			
A-C	4	0.00			4			
D-AB	187	0.00	636	0.295	188	0.4	8.050	A
D-BC	16	0.00	460	0.034	16	0.0	8.113	A
C-ABD	0	0.00	596	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	44	0.00			44			

Traffic flows - D5 - 2031 | DS2AwTP | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Middleton Rd_Bicester Rd_Ardley Rd_Bainton Rd crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		7.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031	DS2AwTP	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	238	100.000
B		✓	103	100.000
C		✓	122	100.000
D		✓	188	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	51	20	167
	B	63	0	0	40
	C	121	0	0	1
	D	154	26	8	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	1
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.27	12.02	0.4	B
A-BCD	0.35	9.34	0.6	A
A-B				
A-C				
D-AB	0.31	8.65	0.4	A
D-BC	0.06	9.85	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	78	0.00	449	0.173	77	0.2	9.648	A
A-BCD	138	0.00	590	0.234	137	0.3	7.930	A
A-B	29	0.00			29			
A-C	12	0.00			12			
D-AB	126	0.00	620	0.203	125	0.3	7.261	A
D-BC	16	0.00	432	0.036	16	0.0	8.639	A
C-ABD	0	0.00	569	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	91	0.00			91			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	93	0.00	434	0.213	92	0.3	10.537	B
A-BCD	168	0.00	593	0.284	168	0.4	8.465	A
A-B	33	0.00			33			
A-C	13	0.00			13			
D-AB	150	0.00	612	0.246	150	0.3	7.795	A
D-BC	19	0.00	414	0.045	19	0.0	9.100	A
C-ABD	0	0.00	557	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	109	0.00			109			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	113	0.00	413	0.275	113	0.4	11.980	B
A-BCD	212	0.00	598	0.354	211	0.6	9.305	A
A-B	36	0.00			36			
A-C	14	0.00			14			
D-AB	184	0.00	600	0.307	184	0.4	8.633	A
D-BC	23	0.00	388	0.059	23	0.1	9.843	A
C-ABD	0	0.00	541	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	133	0.00			133			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	113	0.00	413	0.275	113	0.4	12.023	B
A-BCD	212	0.00	598	0.354	212	0.6	9.336	A
A-B	36	0.00			36			
A-C	14	0.00			14			
D-AB	184	0.00	600	0.307	184	0.4	8.653	A
D-BC	23	0.00	388	0.059	23	0.1	9.854	A
C-ABD	0	0.00	541	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	133	0.00			133			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	93	0.00	433	0.214	93	0.3	10.589	B
A-BCD	168	0.00	593	0.284	169	0.4	8.506	A
A-B	33	0.00			33			
A-C	13	0.00			13			
D-AB	150	0.00	611	0.246	151	0.3	7.821	A
D-BC	19	0.00	414	0.045	19	0.0	9.117	A
C-ABD	0	0.00	556	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	109	0.00			109			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	78	0.00	448	0.173	78	0.2	9.723	A
A-BCD	138	0.00	590	0.235	139	0.3	7.992	A
A-B	29	0.00			29			
A-C	11	0.00			11			
D-AB	126	0.00	619	0.203	126	0.3	7.301	A
D-BC	16	0.00	431	0.036	16	0.0	8.663	A
C-ABD	0	0.00	568	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	91	0.00			91			

Traffic flows - D6 - 2031 | DS2AwTP | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Middleton Rd_Bicester Rd_Ardley Rd_Bainton Rd crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		8.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031	DS2AwTP	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	129	100.000
B		✓	138	100.000
C		✓	64	100.000
D		✓	271	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	41	5	83
	B	96	0	0	42
	C	59	0	0	5
	D	230	40	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.35	12.95	0.5	B
A-BCD	0.17	7.31	0.2	A
A-B				
A-C				
D-AB	0.44	10.28	0.8	B
D-BC	0.06	9.11	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	104	0.00	461	0.225	103	0.3	10.020	B
A-BCD	66	0.00	587	0.113	66	0.1	6.908	A
A-B	27	0.00			27			
A-C	3	0.00			3			
D-AB	188	0.00	636	0.296	187	0.4	7.978	A
D-BC	16	0.00	462	0.034	16	0.0	8.062	A
C-ABD	0	0.00	598	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	44	0.00			44			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	124	0.00	448	0.277	124	0.4	11.094	B
A-BCD	80	0.00	589	0.136	80	0.2	7.073	A
A-B	32	0.00			32			
A-C	4	0.00			4			
D-AB	225	0.00	632	0.356	224	0.5	8.824	A
D-BC	19	0.00	446	0.042	19	0.0	8.430	A
C-ABD	0	0.00	591	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	53	0.00			53			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	152	0.00	430	0.353	151	0.5	12.882	B
A-BCD	100	0.00	593	0.169	100	0.2	7.302	A
A-B	37	0.00			37			
A-C	5	0.00			5			
D-AB	275	0.00	625	0.440	274	0.8	10.230	B
D-BC	23	0.00	419	0.055	23	0.1	9.099	A
C-ABD	0	0.00	583	0.000	0	0.0	0.000	A
C-D	6	0.00			6			
C-A	65	0.00			65			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	152	0.00	430	0.353	152	0.5	12.949	B
A-BCD	100	0.00	593	0.169	100	0.2	7.307	A
A-B	37	0.00			37			
A-C	5	0.00			5			
D-AB	275	0.00	625	0.440	275	0.8	10.283	B
D-BC	23	0.00	418	0.055	23	0.1	9.110	A
C-ABD	0	0.00	583	0.000	0	0.0	0.000	A
C-D	6	0.00			6			
C-A	65	0.00			65			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	124	0.00	447	0.277	125	0.4	11.175	B
A-BCD	80	0.00	589	0.136	80	0.2	7.082	A
A-B	32	0.00			32			
A-C	4	0.00			4			
D-AB	225	0.00	632	0.356	226	0.6	8.888	A
D-BC	19	0.00	445	0.042	19	0.0	8.442	A
C-ABD	0	0.00	591	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	53	0.00			53			

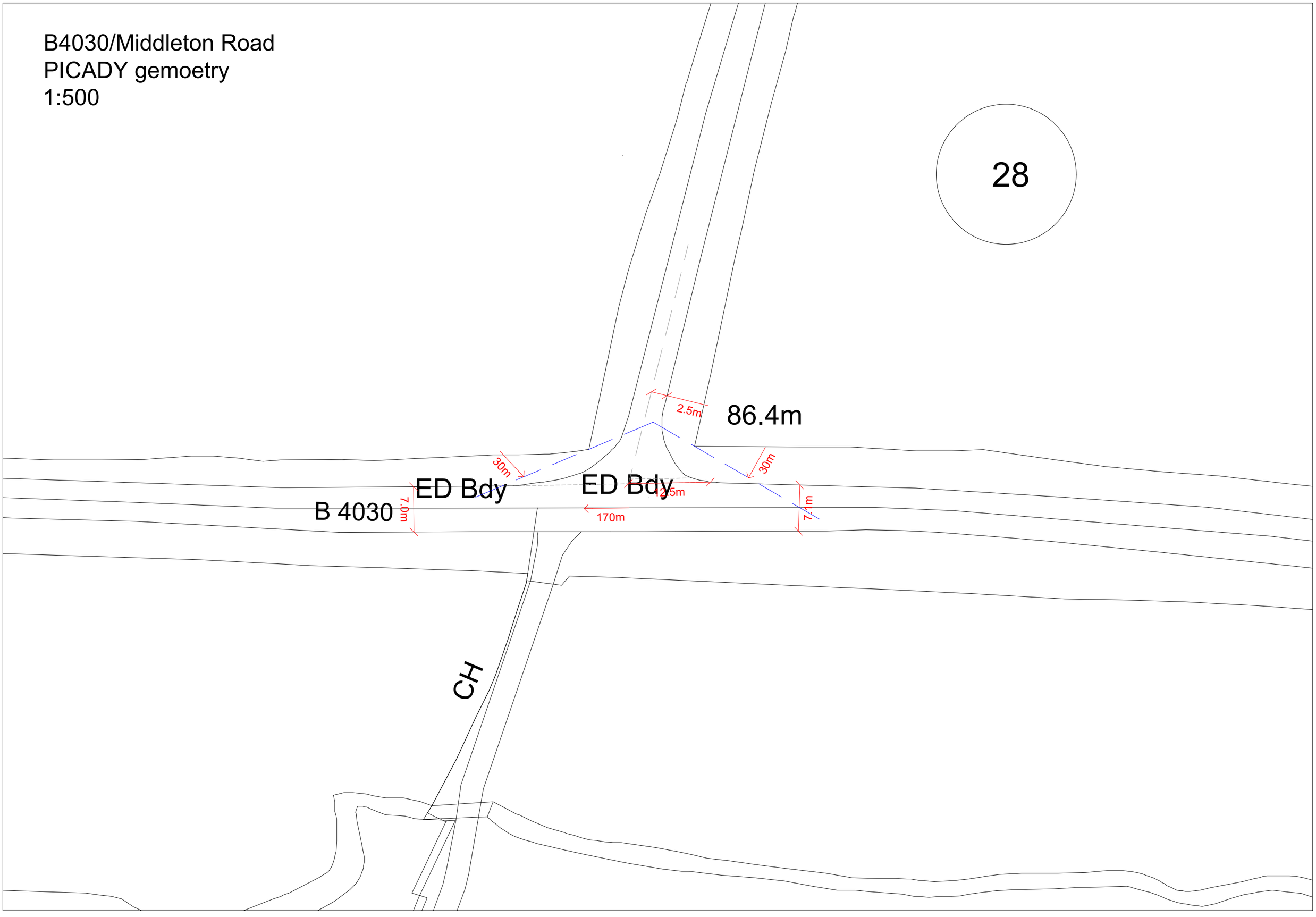
18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	104	0.00	460	0.226	104	0.3	10.122	B
A-BCD	66	0.00	587	0.113	67	0.1	6.926	A
A-B	27	0.00			27			
A-C	3	0.00			3			
D-AB	188	0.00	636	0.296	189	0.4	8.057	A
D-BC	16	0.00	461	0.034	16	0.0	8.080	A
C-ABD	0	0.00	597	0.000	0	0.0	0.000	A
C-D	4	0.00			4			
C-A	44	0.00			44			

APPENDIX 76

B4030/MIDDLETON ROAD T-JUNCTION
RC2A, DS2A, DS2AWTP

B4030/Middleton Road
PICADY gemoetry
1:500



Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J28 - B4030_Middleton Road T-junction.j11
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1794 OxSRFI\Calculations\Junction Models\28. B4030_Middleton Road T-junction
Report generation date: 12/02/2026 15:39:37

»Traffic flows - D1 - 2031 | RC2A | AM
»Traffic flows - D2 - 2031 | RC2A | PM
»Traffic flows - D3 - 2031 | DS2A | AM
»Traffic flows - D4 - 2031 | DS2A | PM
»Traffic flows - D5 - 2031 | DS2AwTP | AM
»Traffic flows - D6 - 2031 | DS2AwTP | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	Traffic flows - 2031 - RC2A							
Stream B-AC	D1	1.0	18.09	0.51	D2	0.4	14.74	0.30
Stream C-AB		0.2	6.10	0.12		0.5	4.43	0.18
	Traffic flows - 2031 - DS2A							
Stream B-AC	D3	1.0	17.46	0.50	D4	0.8	23.40	0.46
Stream C-AB		0.6	7.89	0.30		5.7	16.57	0.77
	Traffic flows - 2031 - DS2AwTP							
Stream B-AC	D5	1.1	19.30	0.53	D6	0.8	22.53	0.45
Stream C-AB		0.6	7.87	0.30		5.8	16.71	0.77

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

File summary

File Description

Title	J28 - B4030_Middleton Road
Location	Middleton Stoney
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	RC2A	AM	ONE HOUR	07:45	09:15	15
D2	2031	RC2A	PM	ONE HOUR	16:45	18:15	15
D3	2031	DS2A	AM	ONE HOUR	07:45	09:15	15
D4	2031	DS2A	PM	ONE HOUR	16:45	18:15	15
D5	2031	DS2AwTP	AM	ONE HOUR	07:45	09:15	15
D6	2031	DS2AwTP	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Traffic flows	100.000

Traffic flows - D1 - 2031 | RC2A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4030_Middleton Road T-junction	T-Junction	Two-way	Two-way	Two-way		3.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.43	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4030 (W)		Major
B	Middleton Road		Minor
C	B4030 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.10			170.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	30	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	477	0.083	0.209	0.132	0.299
B-C	611	0.089	0.225	-	-
C-B	672	0.248	0.248	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	RC2A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	625	100.000
B		✓	189	100.000
C		✓	270	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	43	582
	B	37	0	152
	C	224	46	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.51	18.09	1.0	C
C-AB	0.12	6.10	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	0.00	462	0.308	141	0.4	11.129	B
C-AB	46	0.00	666	0.070	46	0.1	5.806	A
C-A	157	0.00			157			
A-B	32	0.00			32			
A-C	438	0.00			438			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	0.00	439	0.387	169	0.6	13.291	B
C-AB	59	0.00	667	0.089	59	0.1	5.920	A
C-A	183	0.00			183			
A-B	39	0.00			39			
A-C	523	0.00			523			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	0.00	407	0.512	207	1.0	17.832	C
C-AB	80	0.00	671	0.120	80	0.2	6.091	A
C-A	217	0.00			217			
A-B	47	0.00			47			
A-C	641	0.00			641			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	0.00	407	0.512	208	1.0	18.094	C
C-AB	80	0.00	671	0.120	80	0.2	6.105	A
C-A	217	0.00			217			
A-B	47	0.00			47			
A-C	641	0.00			641			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	0.00	439	0.387	171	0.6	13.522	B
C-AB	59	0.00	667	0.089	60	0.2	5.937	A
C-A	183	0.00			183			
A-B	39	0.00			39			
A-C	523	0.00			523			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	0.00	462	0.308	143	0.5	11.306	B
C-AB	47	0.00	666	0.070	47	0.1	5.822	A
C-A	157	0.00			157			
A-B	32	0.00			32			
A-C	438	0.00			438			

Traffic flows - D2 - 2031 | RC2A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4030_Middleton Road T-junction	T-Junction	Two-way	Two-way	Two-way		1.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	RC2A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	483	100.000
B		✓	94	100.000
C		✓	688	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	448
	B	41	0	53
	C	636	52	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.30	14.74	0.4	B
C-AB	0.18	4.43	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	414	0.171	70	0.2	10.434	B
C-AB	84	0.00	899	0.093	83	0.2	4.409	A
C-A	434	0.00			434			
A-B	26	0.00			26			
A-C	337	0.00			337			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	387	0.218	84	0.3	11.882	B
C-AB	118	0.00	950	0.124	118	0.3	4.327	A
C-A	500	0.00			500			
A-B	31	0.00			31			
A-C	403	0.00			403			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	0.00	348	0.298	103	0.4	14.666	B
C-AB	183	0.00	1022	0.179	182	0.5	4.288	A
C-A	574	0.00			574			
A-B	39	0.00			39			
A-C	493	0.00			493			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	0.00	348	0.298	103	0.4	14.737	B
C-AB	184	0.00	1023	0.179	183	0.5	4.303	A
C-A	574	0.00			574			
A-B	39	0.00			39			
A-C	493	0.00			493			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	387	0.218	85	0.3	11.951	B
C-AB	119	0.00	950	0.125	120	0.3	4.348	A
C-A	500	0.00			500			
A-B	31	0.00			31			
A-C	403	0.00			403			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	414	0.171	71	0.2	10.507	B
C-AB	84	0.00	900	0.094	85	0.2	4.426	A
C-A	434	0.00			434			
A-B	26	0.00			26			
A-C	337	0.00			337			

Traffic flows - D3 - 2031 | DS2A | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4030_Middleton Road T-junction	T-Junction	Two-way	Two-way	Two-way		3.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	DS2A	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	649	100.000
B		✓	184	100.000
C		✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	51	598
	B	26	0	158
	C	209	115	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.50	17.46	1.0	C
C-AB	0.30	7.89	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	0.00	467	0.297	137	0.4	10.855	B
C-AB	114	0.00	654	0.174	113	0.3	6.648	A
C-A	130	0.00			130			
A-B	38	0.00			38			
A-C	450	0.00			450			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	0.00	443	0.374	165	0.6	12.920	B
C-AB	145	0.00	653	0.223	145	0.4	7.081	A
C-A	146	0.00			146			
A-B	46	0.00			46			
A-C	538	0.00			538			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	409	0.496	201	0.9	17.230	C
C-AB	196	0.00	653	0.300	195	0.6	7.850	A
C-A	161	0.00			161			
A-B	56	0.00			56			
A-C	658	0.00			658			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	408	0.496	203	1.0	17.462	C
C-AB	196	0.00	654	0.300	196	0.6	7.893	A
C-A	160	0.00			160			
A-B	56	0.00			56			
A-C	658	0.00			658			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	0.00	443	0.374	167	0.6	13.124	B
C-AB	146	0.00	653	0.223	147	0.4	7.143	A
C-A	145	0.00			145			
A-B	46	0.00			46			
A-C	538	0.00			538			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	0.00	467	0.297	139	0.4	11.017	B
C-AB	114	0.00	654	0.175	115	0.3	6.697	A
C-A	130	0.00			130			
A-B	38	0.00			38			
A-C	450	0.00			450			

Traffic flows - D4 - 2031 | DS2A | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4030_Middleton Road T-junction	T-Junction	Two-way	Two-way	Two-way		8.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	DS2A	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	524	100.000
B		✓	121	100.000
C		✓	843	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	40	484
	B	52	0	69
	C	623	220	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.46	23.40	0.8	C
C-AB	0.77	16.57	5.7	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	381	0.239	90	0.3	12.301	B
C-AB	352	0.00	887	0.396	347	1.1	6.660	A
C-A	283	0.00			283			
A-B	30	0.00			30			
A-C	364	0.00			364			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	0.00	344	0.316	108	0.5	15.214	C
C-AB	497	0.00	936	0.531	494	1.9	8.169	A
C-A	261	0.00			261			
A-B	36	0.00			36			
A-C	435	0.00			435			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	0.00	289	0.461	132	0.8	22.666	C
C-AB	772	0.00	1008	0.766	759	5.2	14.626	B
C-A	156	0.00			156			
A-B	44	0.00			44			
A-C	533	0.00			533			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	0.00	287	0.465	133	0.8	23.403	C
C-AB	785	0.00	1015	0.774	783	5.7	16.566	C
C-A	143	0.00			143			
A-B	44	0.00			44			
A-C	533	0.00			533			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	0.00	341	0.319	110	0.5	15.675	C
C-AB	508	0.00	946	0.537	522	2.1	8.951	A
C-A	250	0.00			250			
A-B	36	0.00			36			
A-C	435	0.00			435			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	380	0.240	92	0.3	12.515	B
C-AB	356	0.00	890	0.400	360	1.1	6.886	A
C-A	279	0.00			279			
A-B	30	0.00			30			
A-C	364	0.00			364			

Traffic flows - D5 - 2031 | DS2AwTP | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4030_Middleton Road T-junction	T-Junction	Two-way	Two-way	Two-way		4.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031	DS2AwTP	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	648	100.000
B		✓	192	100.000
C		✓	327	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	51	597
	B	35	0	157
	C	212	115	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.53	19.30	1.1	C
C-AB	0.30	7.87	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	145	0.00	458	0.316	143	0.5	11.366	B
C-AB	114	0.00	656	0.175	113	0.3	6.633	A
C-A	132	0.00			132			
A-B	38	0.00			38			
A-C	449	0.00			449			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	0.00	433	0.399	172	0.6	13.749	B
C-AB	146	0.00	655	0.223	146	0.4	7.061	A
C-A	148	0.00			148			
A-B	46	0.00			46			
A-C	537	0.00			537			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	211	0.00	398	0.532	210	1.1	18.961	C
C-AB	197	0.00	656	0.301	196	0.6	7.822	A
C-A	163	0.00			163			
A-B	56	0.00			56			
A-C	657	0.00			657			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	211	0.00	398	0.532	211	1.1	19.298	C
C-AB	197	0.00	656	0.301	197	0.6	7.869	A
C-A	163	0.00			163			
A-B	56	0.00			56			
A-C	657	0.00			657			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	0.00	433	0.399	174	0.7	14.025	B
C-AB	146	0.00	656	0.223	147	0.4	7.124	A
C-A	148	0.00			148			
A-B	46	0.00			46			
A-C	537	0.00			537			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	145	0.00	458	0.316	145	0.5	11.563	B
C-AB	115	0.00	656	0.175	115	0.3	6.681	A
C-A	131	0.00			131			
A-B	38	0.00			38			
A-C	449	0.00			449			

Traffic flows - D6 - 2031 | DS2AwTP | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4030_Middleton Road T-junction	T-Junction	Two-way	Two-way	Two-way		8.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031	DS2AwTP	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	515	100.000
B		✓	119	100.000
C		✓	840	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	40	475
	B	52	0	67
	C	620	220	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.45	22.53	0.8	C
C-AB	0.77	16.71	5.8	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	0.00	383	0.234	88	0.3	12.155	B
C-AB	351	0.00	885	0.396	346	1.1	6.674	A
C-A	282	0.00			282			
A-B	30	0.00			30			
A-C	358	0.00			358			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	0.00	347	0.308	106	0.4	14.932	B
C-AB	495	0.00	934	0.531	492	1.9	8.178	A
C-A	260	0.00			260			
A-B	36	0.00			36			
A-C	427	0.00			427			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	0.00	293	0.447	130	0.8	21.865	C
C-AB	770	0.00	1004	0.767	757	5.3	14.672	B
C-A	155	0.00			155			
A-B	44	0.00			44			
A-C	523	0.00			523			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	0.00	290	0.451	131	0.8	22.531	C
C-AB	783	0.00	1011	0.775	781	5.7	16.714	C
C-A	142	0.00			142			
A-B	44	0.00			44			
A-C	523	0.00			523			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	0.00	344	0.311	108	0.5	15.363	C
C-AB	507	0.00	943	0.537	521	2.1	9.025	A
C-A	249	0.00			249			
A-B	36	0.00			36			
A-C	427	0.00			427			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	0.00	382	0.234	90	0.3	12.360	B
C-AB	355	0.00	888	0.400	359	1.1	6.922	A
C-A	277	0.00			277			
A-B	30	0.00			30			
A-C	358	0.00			358			