Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	9.2 %	1868	1868
				Arm 7 Ahead	Inf	90.8 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	38.3 %	1844	1844
				Arm 8 Ahead	Inf	61.7 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	11.6 %	2037	2037
				Arm 8 Ahead	Inf	88.4 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	72.3 %	1863	1863
				Arm 8 Left	15.00	27.7 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	58.3 %	1810	1810
				Arm 6 Ahead	Inf	41.7 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	86.2 %	2133	2133
				Arm 7 Right	20.00	13.8 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	69	193	316	578
	B	91	0	208	793	1092
	C	376	191	0	54	621
	D	412	755	38	0	1205
	Tot.	879	1015	439	1163	3496

Traffic Lane Flows

Lane	Scenario 10: Furnessed Scenario 9 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	578(In) 262(Out)
1/2 (short)	316
2/1 (short)	519
2/2 (with short)	1092(In) 573(Out)
3/1 (with short)	621(In) 430(Out)
3/2 (short)	191
4/1 (short)	555
4/2 (with short)	1205(In) 650(Out)
5/1	879
6/1	307
6/2	708
7/1	439
8/1	311
8/2	852

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	26.3 %	1837	1837
				Arm 7 Ahead	Inf	73.7 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	40.1 %	1841	1841
				Arm 8 Ahead	Inf	59.9 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	15.9 %	2031	2031
				Arm 8 Ahead	Inf	84.1 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	87.4 %	1891	1891
				Arm 8 Left	15.00	12.6 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	74.2 %	1783	1783
				Arm 6 Ahead	Inf	25.8 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	94.2 %	2146	2146
				Arm 7 Right	20.00	5.8 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	23	331	232	586
	B	41	0	269	754	1064
	C	267	141	0	153	561
	D	198	745	120	0	1063
	Tot.	506	909	720	1139	3274

Traffic Lane Flows

Lane	Scenario 11: Furnessed Scenario 11 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	586(In) 354(Out)
1/2 (short)	232
2/1 (short)	501
2/2 (with short)	1064(In) 563(Out)
3/1 (with short)	561(In) 420(Out)
3/2 (short)	141
4/1 (short)	498
4/2 (with short)	1063(In) 565(Out)
5/1	506
6/1	393
6/2	516
7/1	720
8/1	232
8/2	907

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	6.5 %	1873	1873
				Arm 7 Ahead	Inf	93.5 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	53.7 %	1817	1817
				Arm 8 Ahead	Inf	46.3 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	7.3 %	2044	2044
				Arm 8 Ahead	Inf	92.7 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	63.6 %	1848	1848
				Arm 8 Left	15.00	36.4 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	39.8 %	1842	1842
				Arm 6 Ahead	Inf	60.2 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	78.8 %	2121	2121
				Arm 7 Right	20.00	21.2 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	39	172	241	452
	B	50	0	248	808	1106
	C	347	243	0	91	681
	D	294	741	57	0	1092
	Tot.	691	1023	477	1140	3331

Traffic Lane Flows

Lane	Scenario 12: Furnessed Scenario 11 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	452(In) 211(Out)
1/2 (short)	241
2/1 (short)	522
2/2 (with short)	1106(In) 584(Out)
3/1 (with short)	681(In) 438(Out)
3/2 (short)	243
4/1 (short)	507
4/2 (with short)	1092(In) 585(Out)
5/1	691
6/1	373
6/2	650
7/1	477
8/1	274
8/2	866

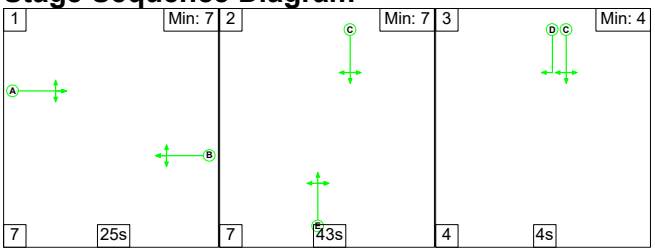
Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	18.5 %	1851	1851
				Arm 7 Ahead	Inf	81.5 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	47.5 %	1828	1828
				Arm 8 Ahead	Inf	52.5 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	8.6 %	2042	2042
				Arm 8 Ahead	Inf	91.4 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	79.2 %	1876	1876
				Arm 8 Left	15.00	20.8 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	58.0 %	1810	1810
				Arm 6 Ahead	Inf	42.0 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	90.3 %	2139	2139
				Arm 7 Right	20.00	9.7 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

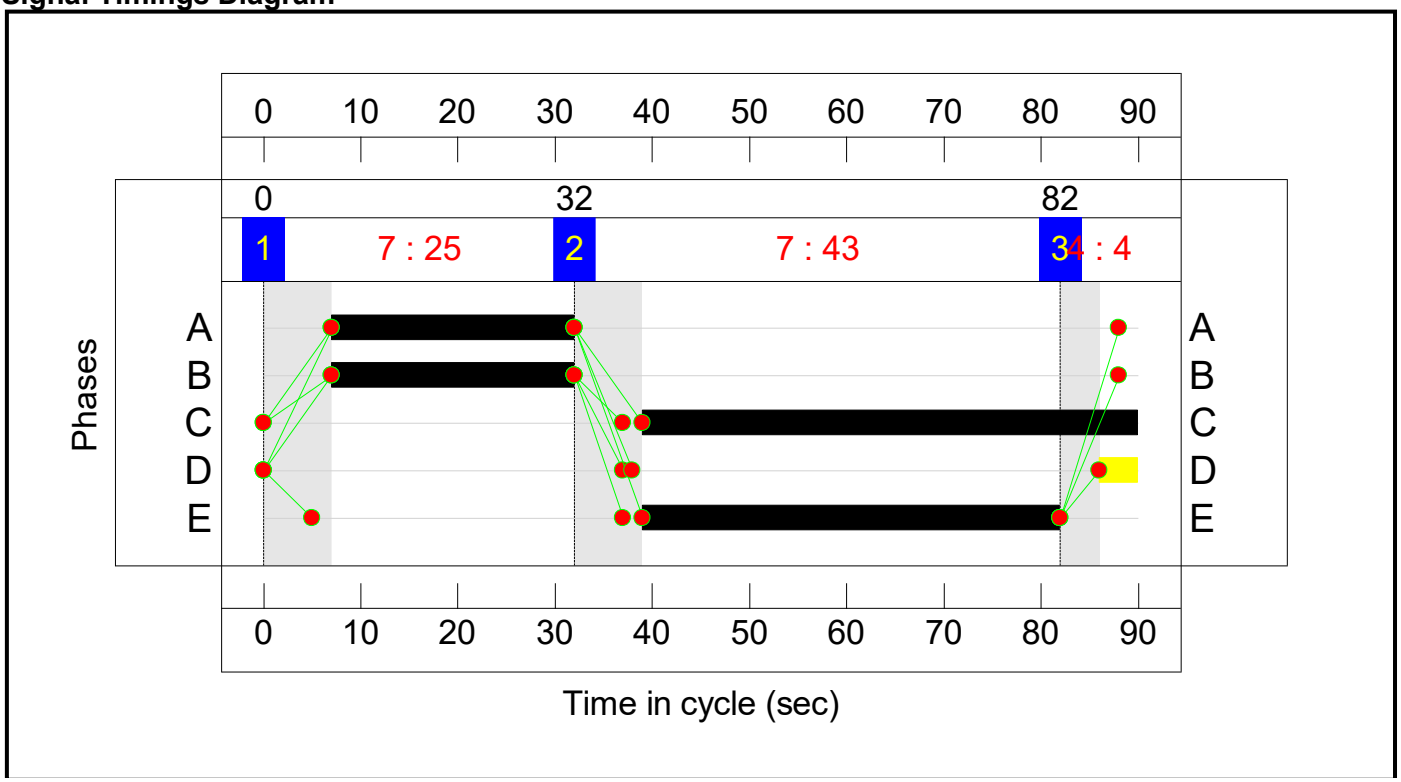


Full Input Data And Results

Stage Timings

Stage	1	2	3
Duration	25	43	4
Change Point	0	32	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.2%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.2%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	51	4	730	1866:1781	461+485	77.2 : 77.2%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	25	-	727	2038:1851	589+521	64.7 : 66.4%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	43	-	538	1860:1912	758+202	56.0 : 56.0%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	25	-	844	2135:1816	612+494	74.0 : 79.2%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%

Full Input Data And Results

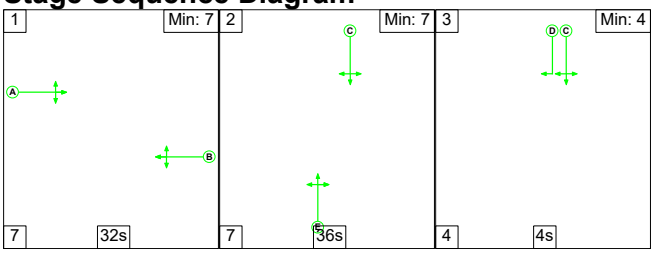
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**518**	**53**	**15**	**17.2**	**4.8**	**1.3**	**23.4**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**518**	**53**	**15**	**17.2**	**4.8**	**1.3**	**23.4**	**-**	**-**	**-**	**-**
1/1+1/2	730	730	309	53	12	2.6	1.7	1.0	5.2	25.7	7.5	1.7	9.1
2/2+2/1	727	727	40	0	2	5.7	0.9	0.2	6.8	33.4	8.3	0.9	9.2
3/1+3/2	538	538	113	0	0	2.2	0.6	0.0	2.9	19.3	7.8	0.6	8.4
4/2+4/1	844	844	56	0	1	6.8	1.6	0.2	8.5	36.4	10.2	1.6	11.8
5/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.7 Total Delay for Signalled Lanes (pcuHr): 23.41 Cycle Time (s): 90
PRC Over All Lanes (%): 13.7 Total Delay Over All Lanes(pcuHr): 23.41

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

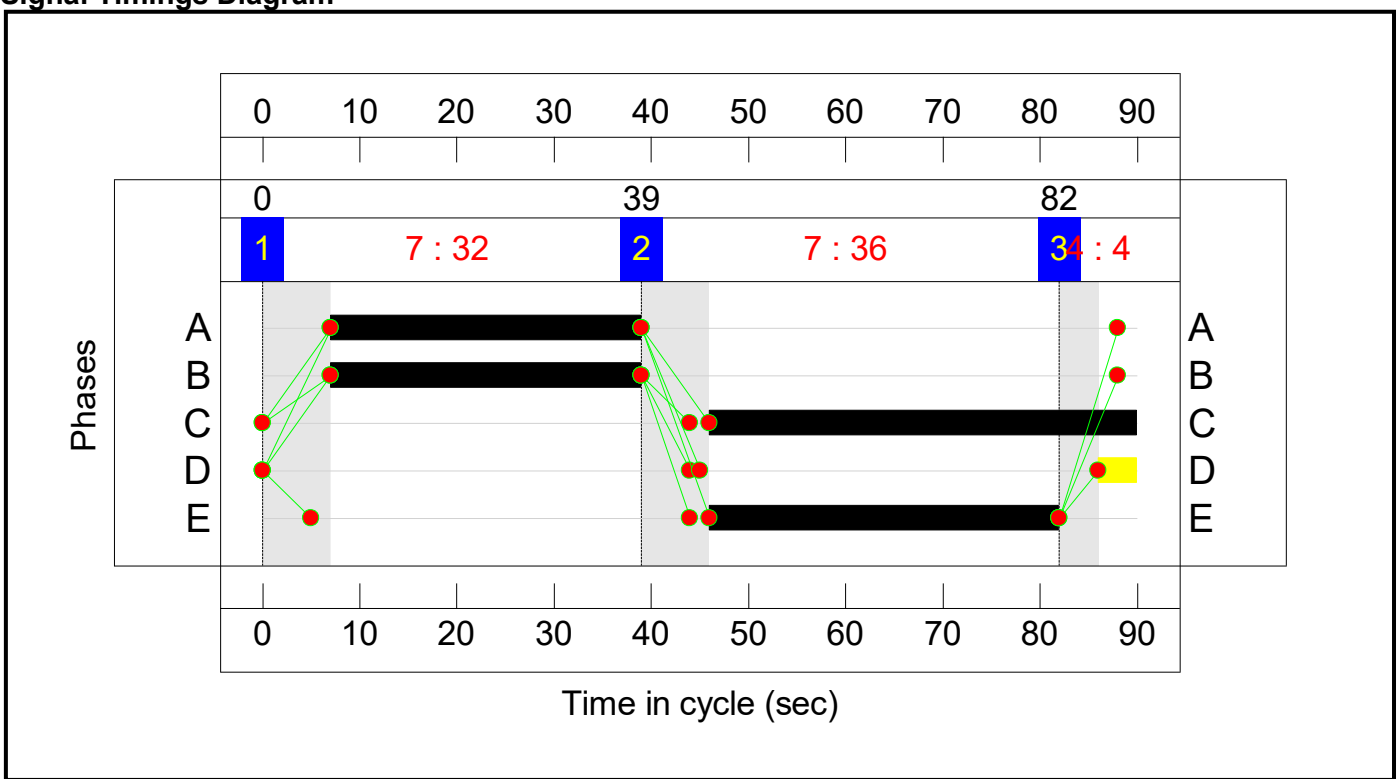
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	36	4
Change Point	0	39	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.9%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.9%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	44	4	590	1857:1781	365+432	74.0 : 74.0%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	32	-	738	2042:1828	679+609	57.3 : 57.3%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	36	-	529	1874:1912	588+269	61.7 : 61.7%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	32	-	979	2136:1797	694+595	75.9 : 75.9%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%

Full Input Data And Results

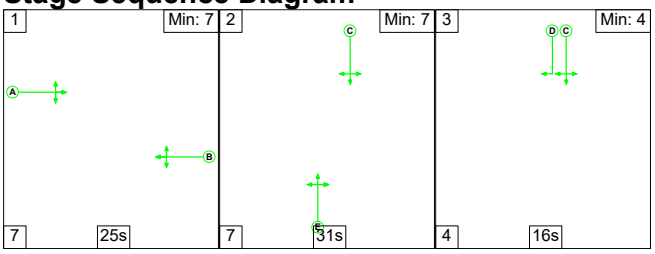
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**514**	**53**	**12**	**16.5**	**4.4**	**1.1**	**22.1**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**514**	**53**	**12**	**16.5**	**4.4**	**1.1**	**22.1**	**-**	**-**	**-**	**-**
1/1+1/2	590	590	256	53	11	2.6	1.4	0.9	4.9	29.6	6.6	1.4	8.0
2/2+2/1	738	738	32	0	0	4.6	0.7	0.1	5.4	26.1	7.6	0.7	8.2
3/1+3/2	529	529	166	0	0	2.8	0.8	0.0	3.6	24.7	7.7	0.8	8.5
4/2+4/1	979	979	60	0	1	6.6	1.6	0.1	8.2	30.3	11.0	1.6	12.5
5/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 18.5 Total Delay for Signalled Lanes (pcuHr): 22.08 Cycle Time (s): 90
PRC Over All Lanes (%): 18.5 Total Delay Over All Lanes(pcuHr): 22.08

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

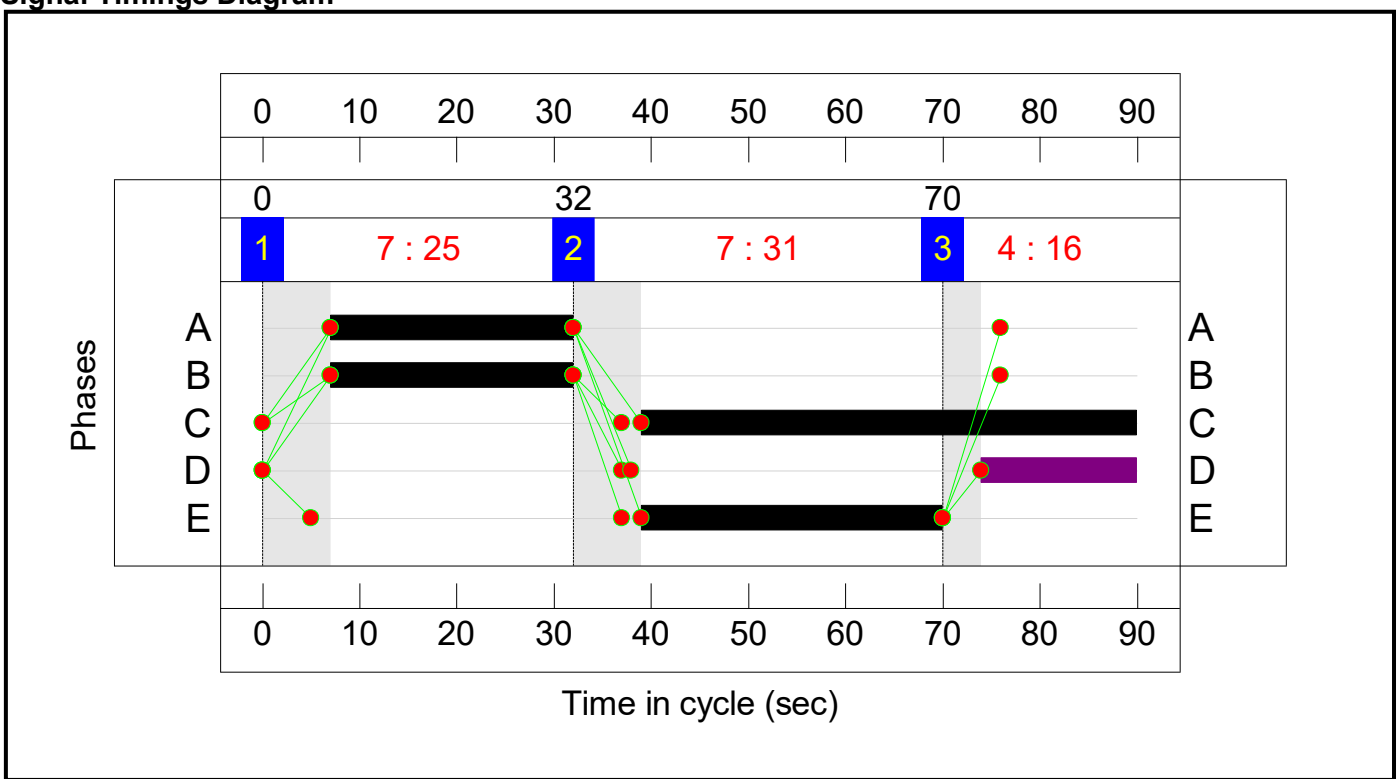
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	25	31	16
Change Point	0	32	70

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.8%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.8%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	51	16	809	1864:1781	496+493	81.8 : 81.8%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	25	-	740	2036:1849	588+502	66.0 : 70.0%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	31	-	544	1866:1912	559+155	76.2 : 76.2%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	25	-	850	2137:1815	612+504	74.5 : 78.2%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%

Full Input Data And Results

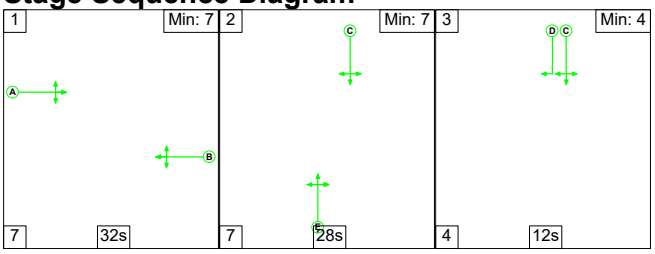
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**332**	**265**	**24**	**19.6**	**6.4**	**1.4**	**27.4**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**332**	**265**	**24**	**19.6**	**6.4**	**1.4**	**27.4**	**-**	**-**	**-**	**-**
1/1+1/2	809	809	125	265	13	3.2	2.2	1.1	6.5	29.0	8.7	2.2	10.9
2/2+2/1	740	740	38	0	10	5.8	1.0	0.2	7.0	34.1	8.5	1.0	9.6
3/1+3/2	544	544	118	0	0	3.7	1.6	0.0	5.3	34.8	10.4	1.6	12.0
4/2+4/1	850	850	51	0	1	6.9	1.6	0.1	8.6	36.3	10.3	1.6	11.8
5/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 10.0 Total Delay for Signalled Lanes (pcuHr): 27.36 Cycle Time (s): 90
PRC Over All Lanes (%): 10.0 Total Delay Over All Lanes(pcuHr): 27.36

Full Input Data And Results

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

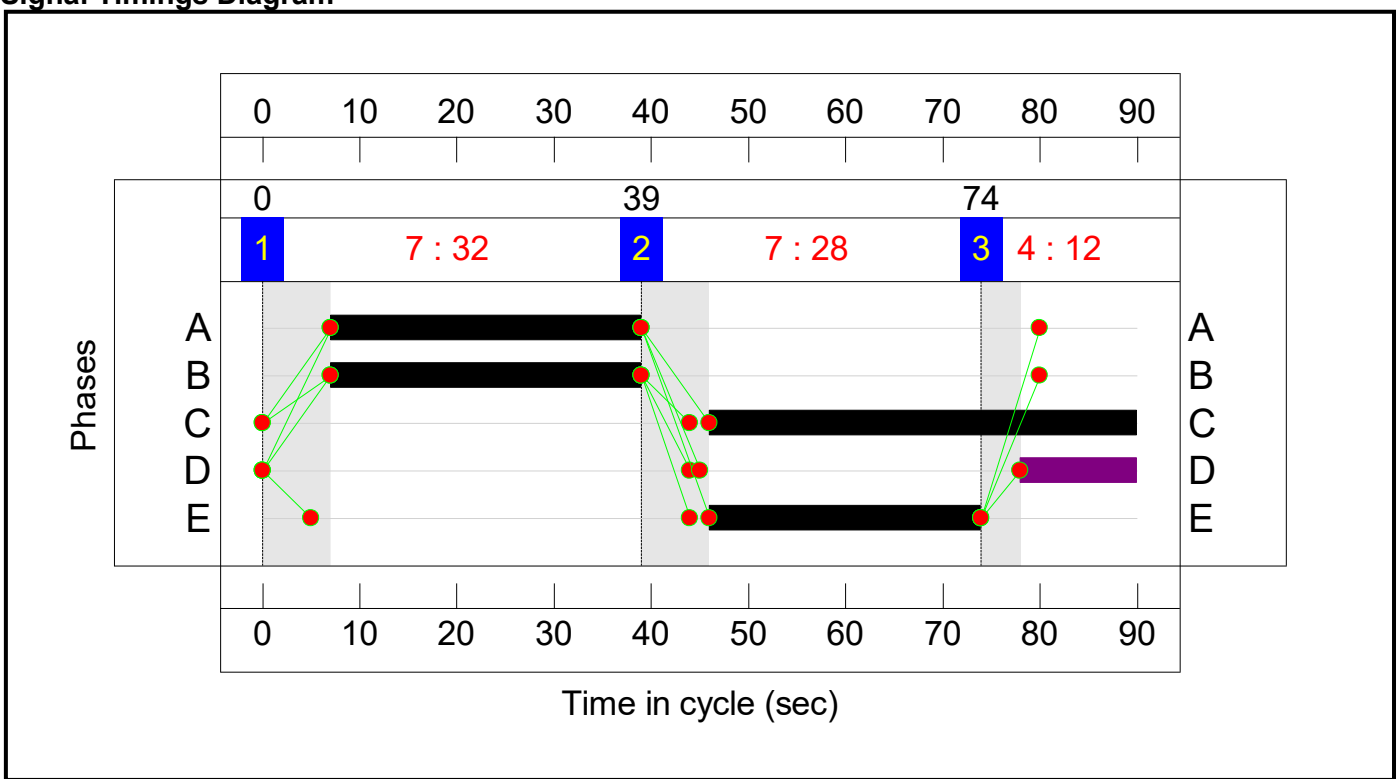
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	28	12
Change Point	0	39	74

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	44	12	646	1854:1781	392+438	77.8 : 77.8%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	32	-	754	2040:1826	679+608	58.6 : 58.6%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	28	-	526	1879:1912	471+221	75.9 : 75.9%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	32	-	987	2138:1796	694+596	76.5 : 76.5%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%

Full Input Data And Results

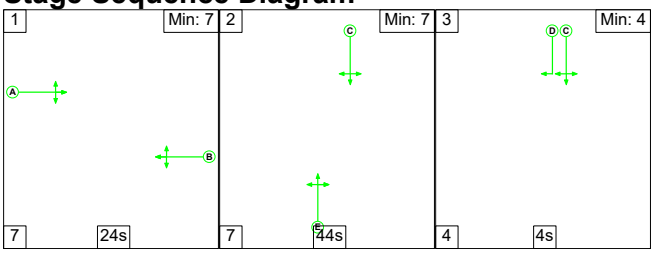
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**394**	**195**	**12**	**18.1**	**5.6**	**1.2**	**24.9**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**394**	**195**	**12**	**18.1**	**5.6**	**1.2**	**24.9**	**-**	**-**	**-**	**-**
1/1+1/2	646	646	134	195	11	3.0	1.7	0.9	5.7	31.6	7.4	1.7	9.1
2/2+2/1	754	754	38	0	0	4.7	0.7	0.1	5.5	26.5	7.7	0.7	8.4
3/1+3/2	526	526	168	0	0	3.7	1.5	0.0	5.3	36.2	9.1	1.5	10.6
4/2+4/1	987	987	54	0	1	6.6	1.6	0.1	8.3	30.5	11.2	1.6	12.8
5/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.7 Total Delay for Signalled Lanes (pcuHr): 24.87 Cycle Time (s): 90
PRC Over All Lanes (%): 15.7 Total Delay Over All Lanes(pcuHr): 24.87

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

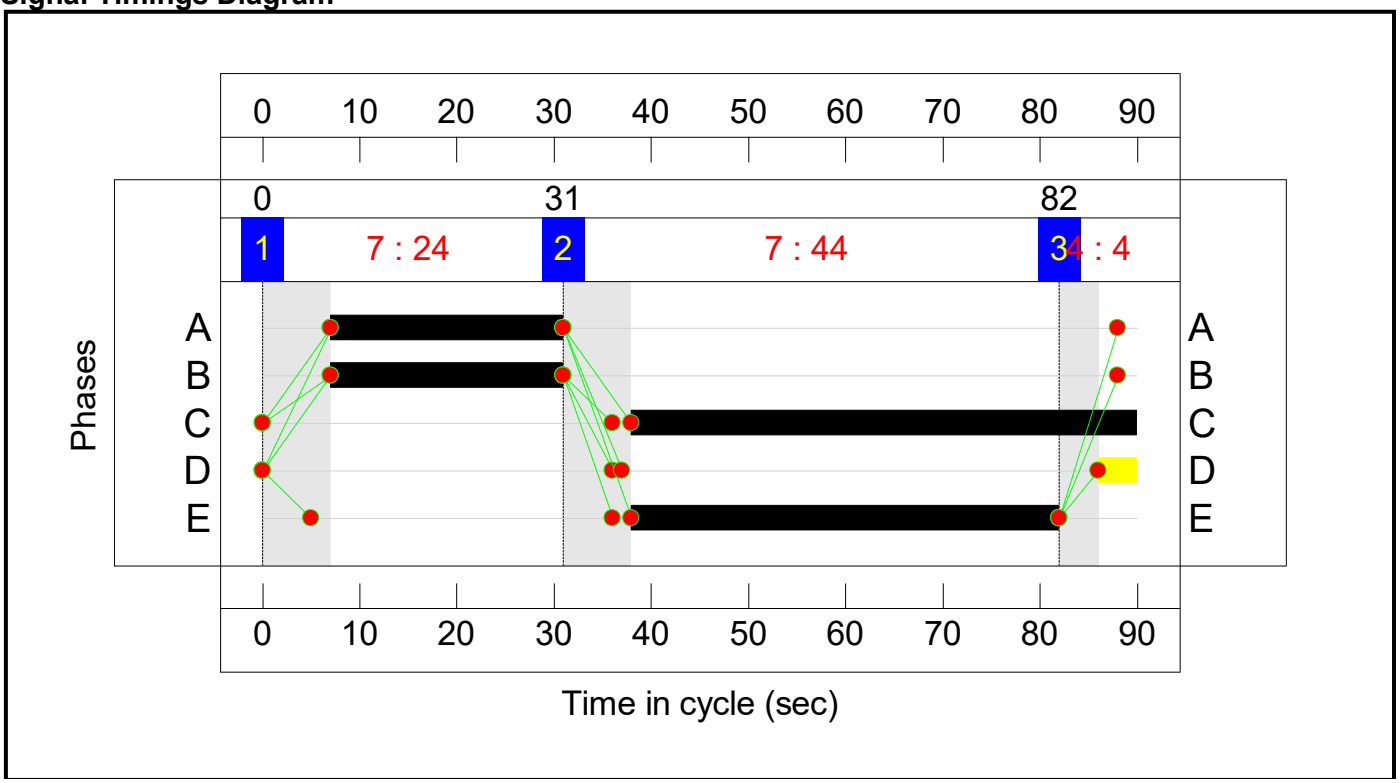
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	24	44	4
Change Point	0	31	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.8%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.8%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	52	4	879	1865:1781	545+485	85.4 : 85.4%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	24	-	747	2036:1842	566+498	69.3 : 71.3%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	44	-	567	1865:1912	766+221	57.4 : 57.4%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	24	-	890	2135:1818	593+481	80.4 : 85.8%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%

Full Input Data And Results

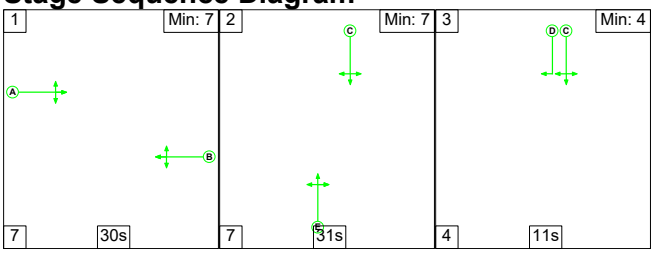
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**514**	**91**	**43**	**19.0**	**7.0**	**1.5**	**27.5**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**514**	**91**	**43**	**19.0**	**7.0**	**1.5**	**27.5**	**-**	**-**	**-**	**-**
1/1+1/2	879	879	309	91	14	3.2	2.8	1.1	7.1	29.3	8.7	2.8	11.6
2/2+2/1	747	747	24	0	24	6.0	1.2	0.2	7.4	35.7	8.7	1.2	9.9
3/1+3/2	567	567	127	0	0	2.3	0.7	0.0	3.0	18.9	8.2	0.7	8.8
4/2+4/1	890	890	54	0	5	7.5	2.4	0.2	10.0	40.5	11.0	2.4	13.3
5/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.9 Total Delay for Signalled Lanes (pcuHr): 27.54 Cycle Time (s): 90
PRC Over All Lanes (%): 4.9 Total Delay Over All Lanes(pcuHr): 27.54

Full Input Data And Results

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

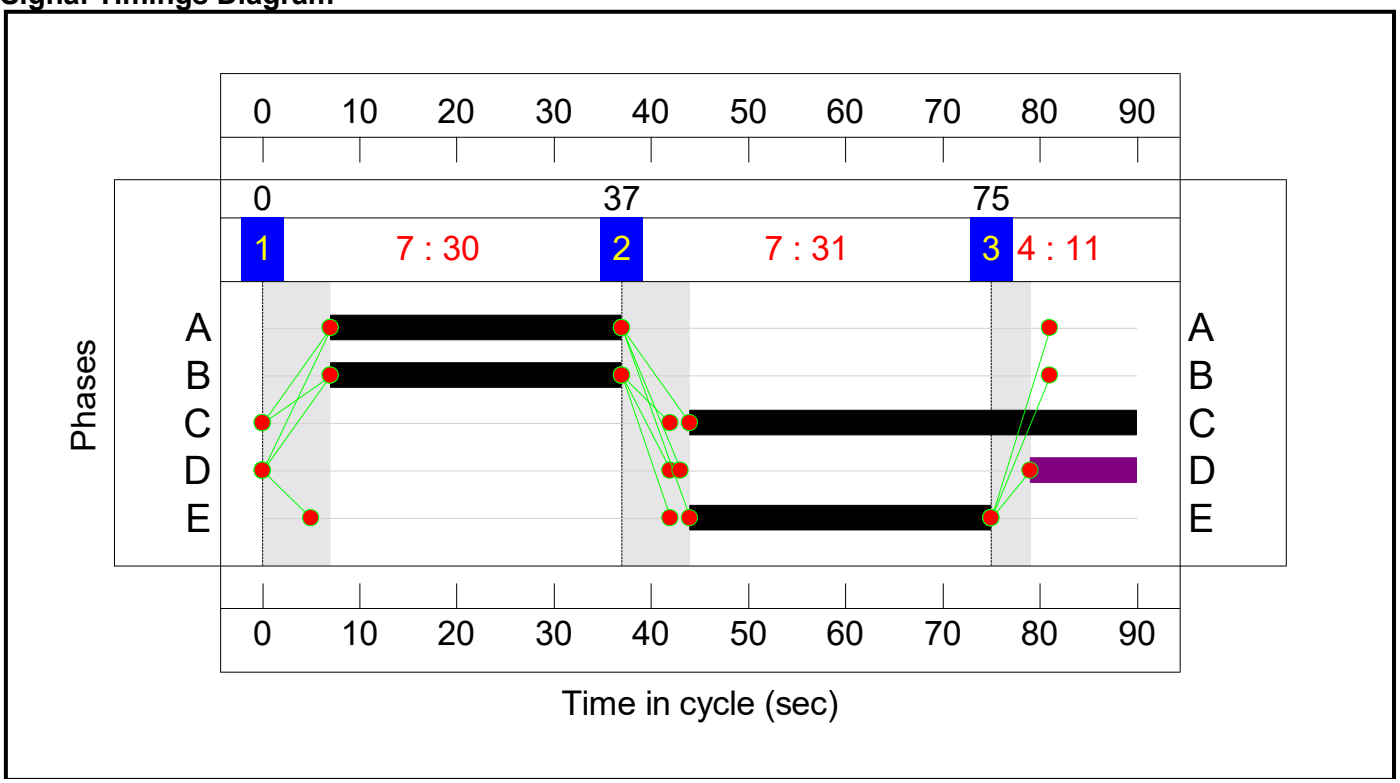
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	31	11
Change Point	0	37	75

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	46	11	685	1855:1781	438+421	79.7 : 79.7%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	30	-	766	2040:1815	657+585	61.7 : 61.7%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	31	-	600	1881:1912	510+250	78.9 : 78.9%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	30	-	988	2138:1798	671+575	79.3 : 79.3%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%

Full Input Data And Results

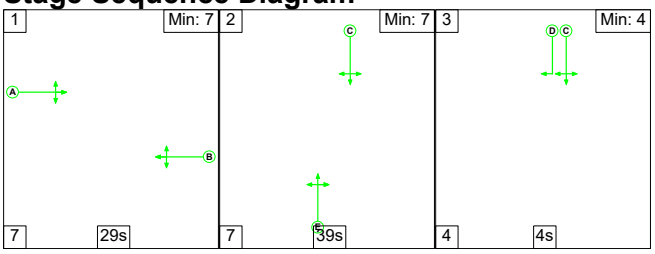
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**427**	**191**	**12**	**19.3**	**6.5**	**1.3**	**27.1**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**427**	**191**	**12**	**19.3**	**6.5**	**1.3**	**27.1**	**-**	**-**	**-**	**-**
1/1+1/2	685	685	133	191	11	3.0	1.9	1.0	6.0	31.4	7.4	1.9	9.3
2/2+2/1	766	766	40	0	0	5.1	0.8	0.2	6.1	28.7	8.2	0.8	9.0
3/1+3/2	600	600	197	0	0	4.0	1.8	0.0	5.9	35.2	10.6	1.8	12.4
4/2+4/1	988	988	57	0	1	7.1	1.9	0.1	9.1	33.3	11.5	1.9	13.4
5/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.9 Total Delay for Signalled Lanes (pcuHr): 27.08 Cycle Time (s): 90
PRC Over All Lanes (%): 12.9 Total Delay Over All Lanes(pcuHr): 27.08

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

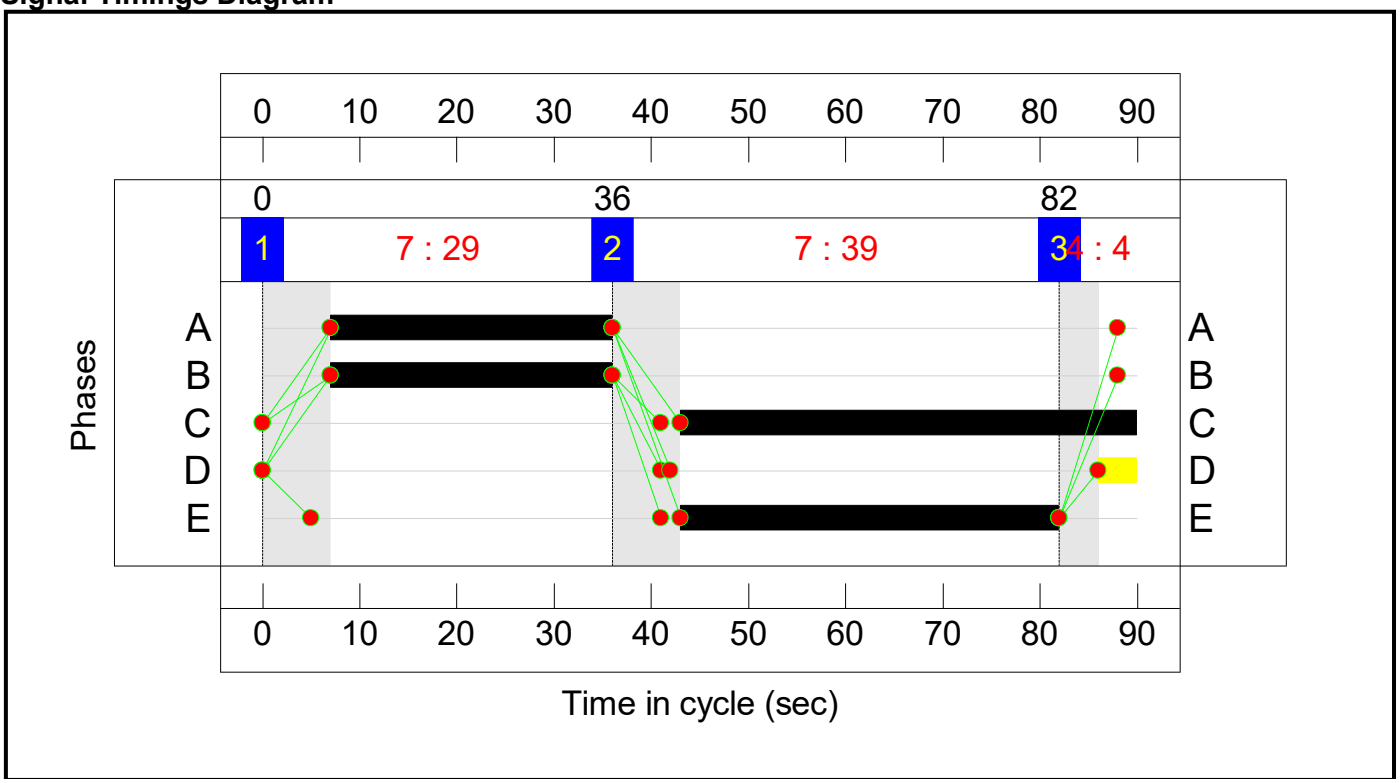
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	29	39	4
Change Point	0	36	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	47	4	790	1865:1781	457+432	88.8 : 88.8%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	29	-	1071	2036:1846	634+569	88.7 : 89.5%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	39	-	527	1867:1912	695+183	60.0 : 60.0%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	29	-	1093	2136:1811	659+563	89.0 : 90.1%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%

Full Input Data And Results

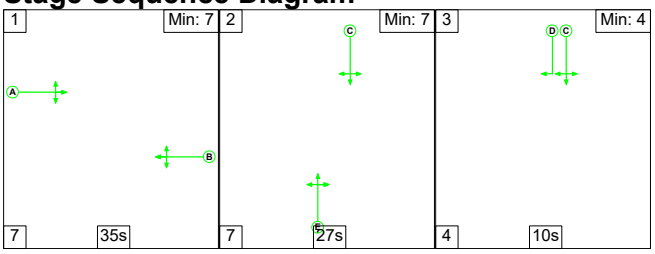
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**405**	**96**	**135**	**22.7**	**12.3**	**1.7**	**36.8**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**405**	**96**	**135**	**22.7**	**12.3**	**1.7**	**36.8**	**-**	**-**	**-**	**-**
1/1+1/2	790	790	257	96	32	3.5	3.7	1.1	8.3	37.7	8.6	3.7	12.3
2/2+2/1	1071	1071	22	0	49	8.2	3.8	0.3	12.4	41.7	13.0	3.8	16.8
3/1+3/2	527	527	110	0	0	2.6	0.7	0.0	3.4	22.9	8.3	0.7	9.1
4/2+4/1	1093	1093	17	0	54	8.4	4.0	0.3	12.7	42.0	13.3	4.0	17.4
5/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.1 Total Delay for Signalled Lanes (pcuHr): 36.77 Cycle Time (s): 90
PRC Over All Lanes (%): -0.1 Total Delay Over All Lanes(pcuHr): 36.77

Full Input Data And Results

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

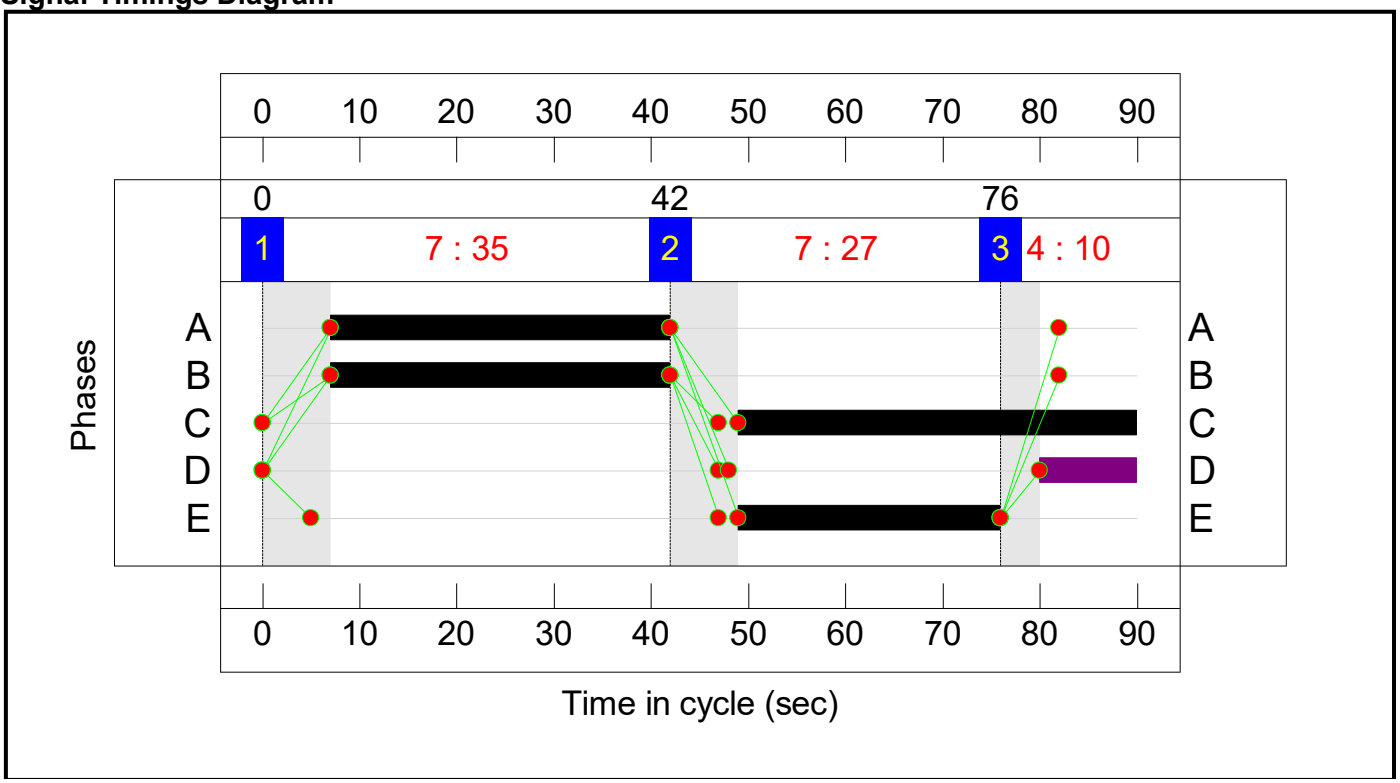
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	35	27	10
Change Point	0	42	76

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.3%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.3%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	41	10	566	1837:1781	287+361	87.3 : 87.3%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	35	-	1063	2034:1842	702+635	79.5 : 79.5%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	27	-	572	1888:1912	456+220	84.7 : 84.7%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	35	-	1178	2145:1791	729+626	86.9 : 86.9%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%

Full Input Data And Results

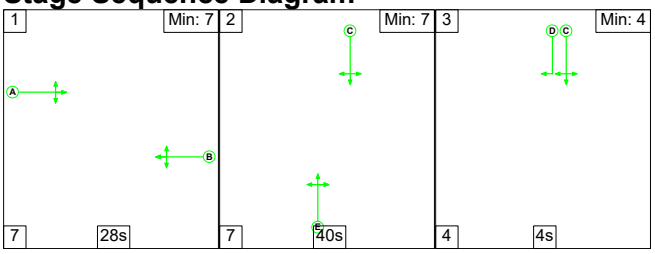
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**338**	**192**	**88**	**21.5**	**11.0**	**1.6**	**34.0**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**338**	**192**	**88**	**21.5**	**11.0**	**1.6**	**34.0**	**-**	**-**	**-**	**-**
1/1+1/2	566	566	89	192	34	3.0	3.2	1.0	7.2	45.7	7.3	3.2	10.5
2/2+2/1	1063	1063	24	0	53	6.6	1.9	0.5	9.0	30.3	11.5	1.9	13.4
3/1+3/2	572	572	186	0	0	4.3	2.6	0.0	7.0	43.8	10.6	2.6	13.2
4/2+4/1	1178	1178	39	0	0	7.6	3.2	0.1	10.9	33.4	13.6	3.2	16.8
5/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.1 Total Delay for Signalled Lanes (pcuHr): 34.04 Cycle Time (s): 90
PRC Over All Lanes (%): 3.1 Total Delay Over All Lanes(pcuHr): 34.04

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

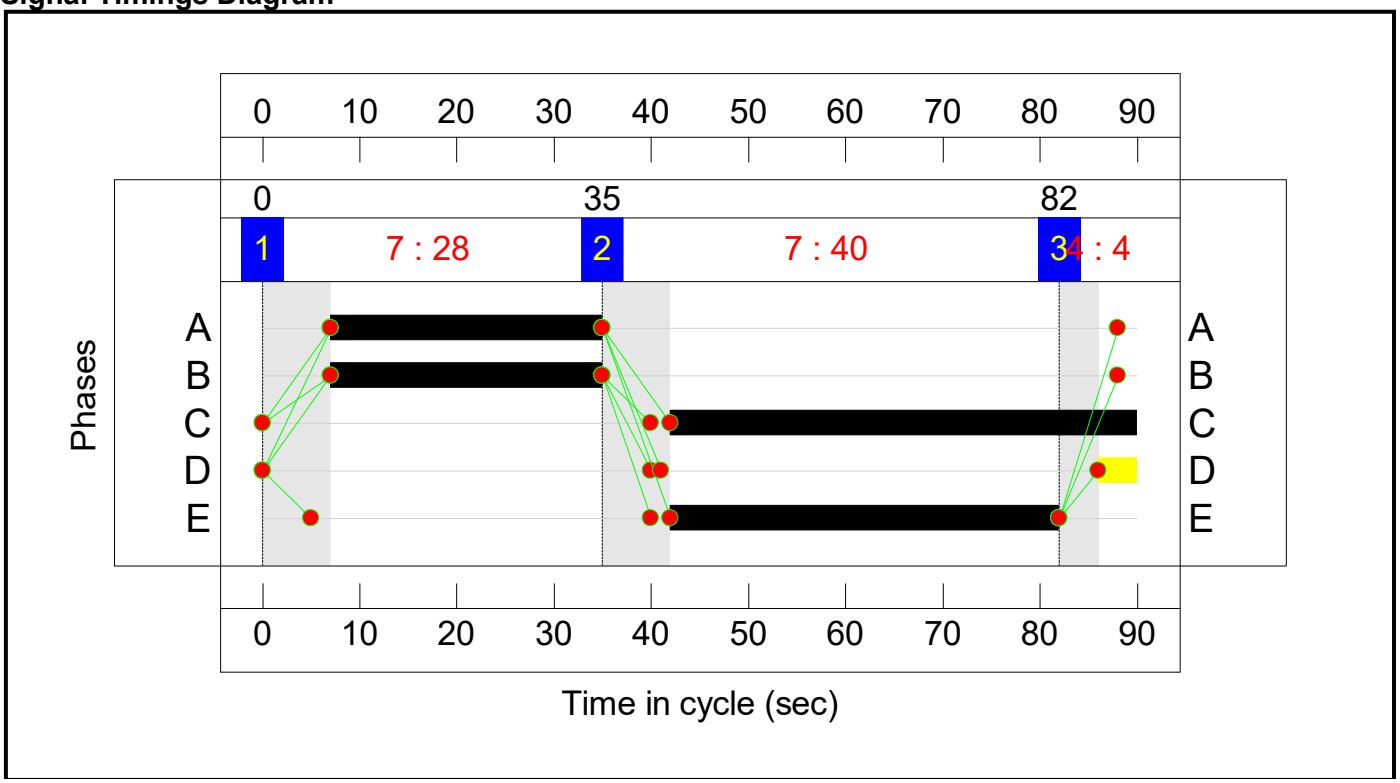
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	28	40	4
Change Point	0	35	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.9%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.9%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	48	4	820	1868:1781	481+454	87.8 : 87.8%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	28	-	1083	2037:1844	623+565	91.2 : 91.2%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	40	-	513	1863:1912	717+178	57.3 : 57.3%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	28	-	1106	2133:1810	632+552	93.9 : 92.9%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%

Full Input Data And Results

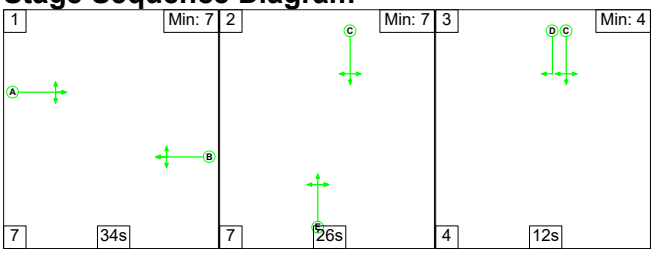
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**393**	**96**	**159**	**23.4**	**15.0**	**1.8**	**40.1**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**393**	**96**	**159**	**23.4**	**15.0**	**1.8**	**40.1**	**-**	**-**	**-**	**-**
1/1+1/2	820	820	278	96	24	3.5	3.4	1.1	8.0	34.9	8.8	3.4	12.2
2/2+2/1	1083	1083	2	0	64	8.6	4.8	0.3	13.7	45.6	13.3	4.8	18.0
3/1+3/2	513	513	102	0	0	2.4	0.7	0.0	3.1	21.7	7.9	0.7	8.5
4/2+4/1	1106	1106	11	0	71	8.9	6.2	0.4	15.4	50.1	14.0	6.2	20.2
5/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -4.3 Total Delay for Signalled Lanes (pcuHr): 40.15 Cycle Time (s): 90
PRC Over All Lanes (%): -4.3 Total Delay Over All Lanes(pcuHr): 40.15

Full Input Data And Results

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

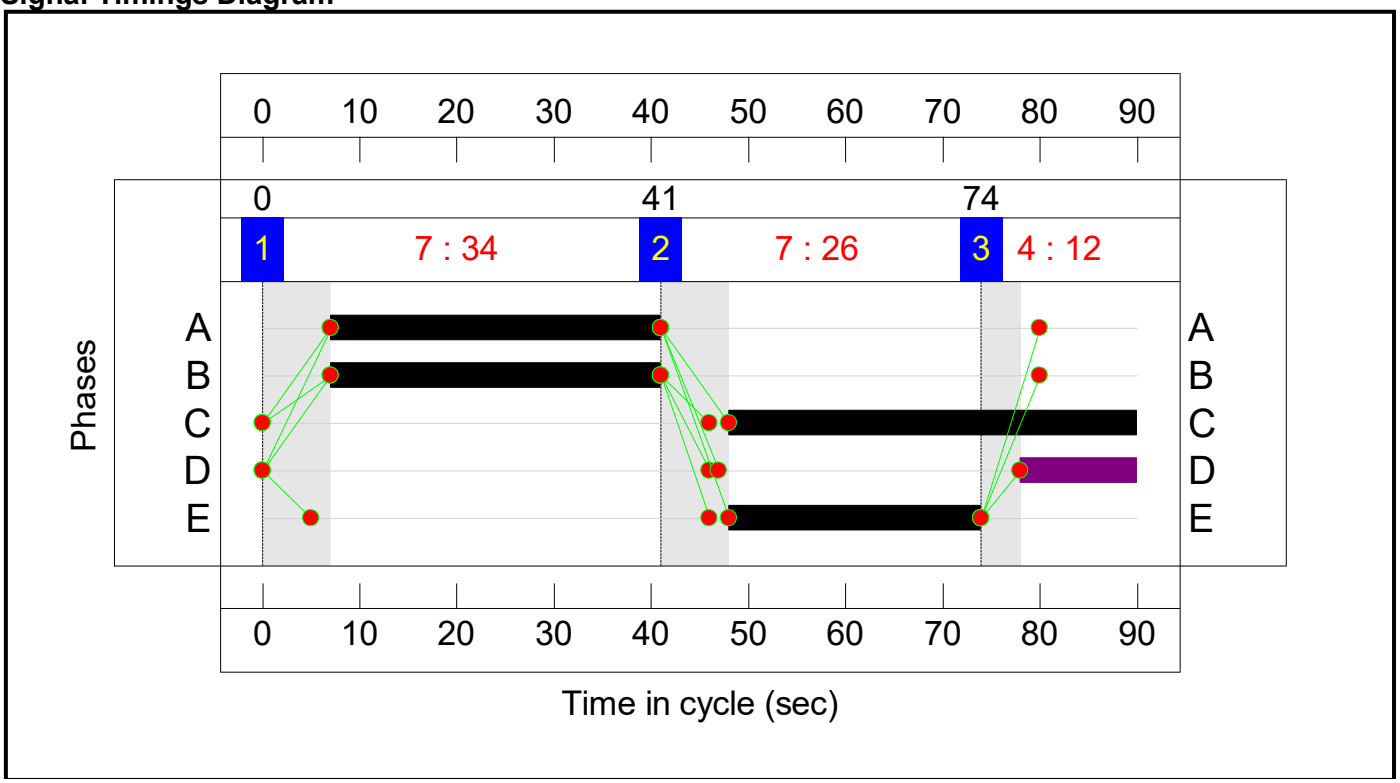
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	26	12
Change Point	0	41	74

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	42	12	578	1837:1781	273+329	96.0 : 96.0%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	34	-	1092	2031:1841	597+548	96.0 : 94.6%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	26	-	621	1891:1912	448+199	95.9 : 95.9%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	34	-	1205	2146:1783	718+613	90.6 : 90.6%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%

Full Input Data And Results

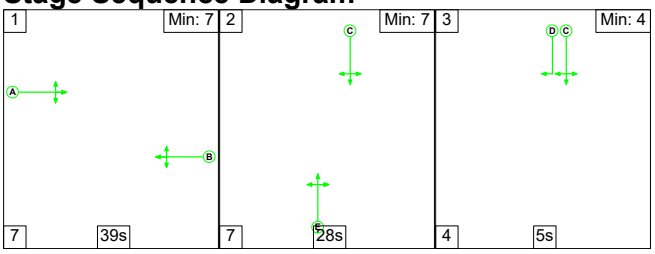
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**267**	**224**	**145**	**23.4**	**27.3**	**1.8**	**52.5**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**267**	**224**	**145**	**23.4**	**27.3**	**1.8**	**52.5**	**-**	**-**	**-**	**-**
1/1+1/2	578	578	25	224	67	3.1	7.5	1.1	11.7	72.6	7.5	7.5	14.9
2/2+2/1	1092	1092	15	0	76	7.1	7.9	0.6	15.5	51.2	12.1	7.9	20.0
3/1+3/2	621	621	191	0	0	5.1	7.5	0.0	12.6	73.0	13.0	7.5	20.5
4/2+4/1	1205	1205	36	0	2	8.1	4.5	0.1	12.7	38.0	14.1	4.5	18.6
5/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -6.7 Total Delay for Signalled Lanes (pcuHr): 52.52 Cycle Time (s): 90
PRC Over All Lanes (%): -6.7 Total Delay Over All Lanes(pcuHr): 52.52

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

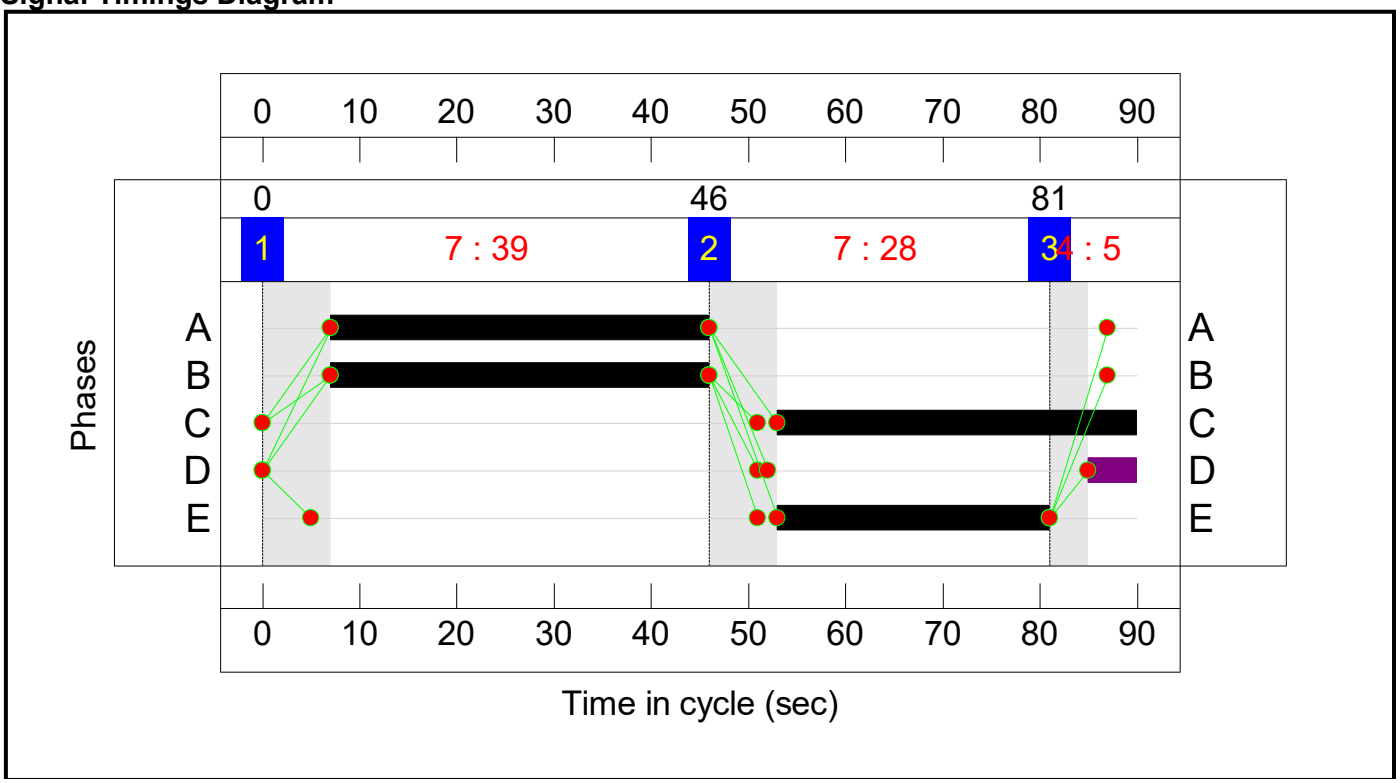
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	39	28	5
Change Point	0	46	81

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.0%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.0%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	37	5	586	1873:1781	407+267	87.0 : 87.0%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	39	-	1064	2044:1817	759+675	74.2 : 74.2%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	28	-	561	1848:1912	495+166	84.9 : 84.9%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	39	-	1063	2121:1842	681+600	83.0 : 83.0%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%

Full Input Data And Results

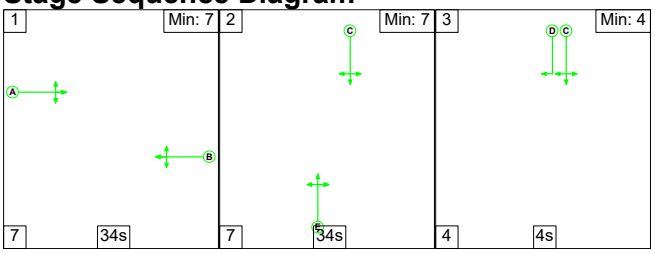
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**324**	**112**	**98**	**18.9**	**9.6**	**1.7**	**30.2**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**324**	**112**	**98**	**18.9**	**9.6**	**1.7**	**30.2**	**-**	**-**	**-**	**-**
1/1+1/2	586	586	75	112	45	3.3	3.1	0.9	7.4	45.2	7.6	3.1	10.7
2/2+2/1	1064	1064	41	0	0	5.7	1.4	0.1	7.2	24.3	10.8	1.4	12.2
3/1+3/2	561	561	141	0	0	4.2	2.7	0.0	6.9	44.2	11.3	2.7	13.9
4/2+4/1	1063	1063	68	0	52	5.7	2.4	0.7	8.7	29.6	12.2	2.4	14.6
5/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.5 Total Delay for Signalled Lanes (pcuHr): 30.17 Cycle Time (s): 90
PRC Over All Lanes (%): 3.5 Total Delay Over All Lanes(pcuHr): 30.17

Full Input Data And Results

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

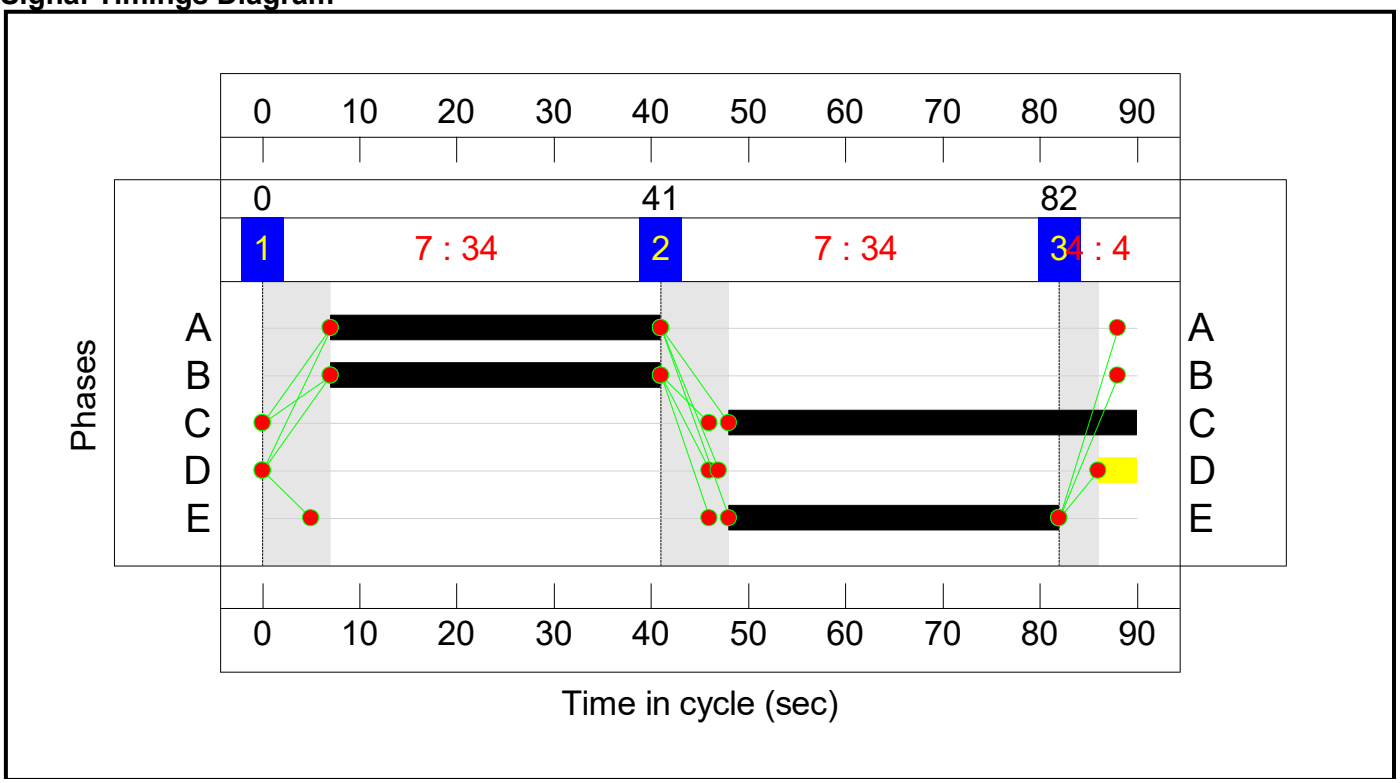
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	34	4
Change Point	0	41	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.2%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.2%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	42	4	452	1851:1781	279+319	75.6 : 75.6%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	34	-	1106	2042:1828	702+628	83.2 : 83.2%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E		1	34	-	681	1876:1912	537+298	81.5 : 81.5%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	34	-	1092	2139:1810	717+622	81.5 : 81.5%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**463**	**90**	**38**	**20.6**	**8.3**	**1.5**	**30.3**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**463**	**90**	**38**	**20.6**	**8.3**	**1.5**	**30.3**	**-**	**-**	**-**	**-**
1/1+1/2	452	452	143	90	8	2.0	1.5	1.0	4.5	36.1	5.3	1.5	6.8
2/2+2/1	1106	1106	41	0	9	7.2	2.4	0.2	9.9	32.1	12.5	2.4	14.9
3/1+3/2	681	681	243	0	0	4.2	2.1	0.0	6.4	33.9	12.0	2.1	14.1
4/2+4/1	1092	1092	36	0	21	7.1	2.2	0.3	9.5	31.3	12.2	2.2	14.4
5/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.2 Total Delay for Signalled Lanes (pcuHr): 30.32 Cycle Time (s): 90
PRC Over All Lanes (%): 8.2 Total Delay Over All Lanes(pcuHr): 30.32

Appendix M: A47 Normandy Way / Ashby Road Signals Mitigation Capacity Modelling Output

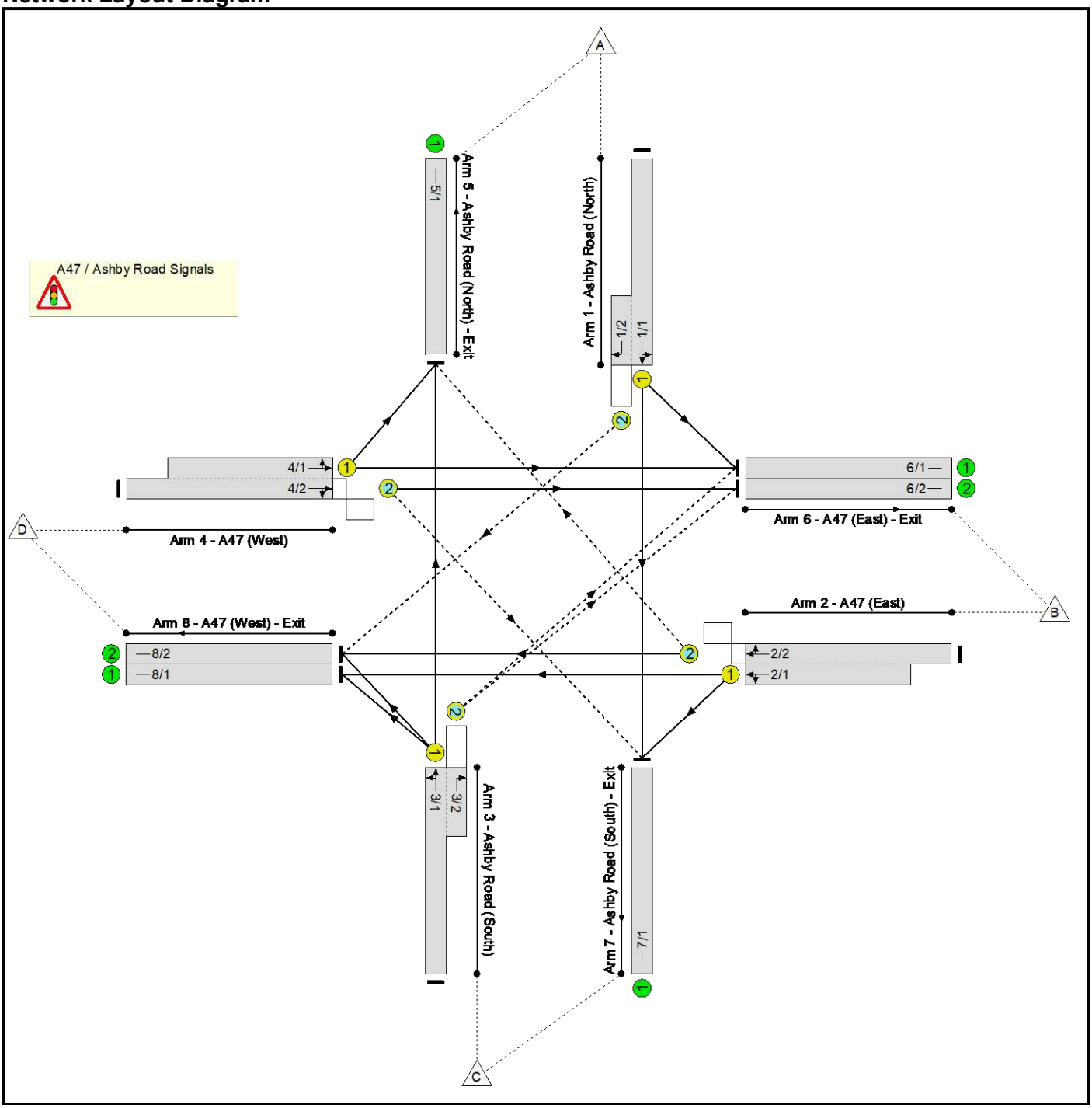
Full Input Data And Results

User and Project Details

Project:	**Normandy Way, Hinckley**
Title:	**A47/ Ashby Road Signals - Base Model**
Location:	Hinckley, Leicestershire
Client:	Miller Homes
Site Ref(s):	3
Additional detail:	Model Built from the Approved Model from Application 23/00432/OUT - Appendix AD (page 1164)
File name:	109523-PEF-ZZ-XX-T.M-H-000003_S2_P1 - Mitigation - Ph1.lsg3x
Author:	J FARRELL
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

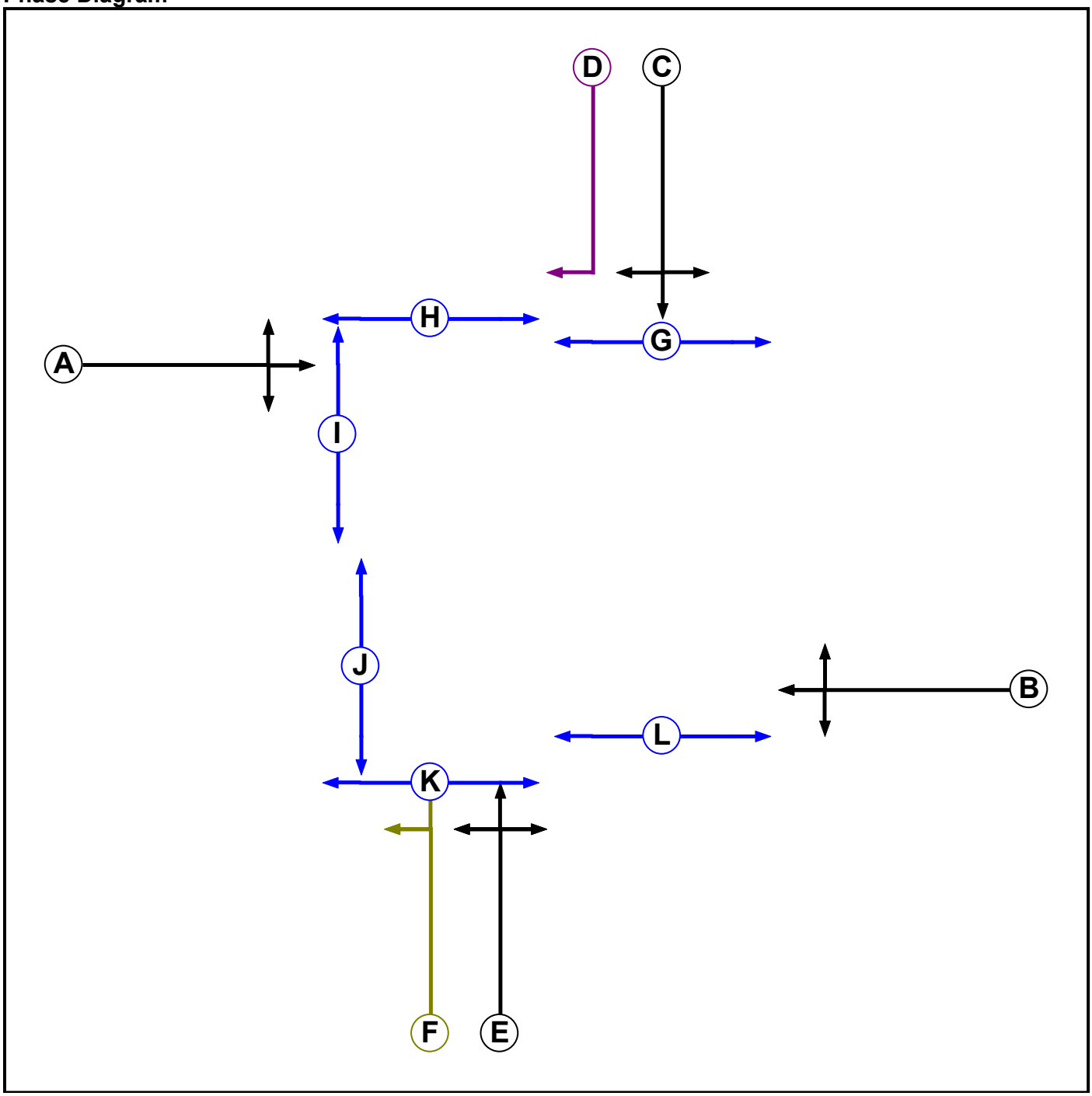
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7
F	Filter	E	4	0
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		8	8
L	Pedestrian		5	5

Phase Intergreens Matrix

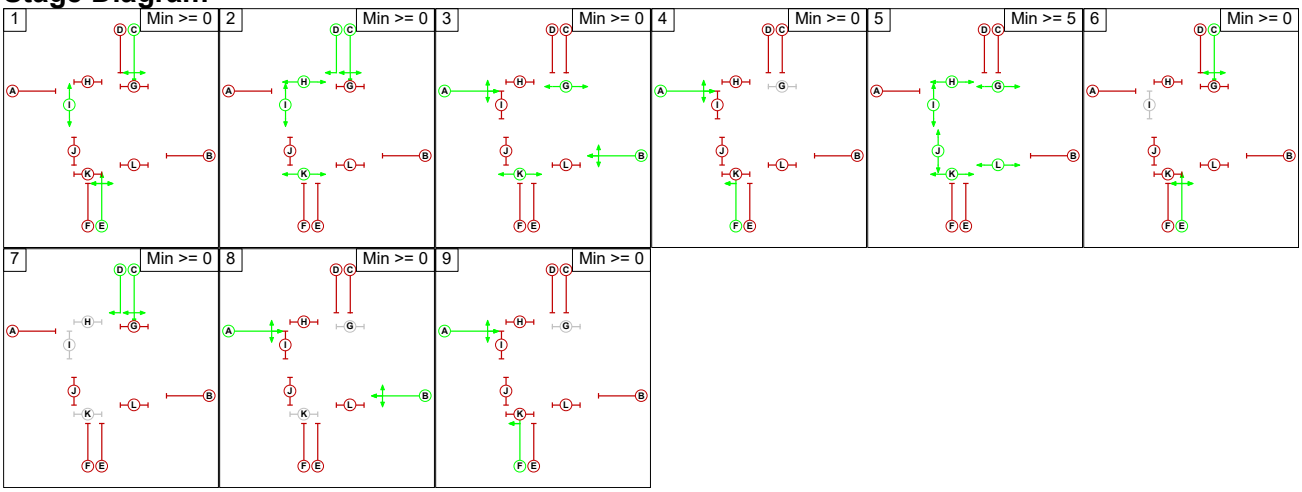
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		-	7	6	7	-	-	8	5	-	-	9
	B	-		5	5	5	5	-	-	-	9	-	7
	C	7	7		-	-	5	5	-	-	9	-	9
	D	7	7	-		6	5	5	-	-	9	-	-
	E	6	6	-	4		-	-	9	-	7	5	-
	F	-	5	5	5	-		-	-	-	7	5	-
	G	-	-	6	6	-	-		-	-	-	-	-
	H	6	-	-	-	6	-	-		-	-	-	-
	I	8	-	-	-	-	-	-	-		-	-	-
	J	-	8	8	8	8	8	-	-	-		-	-
	K	-	-	-	-	10	10	-	-	-	-		-
	L	7	7	7	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	C E I
2	C D H I K
3	A B G K
4	A F
5	G H I J K L
6	C E
7	C D
8	A B
9	A F

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7	8	9
1		9	8	8	9	0	4	8	8
2	10		8	10	9	10	0	8	10
3	10	X		10	9	10	X	0	10
4	12	X	X		X	12	X	X	0
5	10	8	8	10		10	8	8	10
6	0	9	7	7	9		4	7	7
7	6	0	7	7	9	6		7	7
8	7	X	0	5	9	7	X		5
9	12	X	X	0	X	12	X	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A47 / Ashby Road Signals											
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 (Ashby Road (North))	8/2 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
2/2 (A47 (East))	5/1 (Right)	1439	0	4/1	1.09	All	3.00	2.00	0.50	3	2.00
				4/2	1.09	To 6/2 (Ahead)					
3/2 (Ashby Road (South))	6/1 (Right)	1439	0	1/2	1.09	All	3.00	-	0.50	3	2.00
	6/2 (Right)	1439	0	1/2	1.09	All					
4/2 (A47 (West))	7/1 (Right)	1439	0	2/1	1.09	All	3.00	2.00	0.50	3	2.00
				2/2	1.09	To 8/2 (Ahead)					

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: A47 / Ashby Road Signals

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Ashby Road (North))	U	C	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
1/2 (Ashby Road (North))	O	C D	2	3	5.0	Geom	-	2.80	0.00	Y	Arm 8 Right	20.00
2/1 (A47 (East))	U	B	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
2/2 (A47 (East))	O	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Right	20.00
											Arm 8 Ahead	Inf
3/1 (Ashby Road (South))	U	E F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	15.00
3/2 (Ashby Road (South))	O	E	2	3	5.0	Geom	-	3.00	0.00	N	Arm 6 Right	20.00
4/1 (A47 (West))	U	A	2	3	15.0	Geom	-	3.60	0.00	Y	Arm 5 Left	13.00
											Arm 6 Ahead	Inf
4/2 (A47 (West))	O	A	2	3	15.0	Geom	-	3.60	0.00	N	Arm 6 Ahead	Inf
											Arm 7 Right	20.00
5/1 (Ashby Road (North) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A47 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A47 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Ashby Road (South) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A47 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

8/2 (A47 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: 'Furnessed Scenario 2 AM'	08:00	09:00	01:00	
4: 'Furnessed Scenario 2 PM'	17:00	18:00	01:00	
5: 'Furnessed Scenario 3 AM'	08:00	09:00	01:00	
6: 'Furnessed Scenario 3 PM'	17:00	18:00	01:00	
7: 'Furnessed Scenario 4 AM'	08:00	09:00	01:00	
8: 'Furnessed Scenario 4 PM'	17:00	18:00	01:00	
9: 'Furnessed Scenario 5 AM'	08:00	09:00	01:00	
10: 'Furnessed Scenario 5 PM'	17:00	18:00	01:00	
11: 'Furnessed Scenario 6 AM'	08:00	09:00	01:00	
12: 'Furnessed Scenario 6 PM'	17:00	18:00	01:00	
13: 'Furnessed Scenario 7 AM'	08:00	09:00	01:00	
14: 'Furnessed Scenario 7 PM'	17:00	18:00	01:00	
15: 'Furnessed Scenario 8 AM'	08:00	09:00	01:00	
16: 'Furnessed Scenario 8 PM'	17:00	18:00	01:00	
17: 'Furnessed Scenario 9 AM'	08:00	09:00	01:00	
18: 'Furnessed Scenario 9 PM'	17:00	18:00	01:00	
19: 'Furnessed Scenario 10 AM'	08:00	09:00	01:00	
20: 'Furnessed Scenario 10 PM'	17:00	18:00	01:00	
21: 'Furnessed Scenario 11 AM'	08:00	09:00	01:00	
22: 'Furnessed Scenario 11 PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	37	319	374	730
	B	42	0	120	565	727
	C	299	113	0	126	538
	D	214	573	57	0	844
	Tot.	555	723	496	1065	2839

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	730(In) 356(Out)
1/2 (short)	374
2/1 (short)	346
2/2 (with short)	727(In) 381(Out)
3/1 (with short)	538(In) 425(Out)
3/2 (short)	113
4/1 (short)	391
4/2 (with short)	844(In) 453(Out)
5/1	555
6/1	270
6/2	453
7/1	496
8/1	226
8/2	839

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	10.4 %	1846	1846
				Arm 7 Ahead	Inf	89.6 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	34.7 %	1851	1851
				Arm 8 Ahead	Inf	65.3 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	11.0 %	2038	2038
				Arm 8 Ahead	Inf	89.0 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	70.4 %	1860	1860
				Arm 8 Left	15.00	29.6 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	54.7 %	1858	1858
				Arm 6 Ahead	Inf	45.3 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	87.4 %	2095	2095
				Arm 7 Right	20.00	12.6 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	41	229	320	590
	B	32	0	166	540	738
	C	284	166	0	79	529
	D	296	622	61	0	979
	Tot.	612	829	456	939	2836

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	590(In) 270(Out)
1/2 (short)	320
2/1 (short)	349
2/2 (with short)	738(In) 389(Out)
3/1 (with short)	529(In) 363(Out)
3/2 (short)	166
4/1 (short)	452
4/2 (with short)	979(In) 527(Out)
5/1	612
6/1	280
6/2	549
7/1	456
8/1	183
8/2	756

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	15.2 %	1837	1837
				Arm 7 Ahead	Inf	84.8 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	47.6 %	1828	1828
				Arm 8 Ahead	Inf	52.4 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	8.2 %	2042	2042
				Arm 8 Ahead	Inf	91.8 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	78.2 %	1874	1874
				Arm 8 Left	15.00	21.8 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	65.5 %	1836	1836
				Arm 6 Ahead	Inf	34.5 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	88.4 %	2097	2097
				Arm 7 Right	20.00	11.6 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	46	360	403	809
	B	48	0	126	566	740
	C	313	118	0	113	544
	D	217	581	52	0	850
	Tot.	578	745	538	1082	2943

Traffic Lane Flows

Lane	Scenario 3: Furnessed Scenario 2 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	809(In) 406(Out)
1/2 (short)	403
2/1 (short)	352
2/2 (with short)	740(In) 388(Out)
3/1 (with short)	544(In) 426(Out)
3/2 (short)	118
4/1 (short)	394
4/2 (with short)	850(In) 456(Out)
5/1	578
6/1	282
6/2	463
7/1	538
8/1	226
8/2	856

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	11.3 %	1844	1844
				Arm 7 Ahead	Inf	88.7 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	35.8 %	1849	1849
				Arm 8 Ahead	Inf	64.2 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	12.4 %	2036	2036
				Arm 8 Ahead	Inf	87.6 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	73.5 %	1866	1866
				Arm 8 Left	15.00	26.5 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	55.1 %	1857	1857
				Arm 6 Ahead	Inf	44.9 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	88.6 %	2097	2097
				Arm 7 Right	20.00	11.4 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	51	254	341	646
	B	38	0	174	542	754
	C	290	168	0	68	526
	D	303	629	55	0	987
	Tot.	631	848	483	951	2913

Traffic Lane Flows

Lane	Scenario 4: Furnessed Scenario 2 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	646(In) 305(Out)
1/2 (short)	341
2/1 (short)	356
2/2 (with short)	754(In) 398(Out)
3/1 (with short)	526(In) 358(Out)
3/2 (short)	168
4/1 (short)	456
4/2 (with short)	987(In) 531(Out)
5/1	631
6/1	288
6/2	560
7/1	483
8/1	182
8/2	769

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	16.7 %	1834	1834
				Arm 7 Ahead	Inf	83.3 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	48.9 %	1826	1826
				Arm 8 Ahead	Inf	51.1 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	9.5 %	2040	2040
				Arm 8 Ahead	Inf	90.5 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	81.0 %	1879	1879
				Arm 8 Left	15.00	19.0 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	66.4 %	1834	1834
				Arm 6 Ahead	Inf	33.6 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	89.6 %	2099	2099
				Arm 7 Right	20.00	10.4 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	49	416	414	879
	B	48	0	140	559	747
	C	323	127	0	117	567
	D	220	611	59	0	890
	Tot.	591	787	615	1090	3083

Traffic Lane Flows

Lane	Scenario 5: Furnessed Scenario 4 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	879(In) 465(Out)
1/2 (short)	414
2/1 (short)	355
2/2 (with short)	747(In) 392(Out)
3/1 (with short)	567(In) 440(Out)
3/2 (short)	127
4/1 (short)	413
4/2 (with short)	890(In) 477(Out)
5/1	591
6/1	305
6/2	482
7/1	615
8/1	215
8/2	875

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	10.5 %	1846	1846
				Arm 7 Ahead	Inf	89.5 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	39.4 %	1842	1842
				Arm 8 Ahead	Inf	60.6 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	12.2 %	2036	2036
				Arm 8 Ahead	Inf	87.8 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	73.4 %	1865	1865
				Arm 8 Left	15.00	26.6 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	53.3 %	1861	1861
				Arm 6 Ahead	Inf	46.7 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	87.6 %	2096	2096
				Arm 7 Right	20.00	12.4 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	56	293	336	685
	B	40	0	198	528	766
	C	331	197	0	72	600
	D	296	634	58	0	988
	Tot.	667	887	549	936	3039

Traffic Lane Flows

Lane	Scenario 6: Furnessed Scenario 4 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	685(In) 349(Out)
1/2 (short)	336
2/1 (short)	361
2/2 (with short)	766(In) 405(Out)
3/1 (with short)	600(In) 403(Out)
3/2 (short)	197
4/1 (short)	456
4/2 (with short)	988(In) 532(Out)
5/1	667
6/1	314
6/2	573
7/1	549
8/1	163
8/2	773

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	16.0 %	1836	1836
				Arm 7 Ahead	Inf	84.0 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	54.8 %	1815	1815
				Arm 8 Ahead	Inf	45.2 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	9.9 %	2040	2040
				Arm 8 Ahead	Inf	90.1 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	82.1 %	1881	1881
				Arm 8 Left	15.00	17.9 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	64.9 %	1837	1837
				Arm 6 Ahead	Inf	35.1 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	89.1 %	2098	2098
				Arm 7 Right	20.00	10.9 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	43	363	384	790
	B	71	0	191	809	1071
	C	309	110	0	108	527
	D	290	732	71	0	1093
	Tot.	670	885	625	1301	3481

Traffic Lane Flows

Lane	Scenario 7: Furnessed Scenario 8 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	790(In) 406(Out)
1/2 (short)	384
2/1 (short)	509
2/2 (with short)	1071(In) 562(Out)
3/1 (with short)	527(In) 417(Out)
3/2 (short)	110
4/1 (short)	507
4/2 (with short)	1093(In) 586(Out)
5/1	670
6/1	315
6/2	570
7/1	625
8/1	318
8/2	983

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	10.6 %	1845	1845
				Arm 7 Ahead	Inf	89.4 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	37.5 %	1846	1846
				Arm 8 Ahead	Inf	62.5 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	12.6 %	2036	2036
				Arm 8 Ahead	Inf	87.4 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	74.1 %	1867	1867
				Arm 8 Left	15.00	25.9 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	57.2 %	1853	1853
				Arm 6 Ahead	Inf	42.8 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	87.9 %	2096	2096
				Arm 7 Right	20.00	12.1 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	65	186	315	566
	B	77	0	199	787	1063
	C	331	186	0	55	572
	D	377	762	39	0	1178
	Tot.	785	1013	424	1157	3379

Traffic Lane Flows

Lane	Scenario 8: Furnessed Scenario 8 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	566(In) 251(Out)
1/2 (short)	315
2/1 (short)	505
2/2 (with short)	1063(In) 558(Out)
3/1 (with short)	572(In) 386(Out)
3/2 (short)	186
4/1 (short)	544
4/2 (with short)	1178(In) 634(Out)
5/1	785
6/1	325
6/2	688
7/1	424
8/1	306
8/2	851

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	25.9 %	1818	1818
				Arm 7 Ahead	Inf	74.1 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	39.4 %	1842	1842
				Arm 8 Ahead	Inf	60.6 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	13.8 %	2034	2034
				Arm 8 Ahead	Inf	86.2 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	85.8 %	1888	1888
				Arm 8 Left	15.00	14.2 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	69.3 %	1829	1829
				Arm 6 Ahead	Inf	30.7 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	93.8 %	2105	2105
				Arm 7 Right	20.00	6.2 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	39	383	398	820
	B	66	0	197	820	1083
	C	297	102	0	114	513
	D	299	725	82	0	1106
	Tot.	662	866	662	1332	3522

Traffic Lane Flows

Lane	Scenario 9: Furnessed Scenario 9 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	820(In) 422(Out)
1/2 (short)	398
2/1 (short)	515
2/2 (with short)	1083(In) 568(Out)
3/1 (with short)	513(In) 411(Out)
3/2 (short)	102
4/1 (short)	513
4/2 (with short)	1106(In) 593(Out)
5/1	662
6/1	304
6/2	562
7/1	662
8/1	318
8/2	1014

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	9.2 %	1848	1848
				Arm 7 Ahead	Inf	90.8 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	38.3 %	1844	1844
				Arm 8 Ahead	Inf	61.7 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	11.6 %	2037	2037
				Arm 8 Ahead	Inf	88.4 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	72.3 %	1863	1863
				Arm 8 Left	15.00	27.7 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	58.3 %	1851	1851
				Arm 6 Ahead	Inf	41.7 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	86.2 %	2093	2093
				Arm 7 Right	20.00	13.8 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	69	193	316	578
	B	91	0	208	793	1092
	C	376	191	0	54	621
	D	412	755	38	0	1205
	Tot.	879	1015	439	1163	3496

Traffic Lane Flows

Lane	Scenario 10: Furnessed Scenario 9 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	578(In) 262(Out)
1/2 (short)	316
2/1 (short)	519
2/2 (with short)	1092(In) 573(Out)
3/1 (with short)	621(In) 430(Out)
3/2 (short)	191
4/1 (short)	555
4/2 (with short)	1205(In) 650(Out)
5/1	879
6/1	307
6/2	708
7/1	439
8/1	311
8/2	852

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	26.3 %	1817	1817
				Arm 7 Ahead	Inf	73.7 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	40.1 %	1841	1841
				Arm 8 Ahead	Inf	59.9 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	15.9 %	2031	2031
				Arm 8 Ahead	Inf	84.1 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	87.4 %	1891	1891
				Arm 8 Left	15.00	12.6 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	74.2 %	1819	1819
				Arm 6 Ahead	Inf	25.8 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	94.2 %	2106	2106
				Arm 7 Right	20.00	5.8 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	23	331	232	586
	B	41	0	269	754	1064
	C	267	141	0	153	561
	D	198	745	120	0	1063
	Tot.	506	909	720	1139	3274

Traffic Lane Flows

Lane	Scenario 11: Furnessed Scenario 11 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	586(In) 354(Out)
1/2 (short)	232
2/1 (short)	501
2/2 (with short)	1064(In) 563(Out)
3/1 (with short)	561(In) 420(Out)
3/2 (short)	141
4/1 (short)	498
4/2 (with short)	1063(In) 565(Out)
5/1	506
6/1	393
6/2	516
7/1	720
8/1	232
8/2	907

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	6.5 %	1853	1853
				Arm 7 Ahead	Inf	93.5 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	53.7 %	1817	1817
				Arm 8 Ahead	Inf	46.3 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	7.3 %	2044	2044
				Arm 8 Ahead	Inf	92.7 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	63.6 %	1848	1848
				Arm 8 Left	15.00	36.4 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	39.8 %	1888	1888
				Arm 6 Ahead	Inf	60.2 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	78.8 %	2082	2082
				Arm 7 Right	20.00	21.2 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	39	172	241	452
	B	50	0	248	808	1106
	C	347	243	0	91	681
	D	294	741	57	0	1092
	Tot.	691	1023	477	1140	3331

Traffic Lane Flows

Lane	Scenario 12: Furnessed Scenario 11 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	452(In) 211(Out)
1/2 (short)	241
2/1 (short)	522
2/2 (with short)	1106(In) 584(Out)
3/1 (with short)	681(In) 438(Out)
3/2 (short)	243
4/1 (short)	507
4/2 (with short)	1092(In) 585(Out)
5/1	691
6/1	373
6/2	650
7/1	477
8/1	274
8/2	866

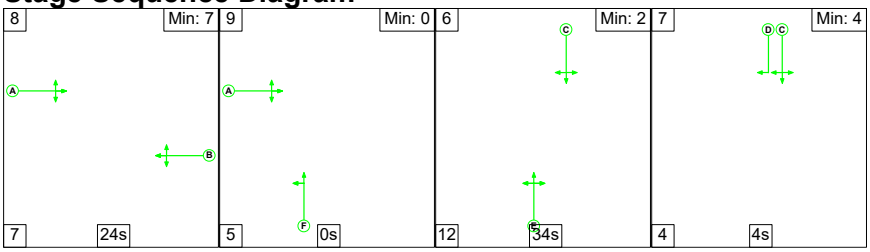
Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Ashby Road Signals								
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 (Ashby Road (North))	2.50	0.00	Y	Arm 6 Left	15.00	18.5 %	1831	1831
				Arm 7 Ahead	Inf	81.5 %		
1/2 (Ashby Road (North))	2.80	0.00	Y	Arm 8 Right	20.00	100.0 %	1763	1763
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	47.5 %	1828	1828
				Arm 8 Ahead	Inf	52.5 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	8.6 %	2042	2042
				Arm 8 Ahead	Inf	91.4 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	79.2 %	1876	1876
				Arm 8 Left	15.00	20.8 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.60	0.00	Y	Arm 5 Left	13.00	58.0 %	1851	1851
				Arm 6 Ahead	Inf	42.0 %		
4/2 (A47 (West))	3.60	0.00	N	Arm 6 Ahead	Inf	90.3 %	2100	2100
				Arm 7 Right	20.00	9.7 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

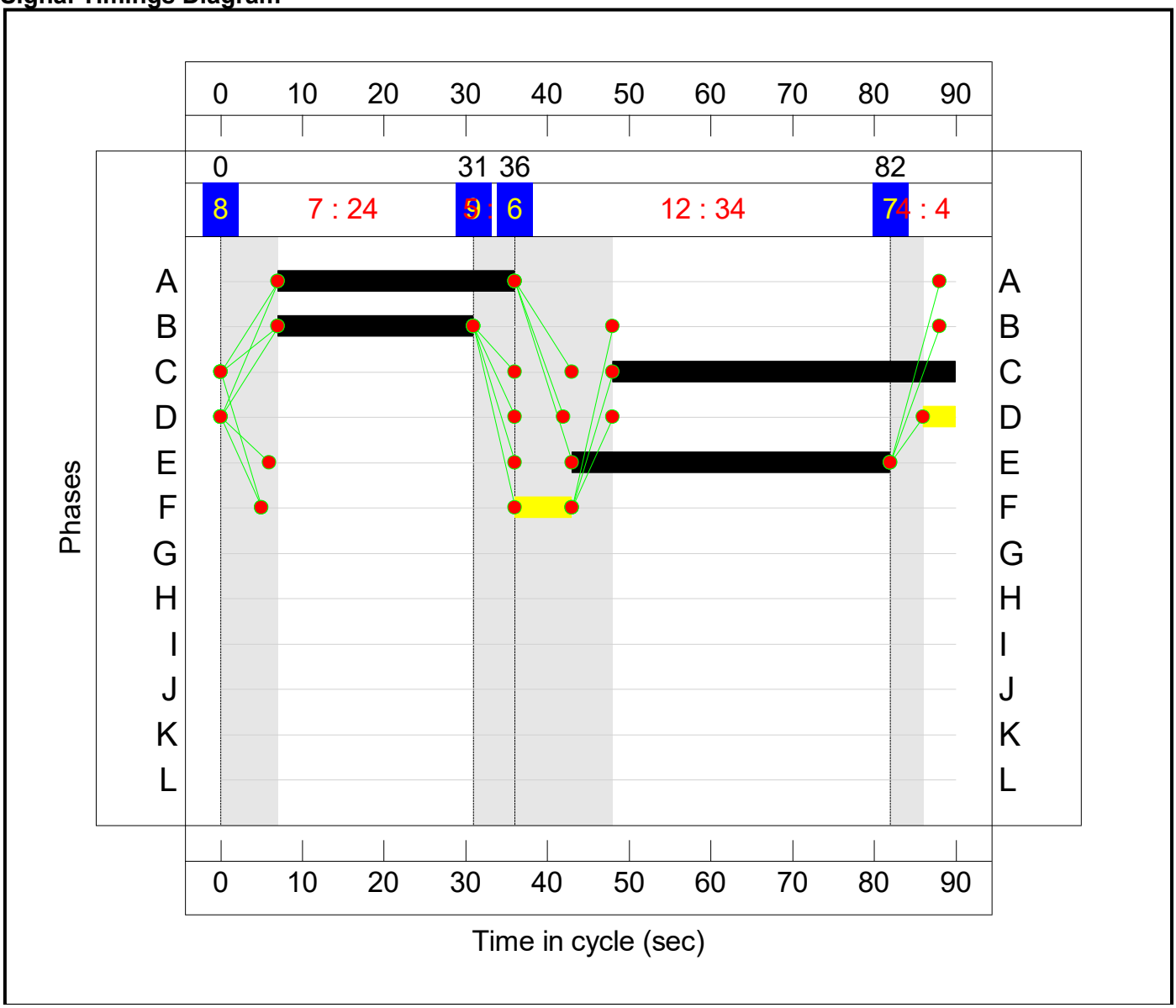


Full Input Data And Results

Stage Timings

Stage	8	9	6	7
Duration	24	0	34	4
Change Point	0	31	36	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.0%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.0%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	42	4	730	1846:1763	513+537	69.4 : 69.7%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	24	-	727	2038:1851	566+497	67.3 : 69.7%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	46:39	7	538	1860:1912	808+215	52.6 : 52.6%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	29	-	844	2095:1858	647+559	70.0 : 70.0%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%

Full Input Data And Results

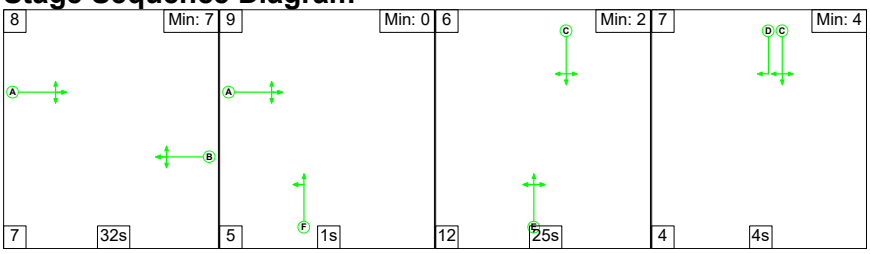
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**512**	**59**	**15**	**17.1**	**3.9**	**0.8**	**21.8**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**512**	**59**	**15**	**17.1**	**3.9**	**0.8**	**21.8**	**-**	**-**	**-**	**-**
1/1+1/2	730	730	337	25	12	3.2	1.1	0.5	4.9	23.9	8.0	1.1	9.2
2/2+2/1	727	727	42	0	0	5.8	1.1	0.1	7.1	34.9	8.4	1.1	9.4
3/1+3/2	538	538	81	32	0	2.1	0.6	0.0	2.6	17.6	7.2	0.6	7.7
4/2+4/1	844	844	53	2	2	6.0	1.2	0.1	7.3	31.0	9.6	1.2	10.7
5/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 28.6 Total Delay for Signalled Lanes (pcuHr): 21.82 Cycle Time (s): 90
PRC Over All Lanes (%): 28.6 Total Delay Over All Lanes(pcuHr): 21.82

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

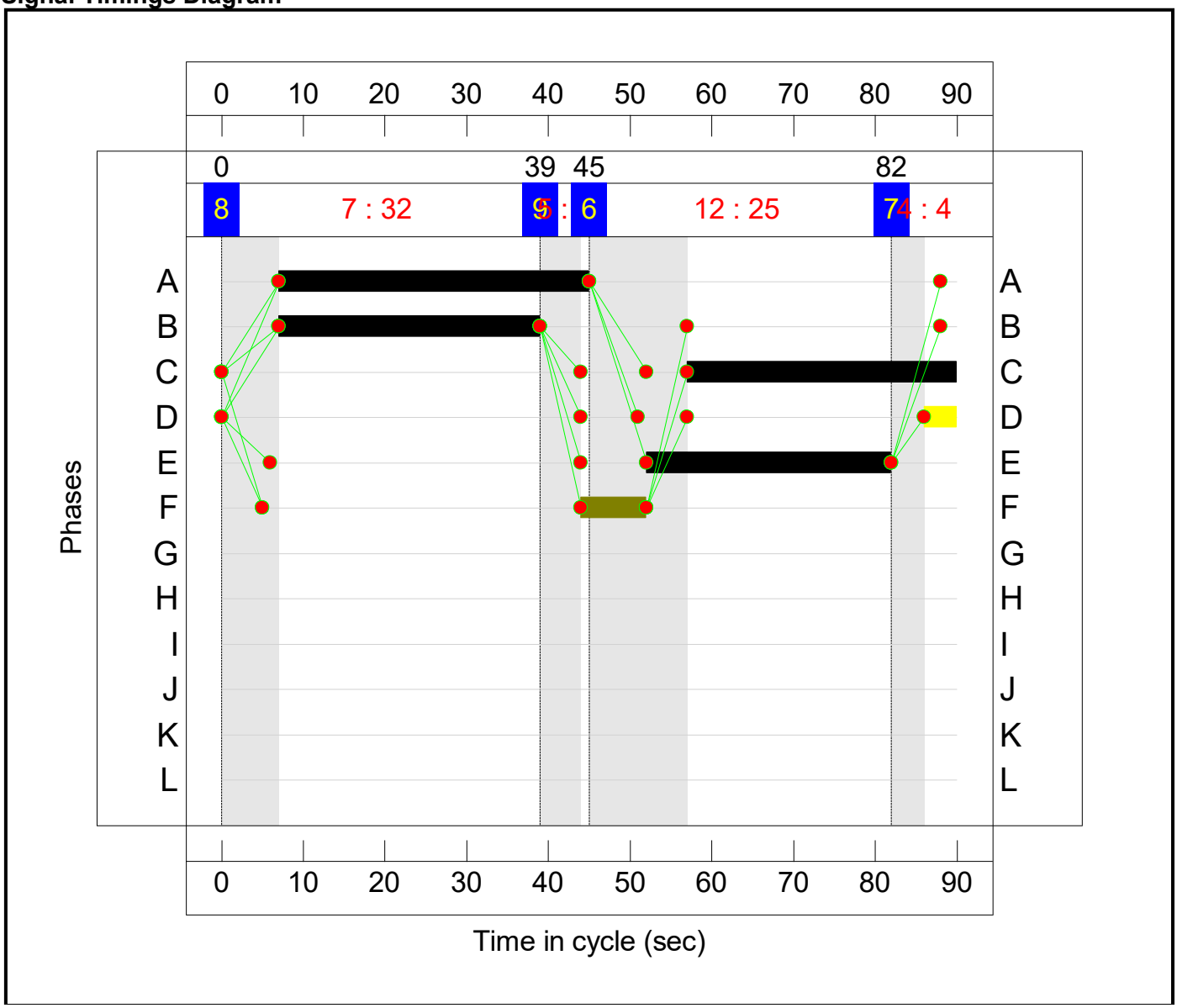
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	32	1	25	4
Change Point	0	39	45	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.0%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.0%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	33	4	590	1837:1763	388+460	69.6 : 69.6%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	32	-	738	2042:1828	679+609	57.3 : 57.3%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	38:30	8	529	1874:1912	617+276	58.8 : 60.2%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	38	-	979	2097:1836	753+646	70.0 : 70.0%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%

Full Input Data And Results

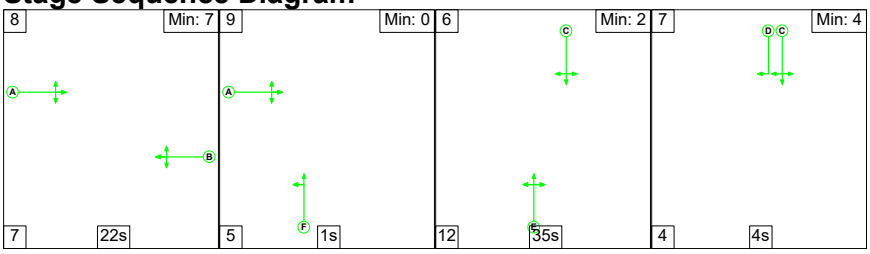
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**507**	**59**	**13**	**16.1**	**3.7**	**0.8**	**20.5**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**507**	**59**	**13**	**16.1**	**3.7**	**0.8**	**20.5**	**-**	**-**	**-**	**-**
1/1+1/2	590	590	285	25	11	3.5	1.1	0.4	5.0	30.3	7.3	1.1	8.4
2/2+2/1	738	738	32	0	0	4.6	0.7	0.1	5.4	26.1	7.6	0.7	8.2
3/1+3/2	529	529	134	32	0	2.8	0.7	0.2	3.7	25.3	7.3	0.7	8.0
4/2+4/1	979	979	56	3	2	5.2	1.2	0.1	6.5	24.0	10.0	1.2	11.1
5/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 28.6 Total Delay for Signalled Lanes (pcuHr): 20.55 Cycle Time (s): 90
PRC Over All Lanes (%): 28.6 Total Delay Over All Lanes(pcuHr): 20.55

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

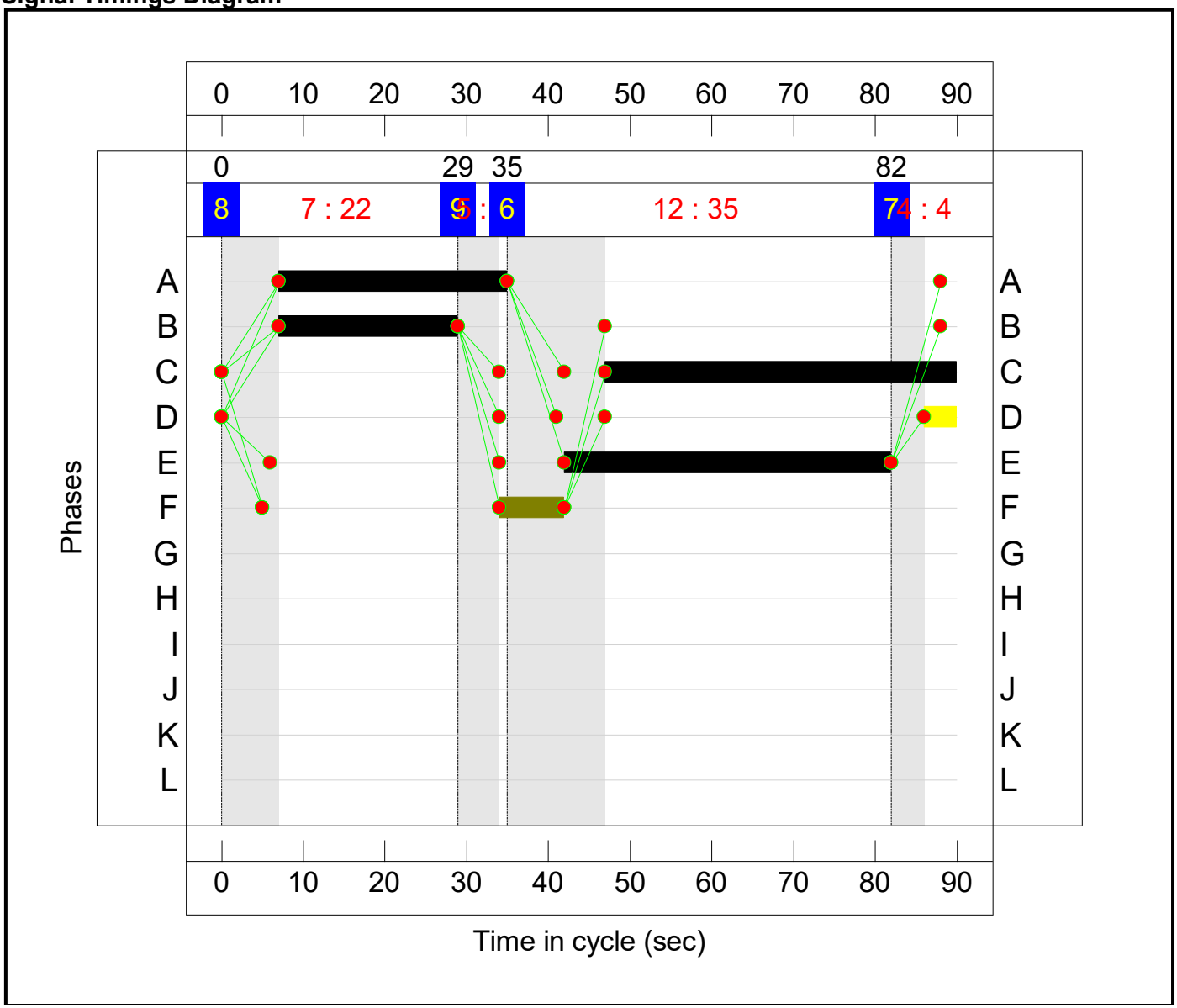
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	22	1	35	4
Change Point	0	29	35	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.9%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.9%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	43	4	809	1844:1763	542+538	74.9 : 74.9%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	22	-	740	2036:1849	520+472	74.6 : 74.6%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	48:40	8	544	1866:1912	837+232	50.9 : 50.9%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	28	-	850	2097:1857	635+549	71.8 : 71.8%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%

Full Input Data And Results

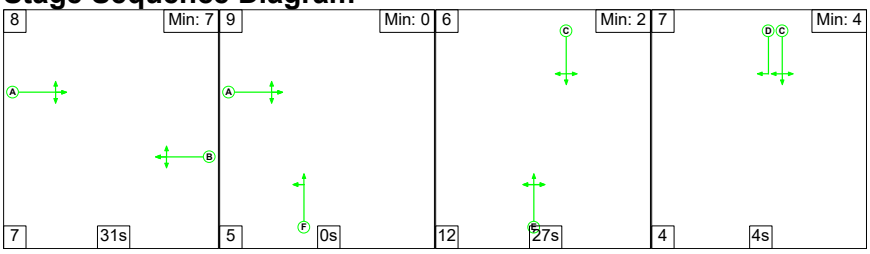
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**534**	**71**	**16**	**18.0**	**4.7**	**0.8**	**23.5**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**534**	**71**	**16**	**18.0**	**4.7**	**0.8**	**23.5**	**-**	**-**	**-**	**-**
1/1+1/2	809	809	363	27	13	3.5	1.5	0.5	5.5	24.4	9.6	1.5	11.1
2/2+2/1	740	740	47	0	1	6.3	1.5	0.2	8.0	38.7	8.8	1.5	10.3
3/1+3/2	544	544	86	32	0	1.9	0.5	0.0	2.5	16.3	6.8	0.5	7.3
4/2+4/1	850	850	38	12	2	6.2	1.3	0.1	7.6	32.3	9.9	1.3	11.1
5/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 20.1 Total Delay for Signalled Lanes (pcuHr): 23.53 Cycle Time (s): 90
PRC Over All Lanes (%): 20.1 Total Delay Over All Lanes(pcuHr): 23.53

Full Input Data And Results

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

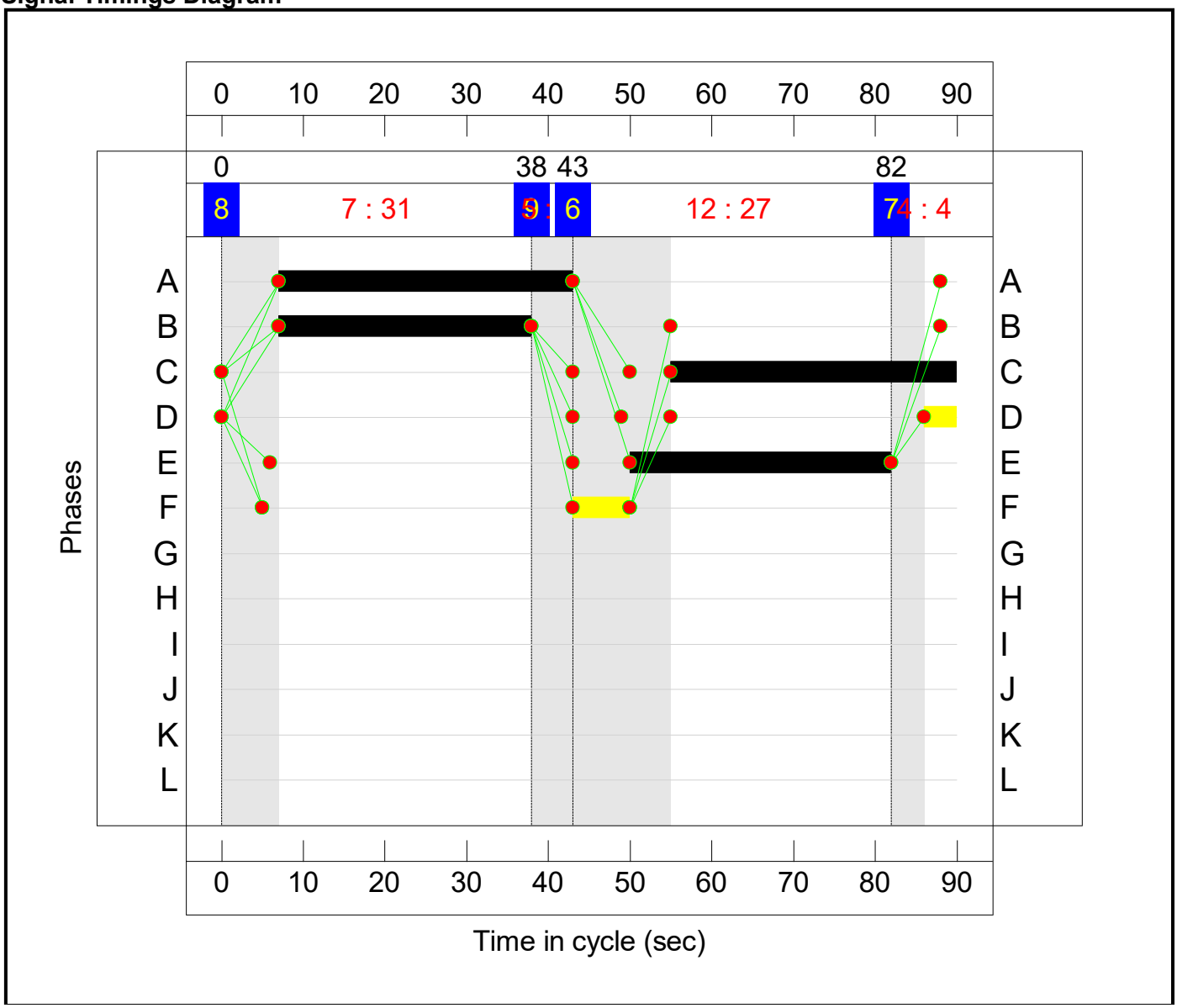
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	31	0	27	4
Change Point	0	38	43	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.8%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.8%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	35	4	646	1834:1763	424+474	72.0 : 72.0%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	31	-	754	2040:1826	668+598	59.6 : 59.6%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	39:32	7	526	1879:1912	629+285	56.9 : 59.0%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	36	-	987	2099:1834	729+626	72.8 : 72.8%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%

Full Input Data And Results

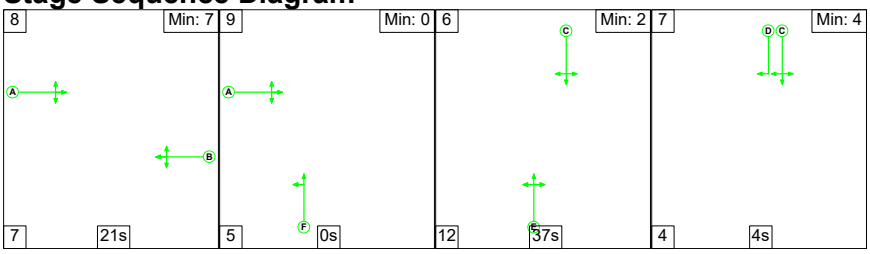
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**531**	**57**	**14**	**16.8**	**4.0**	**0.8**	**21.7**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**531**	**57**	**14**	**16.8**	**4.0**	**0.8**	**21.7**	**-**	**-**	**-**	**-**
1/1+1/2	646	646	306	23	11	3.6	1.3	0.4	5.3	29.5	8.1	1.3	9.4
2/2+2/1	754	754	38	0	0	4.9	0.7	0.1	5.7	27.4	8.0	0.7	8.7
3/1+3/2	526	526	136	32	0	2.6	0.7	0.2	3.5	23.8	6.9	0.7	7.5
4/2+4/1	987	987	51	2	2	5.7	1.3	0.1	7.2	26.1	10.5	1.3	11.8
5/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.6 Total Delay for Signalled Lanes (pcuHr): 21.67 Cycle Time (s): 90
PRC Over All Lanes (%): 23.6 Total Delay Over All Lanes(pcuHr): 21.67

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

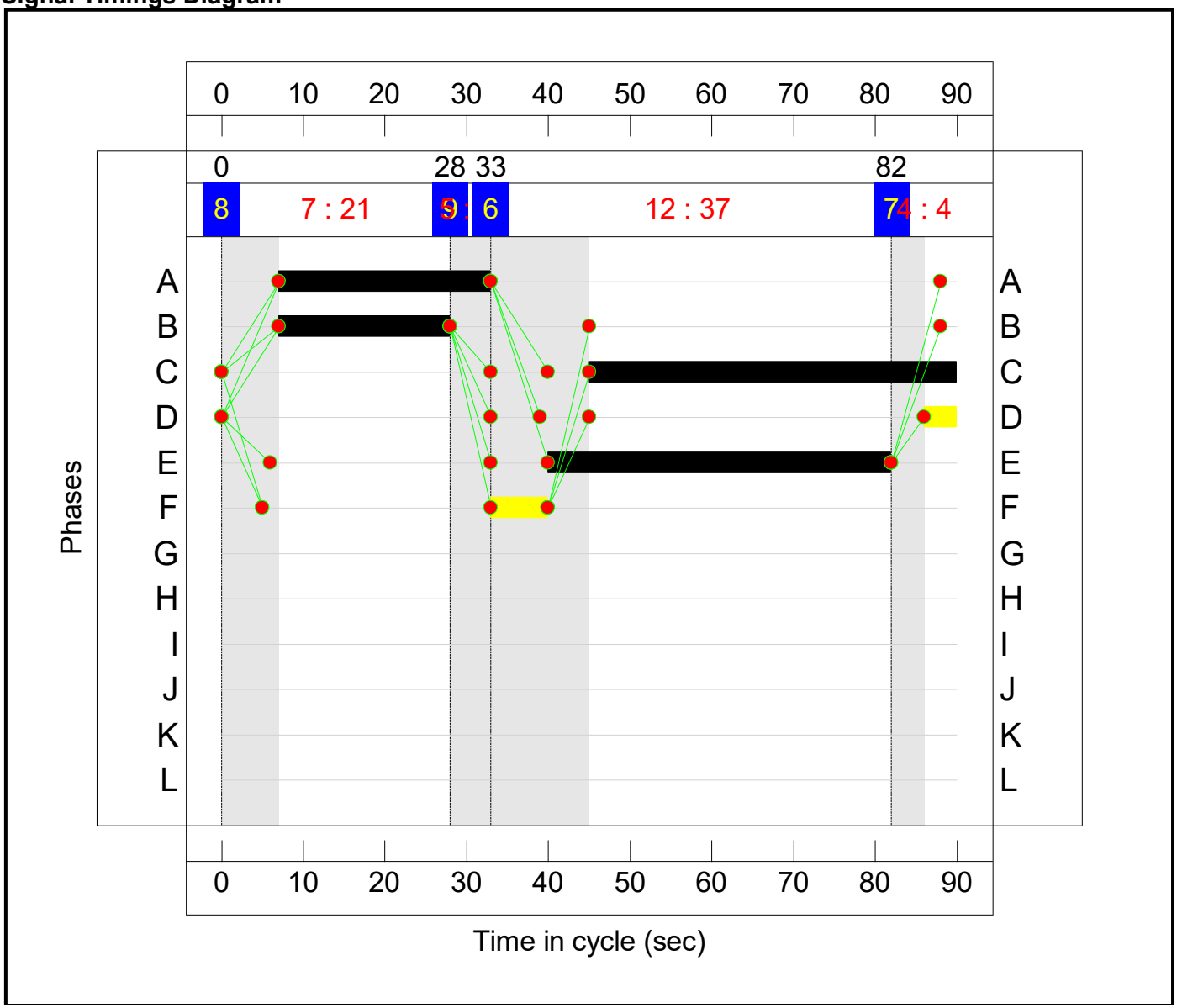
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	21	0	37	4
Change Point	0	28	33	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.9%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.9%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	45	4	879	1846:1763	582+518	79.9 : 79.9%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	21	-	747	2036:1842	498+450	78.8 : 78.8%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	49:42	7	567	1865:1912	847+244	52.0 : 52.0%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	26	-	890	2096:1861	612+536	78.0 : 77.1%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%

Full Input Data And Results

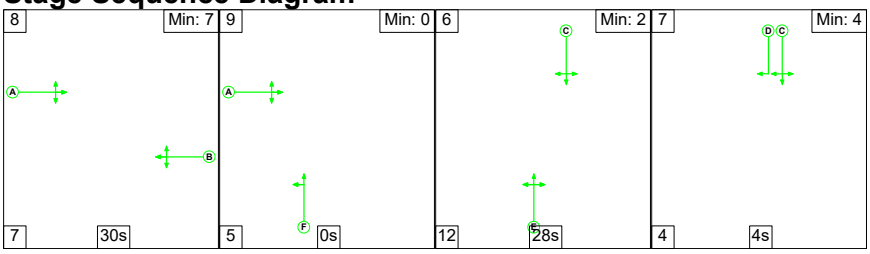
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**533**	**86**	**28**	**19.3**	**6.0**	**0.9**	**26.2**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**533**	**86**	**28**	**19.3**	**6.0**	**0.9**	**26.2**	**-**	**-**	**-**	**-**
1/1+1/2	879	879	373	28	14	3.7	2.0	0.5	6.2	25.4	12.2	2.0	14.1
2/2+2/1	747	747	36	0	12	6.6	1.8	0.2	8.6	41.6	9.1	1.8	11.0
3/1+3/2	567	567	95	32	0	1.9	0.5	0.0	2.5	15.7	6.9	0.5	7.4
4/2+4/1	890	890	30	27	2	7.0	1.7	0.2	8.9	36.0	10.7	1.7	12.4
5/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 26.21 Cycle Time (s): 90
PRC Over All Lanes (%): 12.7 Total Delay Over All Lanes(pcuHr): 26.21

Full Input Data And Results

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

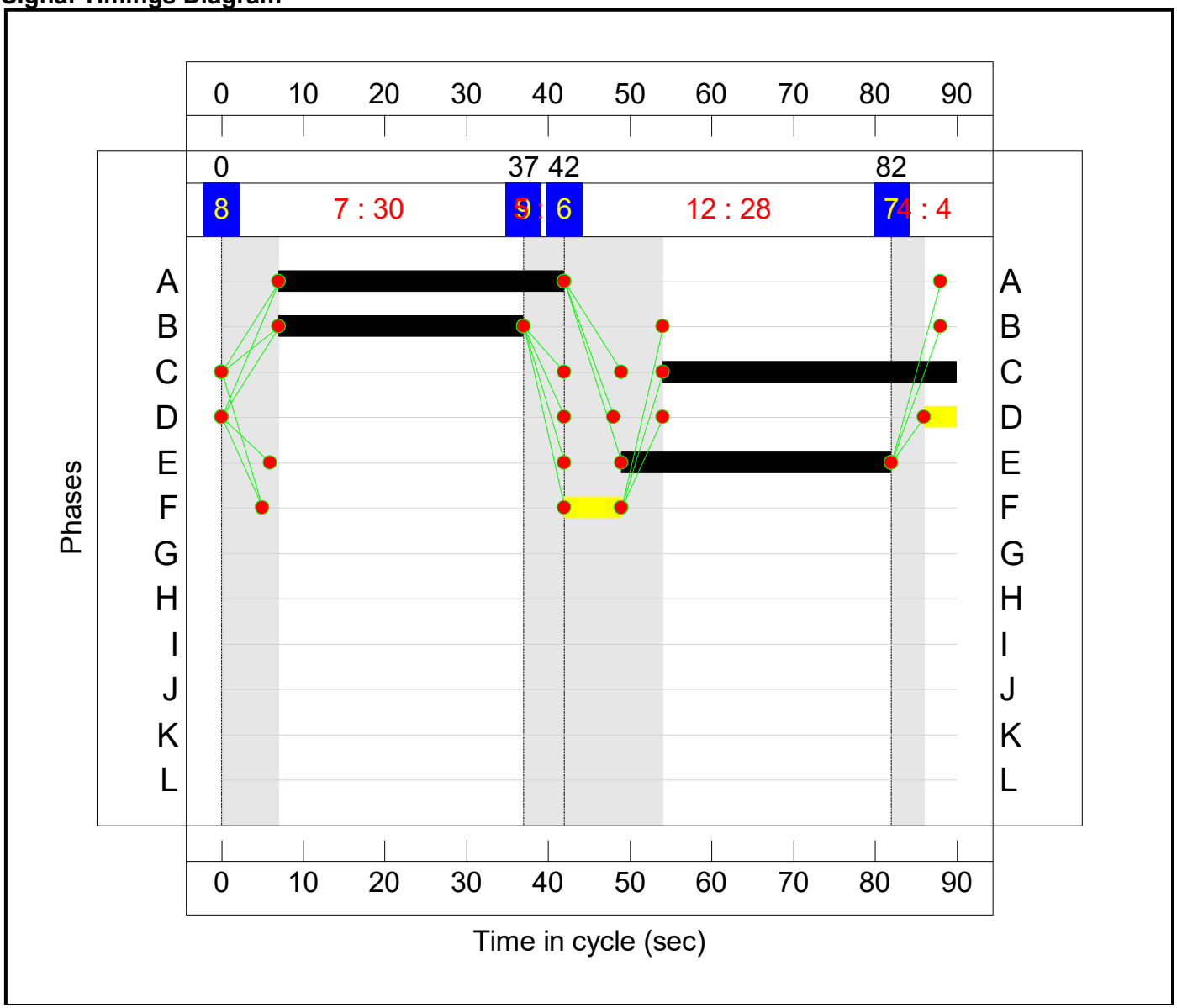
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	30	0	28	4
Change Point	0	37	42	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.1%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.1%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	36	4	685	1836:1763	475+457	73.5 : 73.5%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	30	-	766	2040:1815	657+585	61.7 : 61.7%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	40:33	7	600	1881:1912	638+312	63.2 : 63.2%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	35	-	988	2098:1837	718+615	74.1 : 74.1%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%

Full Input Data And Results

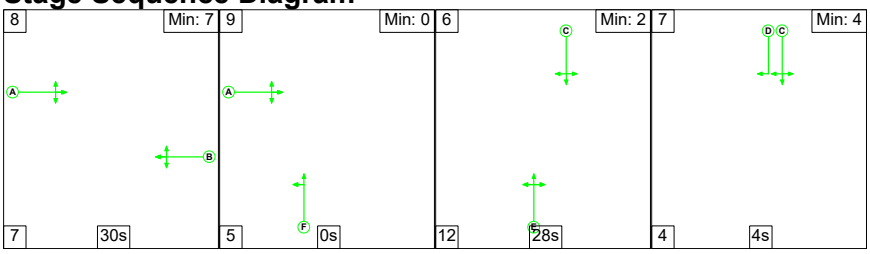
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**531**	**86**	**14**	**17.9**	**4.4**	**1.0**	**23.3**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**531**	**86**	**14**	**17.9**	**4.4**	**1.0**	**23.3**	**-**	**-**	**-**	**-**
1/1+1/2	685	685	273	52	11	3.8	1.4	0.6	5.7	30.2	8.5	1.4	9.9
2/2+2/1	766	766	40	0	0	5.1	0.8	0.2	6.1	28.7	8.2	0.8	9.0
3/1+3/2	600	600	165	32	0	3.0	0.9	0.1	4.0	23.8	8.4	0.9	9.2
4/2+4/1	988	988	54	2	2	6.0	1.4	0.1	7.5	27.3	10.6	1.4	12.1
5/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 21.4 Total Delay for Signalled Lanes (pcuHr): 23.31 Cycle Time (s): 90
PRC Over All Lanes (%): 21.4 Total Delay Over All Lanes(pcuHr): 23.31

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

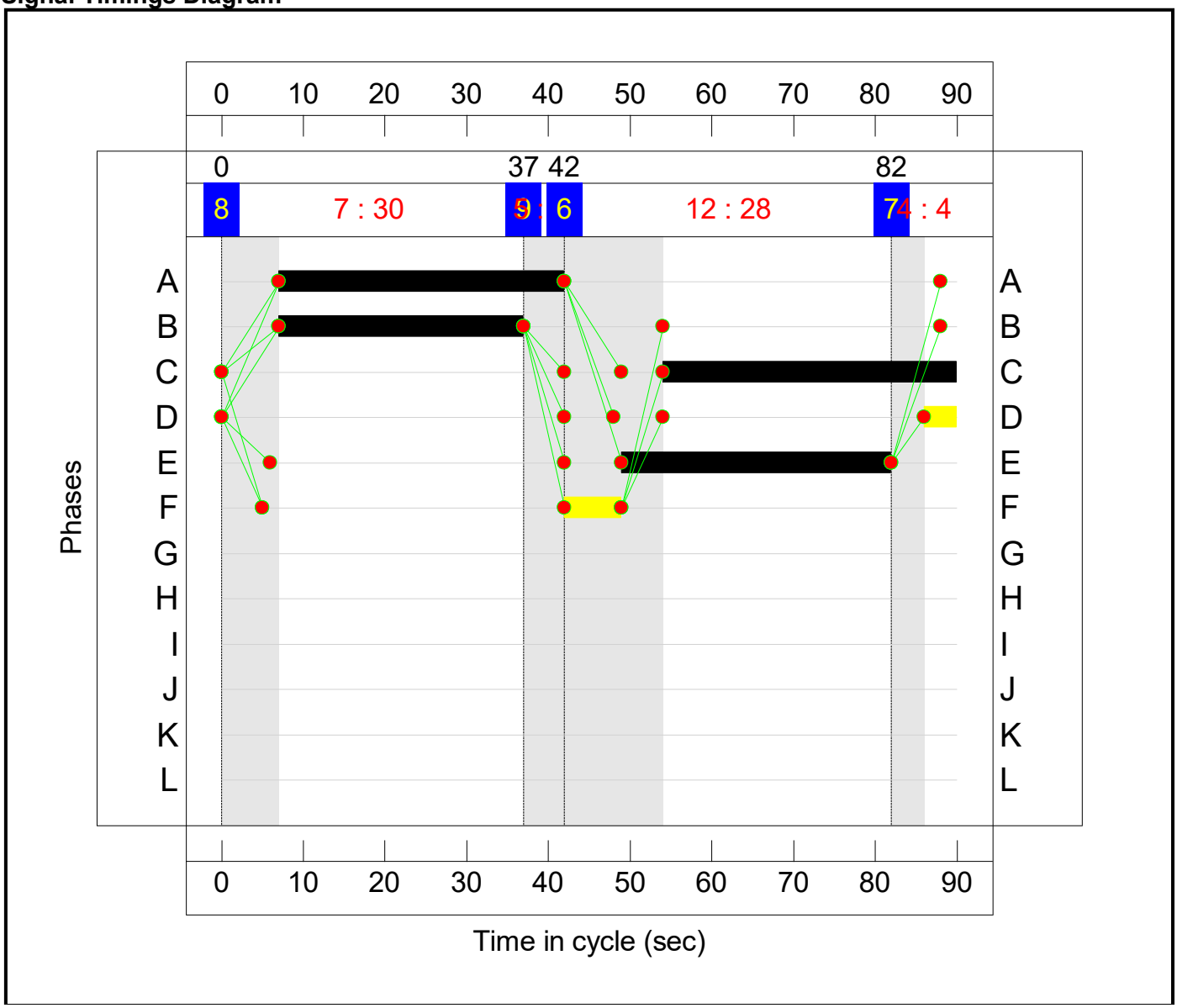
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	30	0	28	4
Change Point	0	37	42	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	36	4	790	1845:1763	478+452	84.9 : 84.9%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	30	-	1071	2036:1846	645+584	87.1 : 87.1%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	40:33	7	527	1867:1912	711+188	58.6 : 58.6%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	35	-	1093	2096:1853	718+621	81.6 : 81.6%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%

Full Input Data And Results

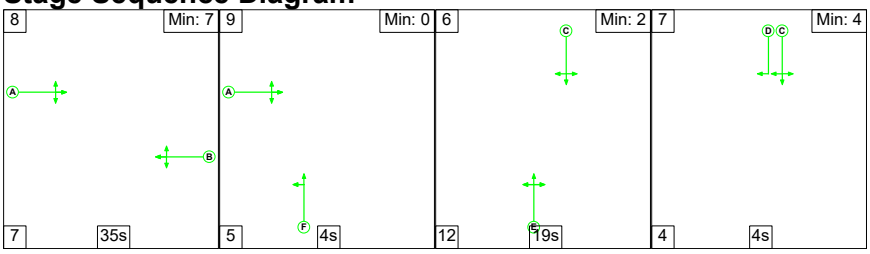
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**416**	**173**	**47**	**22.1**	**8.8**	**1.4**	**32.3**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**416**	**173**	**47**	**22.1**	**8.8**	**1.4**	**32.3**	**-**	**-**	**-**	**-**
1/1+1/2	790	790	271	96	17	4.7	2.7	0.7	8.1	36.9	12.2	2.7	14.9
2/2+2/1	1071	1071	44	0	27	8.0	3.2	0.4	11.6	38.9	12.6	3.2	15.9
3/1+3/2	527	527	78	32	0	2.6	0.7	0.0	3.3	22.7	8.2	0.7	8.9
4/2+4/1	1093	1093	23	45	2	6.8	2.2	0.3	9.3	30.7	12.2	2.2	14.4
5/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.3 Total Delay for Signalled Lanes (pcuHr): 32.34 Cycle Time (s): 90
PRC Over All Lanes (%): 3.3 Total Delay Over All Lanes(pcuHr): 32.34

Full Input Data And Results

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

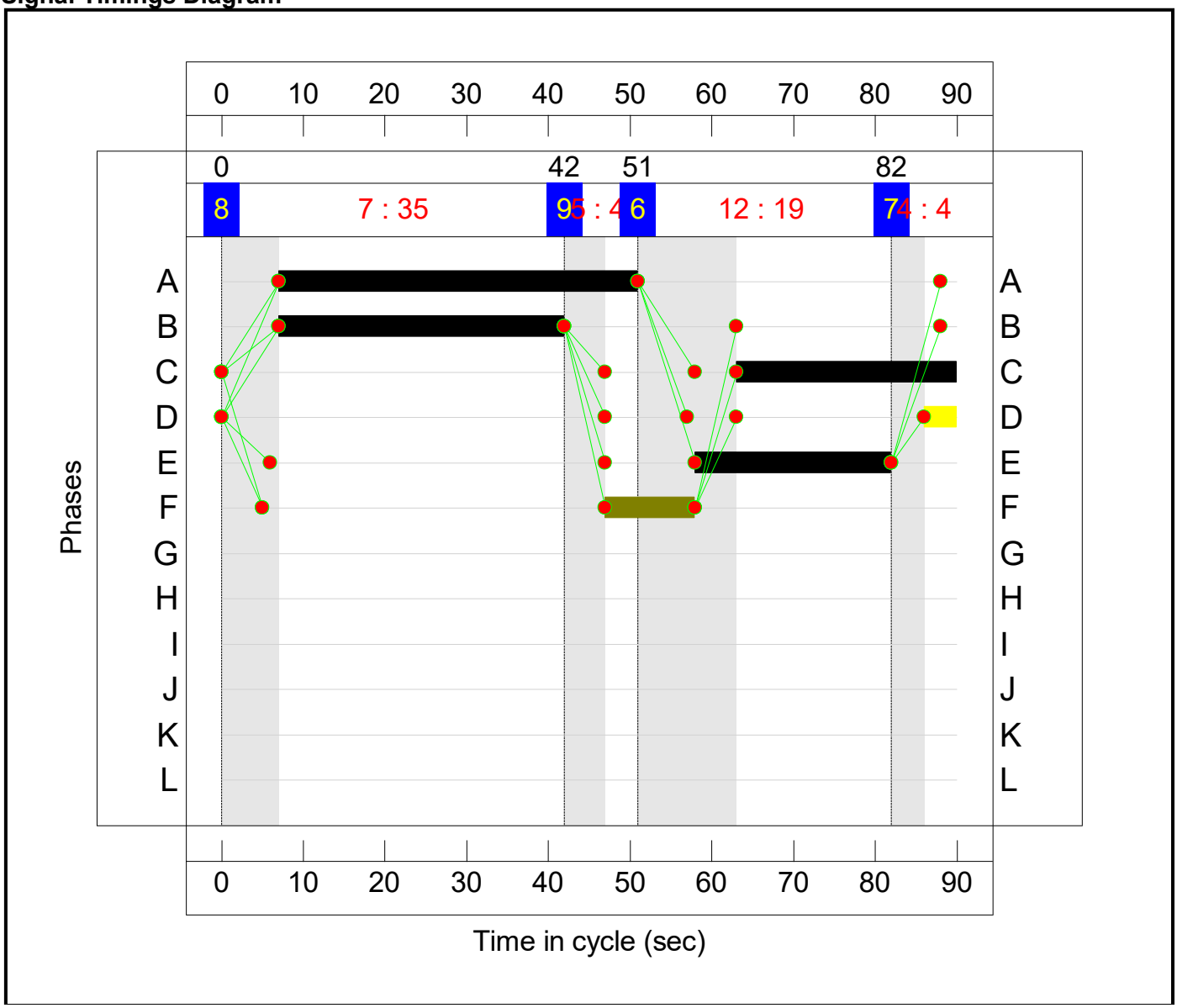
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	35	4	19	4
Change Point	0	42	51	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.5%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.5%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	27	4	566	1818:1763	318+398	79.0 : 79.1%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	35	-	1063	2034:1842	702+635	79.5 : 79.5%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	35:24	11	572	1888:1912	565+261	68.3 : 71.3%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	44	-	1178	2105:1829	824+707	77.0 : 77.0%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%

Full Input Data And Results

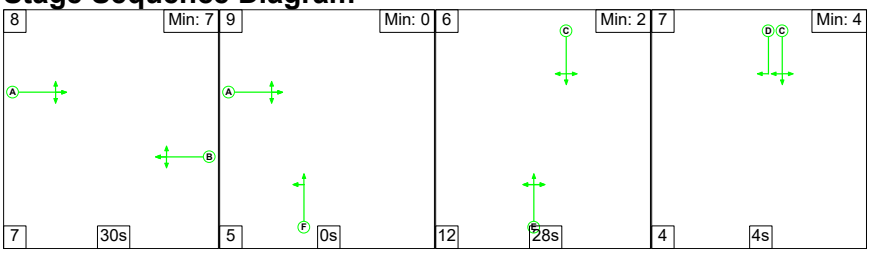
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**418**	**130**	**69**	**19.5**	**6.5**	**1.4**	**27.5**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**418**	**130**	**69**	**19.5**	**6.5**	**1.4**	**27.5**	**-**	**-**	**-**	**-**
1/1+1/2	566	566	209	95	11	4.1	1.8	0.4	6.3	40.3	8.3	1.8	10.1
2/2+2/1	1063	1063	50	0	27	6.6	1.9	0.5	9.0	30.5	11.5	1.9	13.4
3/1+3/2	572	572	123	32	31	3.6	1.1	0.4	5.1	31.9	8.9	1.1	10.0
4/2+4/1	1178	1178	35	3	1	5.3	1.7	0.1	7.1	21.6	11.3	1.7	12.9
5/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.2 Total Delay for Signalled Lanes (pcuHr): 27.48 Cycle Time (s): 90
PRC Over All Lanes (%): 13.2 Total Delay Over All Lanes(pcuHr): 27.48

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

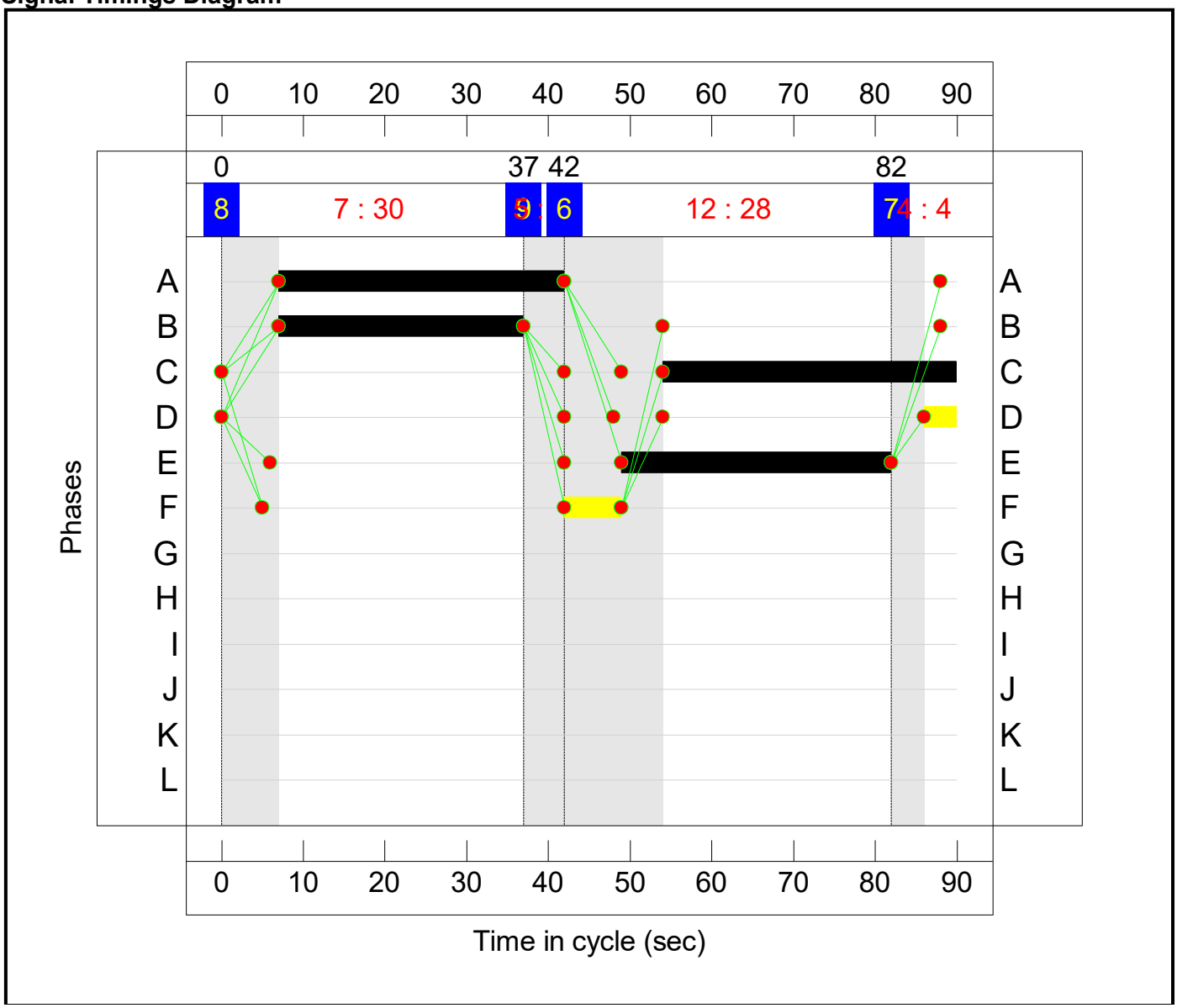
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	30	0	28	4
Change Point	0	37	42	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	36	4	820	1848:1763	479+452	88.1 : 88.1%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	30	-	1083	2037:1844	645+585	88.0 : 88.0%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	40:33	7	513	1863:1912	717+178	57.3 : 57.3%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	35	-	1106	2093:1851	718+621	82.6 : 82.6%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%

Full Input Data And Results

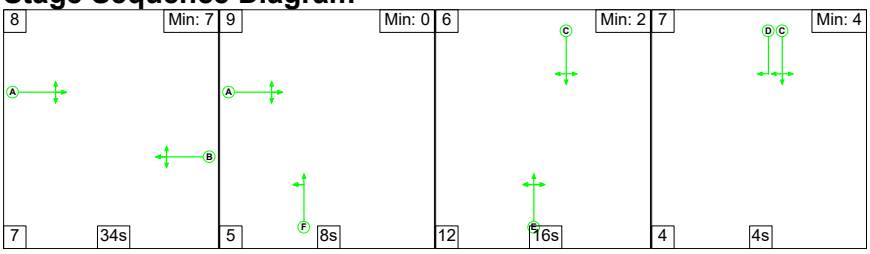
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**415**	**176**	**57**	**22.5**	**10.0**	**1.4**	**33.9**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**415**	**176**	**57**	**22.5**	**10.0**	**1.4**	**33.9**	**-**	**-**	**-**	**-**
1/1+1/2	820	820	277	96	26	5.0	3.5	0.7	9.2	40.2	13.3	3.5	16.8
2/2+2/1	1083	1083	47	0	19	8.1	3.5	0.3	11.9	39.6	12.8	3.5	16.3
3/1+3/2	513	513	70	32	0	2.5	0.7	0.0	3.2	22.5	7.9	0.7	8.5
4/2+4/1	1106	1106	22	48	12	6.9	2.3	0.4	9.6	31.4	12.4	2.3	14.7
5/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 33.91 Cycle Time (s): 90
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 33.91

Full Input Data And Results

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

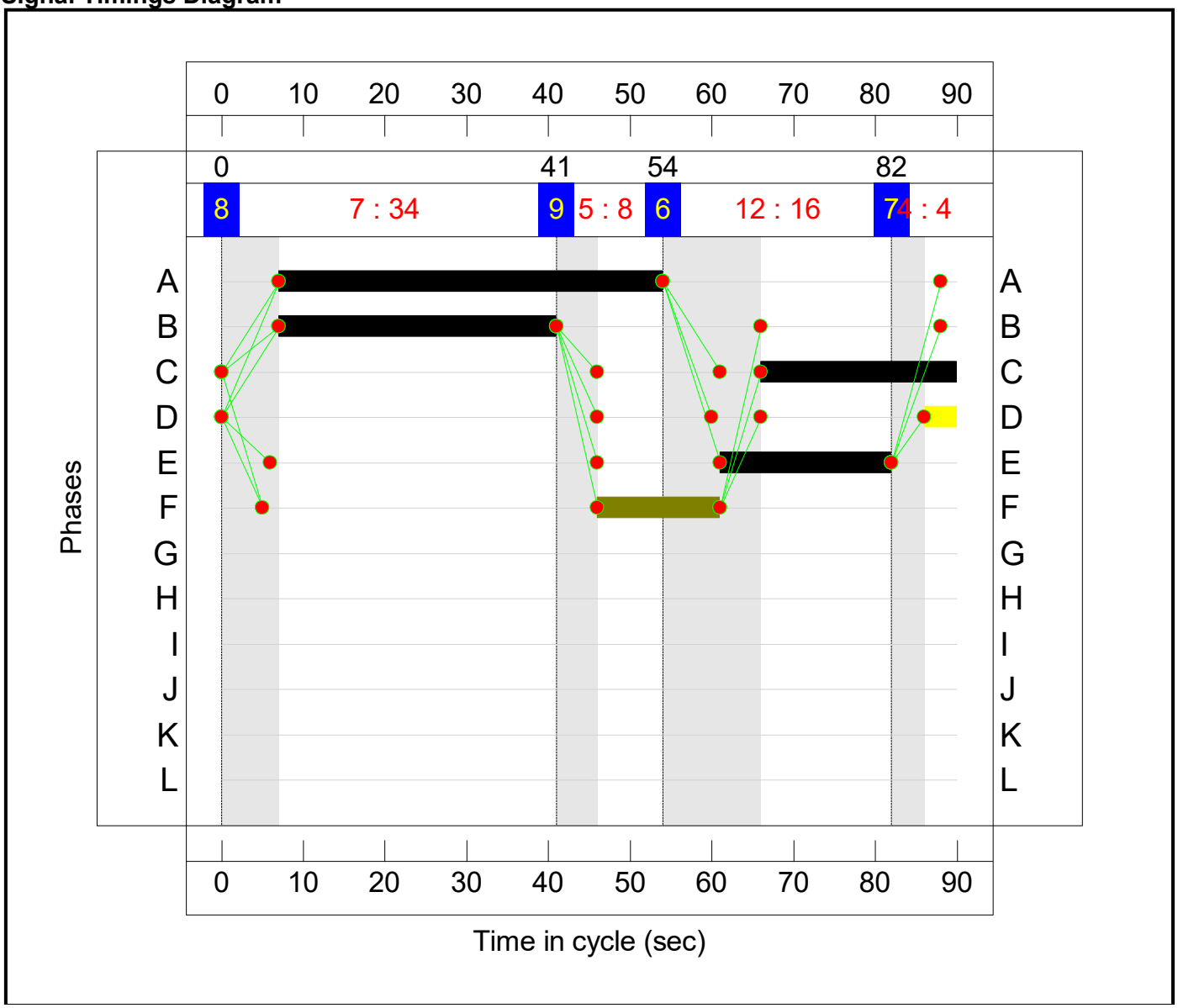
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	34	8	16	4
Change Point	0	41	54	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	24	4	578	1817:1763	301+363	87.1 : 87.1%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	34	-	1092	2031:1841	666+603	86.0 : 86.0%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	36:21	15	621	1891:1912	572+251	75.2 : 76.2%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	47	-	1205	2106:1819	859+733	75.7 : 75.7%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%

Full Input Data And Results

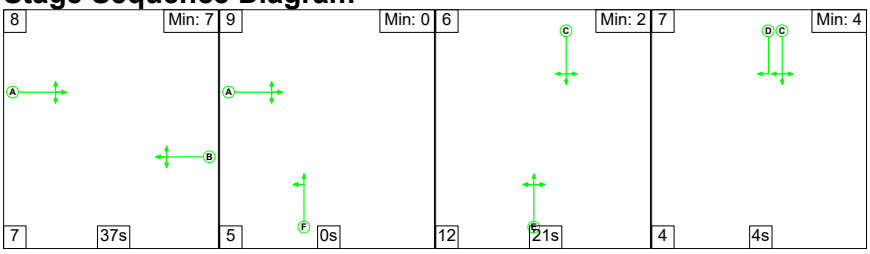
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**369**	**133**	**134**	**20.5**	**9.2**	**1.6**	**31.3**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**369**	**133**	**134**	**20.5**	**9.2**	**1.6**	**31.3**	**-**	**-**	**-**	**-**
1/1+1/2	578	578	172	96	48	4.6	3.1	0.4	8.2	50.9	9.2	3.1	12.3
2/2+2/1	1092	1092	49	0	42	7.1	3.0	0.7	10.8	35.5	12.1	3.0	15.1
3/1+3/2	621	621	116	32	43	4.0	1.5	0.4	6.0	34.5	10.4	1.5	11.9
4/2+4/1	1205	1205	32	5	1	4.8	1.5	0.1	6.4	19.2	11.0	1.5	12.6
5/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.3 Total Delay for Signalled Lanes (pcuHr): 31.32 Cycle Time (s): 90
PRC Over All Lanes (%): 3.3 Total Delay Over All Lanes(pcuHr): 31.32

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

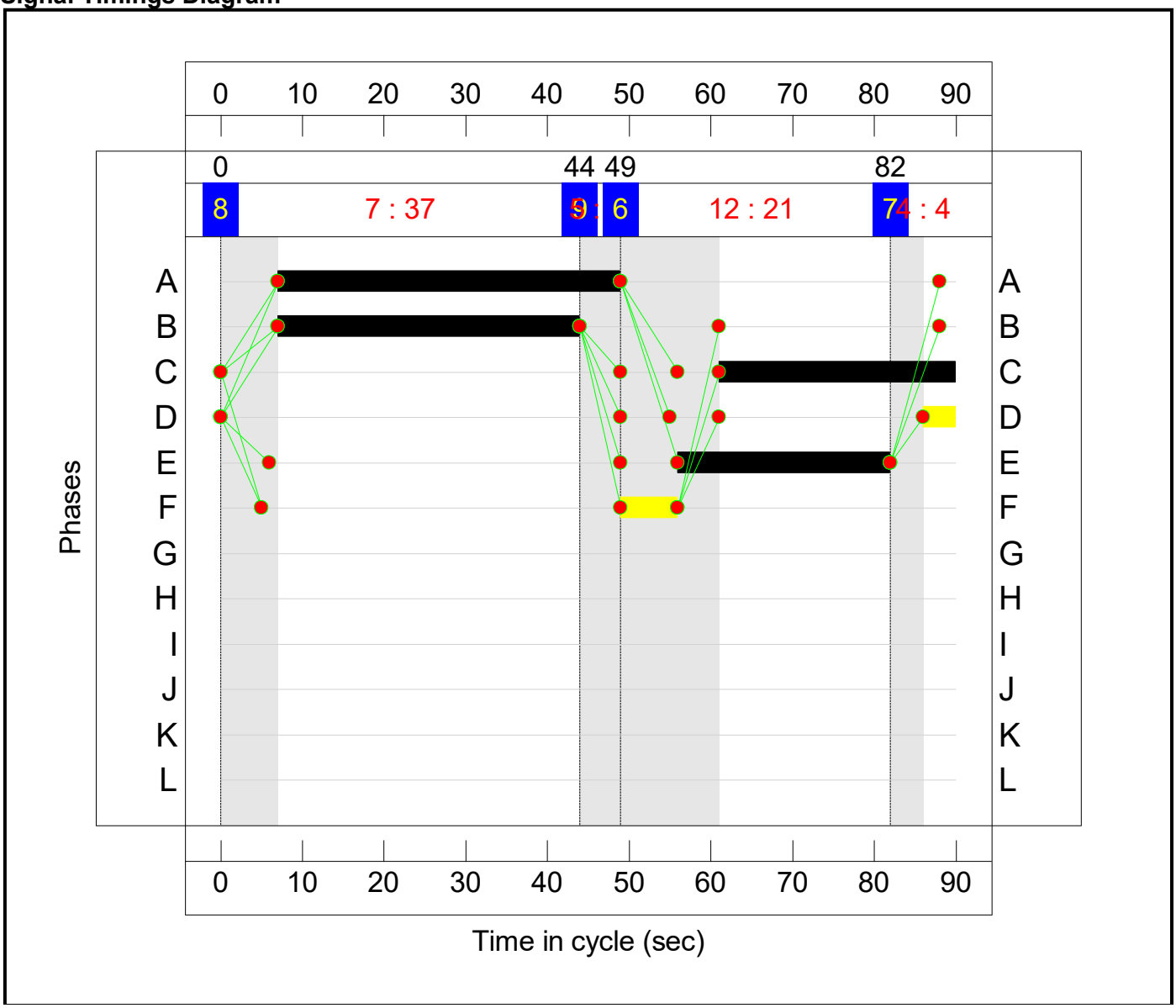
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	37	0	21	4
Change Point	0	44	49	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.8%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.8%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	29	4	586	1853:1763	444+291	79.8 : 79.8%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	37	-	1064	2044:1817	736+655	76.5 : 76.5%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	33:26	7	561	1848:1912	572+192	73.4 : 73.4%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	42	-	1063	2082:1888	734+647	77.0 : 77.0%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%

Full Input Data And Results

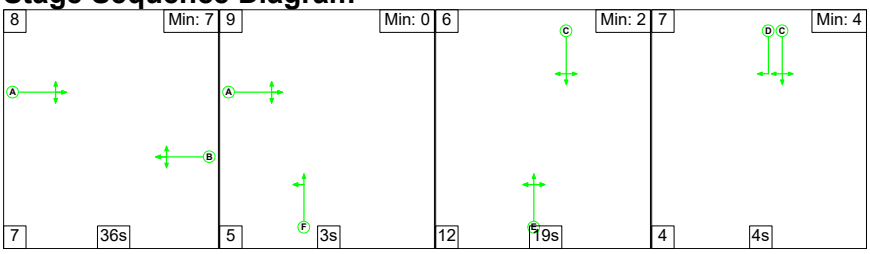
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**360**	**152**	**23**	**18.9**	**6.5**	**1.2**	**26.7**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**360**	**152**	**23**	**18.9**	**6.5**	**1.2**	**26.7**	**-**	**-**	**-**	**-**
1/1+1/2	586	586	153	72	8	4.1	1.9	0.5	6.5	39.9	9.6	1.9	11.5
2/2+2/1	1064	1064	41	0	0	6.1	1.6	0.1	7.8	26.5	11.1	1.6	12.7
3/1+3/2	561	561	109	32	0	3.7	1.4	0.0	5.1	32.5	10.0	1.4	11.4
4/2+4/1	1063	1063	58	48	14	5.0	1.7	0.6	7.3	24.7	11.8	1.7	13.4
5/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.8 Total Delay for Signalled Lanes (pcuHr): 26.67 Cycle Time (s): 90
PRC Over All Lanes (%): 12.8 Total Delay Over All Lanes(pcuHr): 26.67

Full Input Data And Results

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

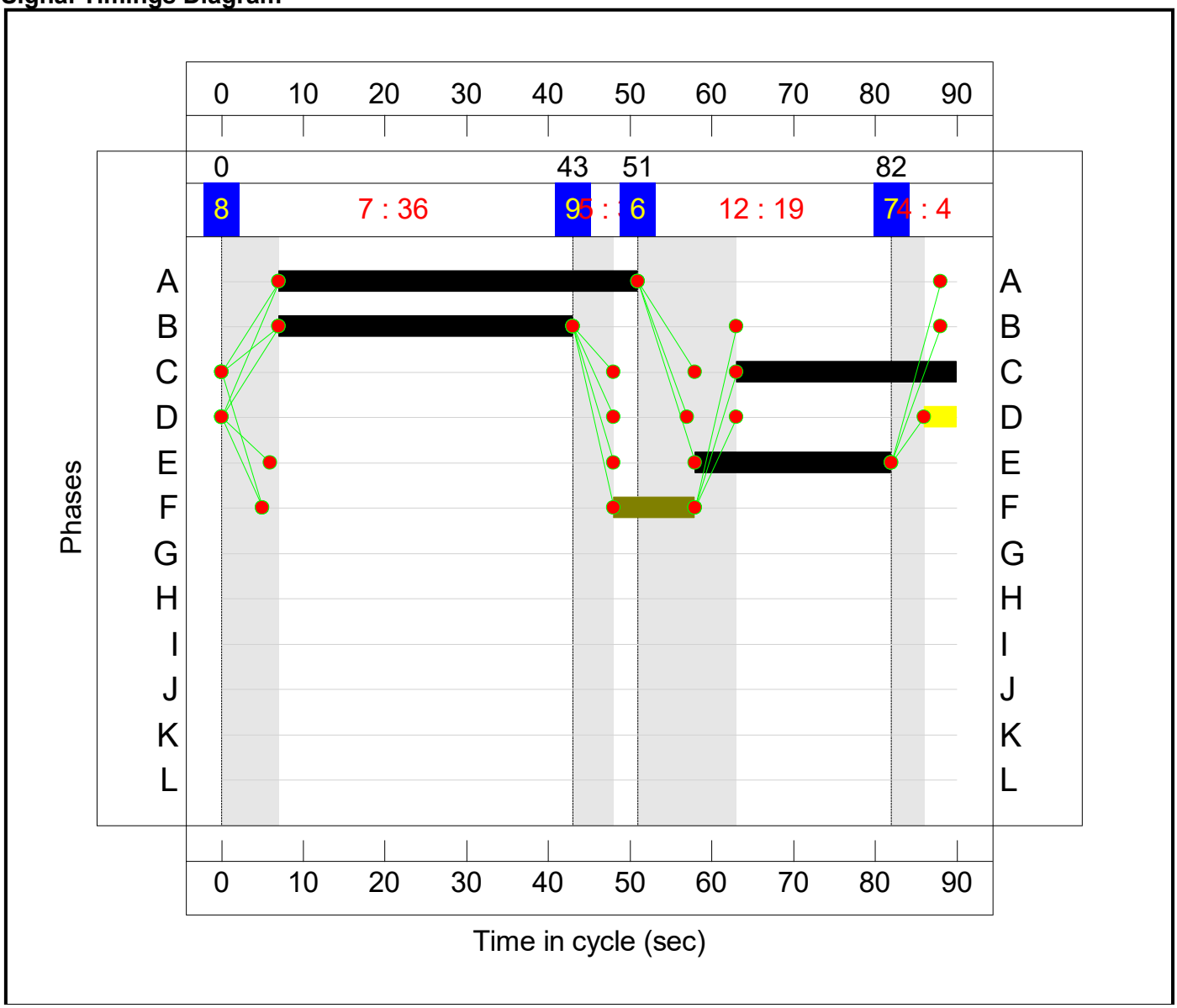
Stage Sequence Diagram



Stage Timings

Stage	8	9	6	7
Duration	36	3	19	4
Change Point	0	43	51	82

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/ Ashby Road Signals - Base Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.5%**
A47 / Ashby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.5%**
1/1+1/2	Ashby Road (North) Left Ahead Right	U+O	N/A	N/A	C	D	1	27	4	452	1831:1763	279+319	75.6 : 75.6%
2/2+2/1	A47 (East) Right Left Ahead	O+U	N/A	N/A	B		1	36	-	1106	2042:1828	725+648	80.6 : 80.6%
3/1+3/2	Ashby Road (South) Ahead Right Left	U+O	N/A	N/A	E	F	1	34:24	10	681	1876:1912	537+298	81.5 : 81.5%
4/2+4/1	A47 (West) Left Ahead Right	O+U	N/A	N/A	A		1	44	-	1092	2100:1851	824+714	71.0 : 71.0%
5/1	Ashby Road (North) - Exit	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
6/1	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
6/2	A47 (East) - Exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
7/1	Ashby Road (South) - Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
8/1	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
8/2	A47 (West) - Exit	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/ Ashby Road Signals - Base Model	**-**	**-**	**406**	**141**	**44**	**19.2**	**6.9**	**1.3**	**27.4**	**-**	**-**	**-**	**-**
A47 / Ashby Road Signals	**-**	**-**	**406**	**141**	**44**	**19.2**	**6.9**	**1.3**	**27.4**	**-**	**-**	**-**	**-**
1/1+1/2	452	452	104	96	41	3.1	1.5	0.5	5.2	41.1	5.6	1.5	7.1
2/2+2/1	1106	1106	49	0	1	6.7	2.0	0.2	8.9	29.1	12.0	2.0	14.0
3/1+3/2	681	681	211	32	0	4.7	2.1	0.3	7.1	37.6	12.0	2.1	14.1
4/2+4/1	1092	1092	42	14	2	4.7	1.2	0.3	6.2	20.5	10.1	1.2	11.3
5/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 10.4 Total Delay for Signalled Lanes (pcuHr): 27.41 Cycle Time (s): 90
PRC Over All Lanes (%): 10.4 Total Delay Over All Lanes(pcuHr): 27.41

Appendix N: A47 Normandy Way / Stoke Road Roundabout Capacity Modelling Output

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: 109523-PEF-ZZ-XX-T.M-H-000004_S2_P1 - Base.j11
Path: P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Design\Transport Planning\Models\J4 - A47 Normandy Way_Stoke Road Rdbt - RichP2
Report generation date: 10/08/26 11:01:47

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - | Furnessed Scenario 2 | AM
»D4 - | Furnessed Scenario 2 | PM
»D7 - | Furnessed Scenario 4 | AM
»D8 - | Furnessed Scenario 4 | PM
»D15 - | Furnessed Scenario 8 | AM
»D16 - | Furnessed Scenario 8 | PM
»D17 - | Furnessed Scenario 9 | AM
»D18 - | Furnessed Scenario 9 | PM
»D21 - | Furnessed Scenario 11 | AM
»D22 - | Furnessed Scenario 11 | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base							
1 - Stoke Road - North	1.0	5.76	0.51	A	0.3	4.16	0.23	A
2 - A47 - East	2.3	7.41	0.70	A	3.4	8.97	0.77	A
3 - Stoke Road - South	0.8	5.35	0.44	A	0.6	4.79	0.37	A
4 - Sword Drive	0.2	5.52	0.16	A	0.2	5.16	0.14	A
5 - A47 - West	1.9	8.30	0.66	A	3.2	13.15	0.77	B
	- Furnessed Scenario 2							
1 - Stoke Road - North	0.9	5.64	0.48	A	0.3	4.13	0.21	A
2 - A47 - East	2.7	8.26	0.73	A	3.7	9.73	0.79	A
3 - Stoke Road - South	0.8	5.52	0.45	A	0.7	5.16	0.41	A
4 - Sword Drive	0.2	5.68	0.16	A	0.2	5.40	0.15	A
5 - A47 - West	2.5	10.16	0.72	B	4.2	16.12	0.81	C
	- Furnessed Scenario 4							
1 - Stoke Road - North	1.1	6.08	0.52	A	0.3	4.26	0.23	A
2 - A47 - East	3.0	8.96	0.75	A	3.7	9.78	0.79	A
3 - Stoke Road - South	0.8	5.65	0.45	A	0.7	5.08	0.40	A
4 - Sword Drive	0.2	5.79	0.16	A	0.2	5.35	0.14	A
5 - A47 - West	2.4	9.96	0.71	A	5.0	18.93	0.84	C
	- Furnessed Scenario 8							
1 - Stoke Road - North	6.1	22.32	0.87	C	0.9	6.27	0.49	A
2 - A47 - East	10.7	29.65	0.93	D	22.6	51.47	0.98	F
3 - Stoke Road - South	1.5	9.40	0.61	A	1.5	8.93	0.61	A
4 - Sword Drive	0.3	8.34	0.22	A	0.2	7.58	0.19	A
5 - A47 - West	7.2	26.34	0.89	D	94.3	255.54	1.17	F
	- Furnessed Scenario 9							
1 - Stoke Road - North	6.4	23.27	0.88	C	1.1	6.85	0.53	A
2 - A47 - East	14.1	38.26	0.95	E	24.3	55.21	0.99	F
3 - Stoke Road - South	1.7	10.20	0.64	B	1.5	8.85	0.61	A
4 - Sword Drive	0.3	8.70	0.23	A	0.2	7.60	0.19	A
5 - A47 - West	9.1	33.53	0.92	D	99.3	265.80	1.18	F
	- Furnessed Scenario 11							
1 - Stoke Road - North	8.2	27.11	0.91	D	1.3	7.02	0.57	A
2 - A47 - East	10.3	30.95	0.93	D	12.2	31.63	0.94	D
3 - Stoke Road - South	1.5	9.41	0.60	A	1.4	8.53	0.59	A
4 - Sword Drive	0.3	8.63	0.23	A	0.2	7.39	0.19	A
5 - A47 - West	8.4	30.53	0.91	D	89.3	235.72	1.15	F

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

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

File summary

File Description

Title	A47 Normandy Way/Stoke Road Roundabout
Location	Hinckley, Leicestershire
Site number	004
Date	03/03/25
Version	P1
Status	Existing
Identifier	
Client	Miller Homes
Jobnumber	109523
Enumerator	PFGROUP\JFarrell
Description	Model built from approved applicaiton 23/00432/OUT Transport Assessment - Appendix P (Page 613)

Units

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

Analysis Options

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

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	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3		Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15	✓
D4		Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15	✓
D7		Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15	✓
D8		Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15	✓
D15		Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15	✓
D16		Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15	✓
D17		Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15	✓
D18		Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15	✓
D21		Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15	✓
D22		Furnessed Scenario 11	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 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	6.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.90	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Stoke Road - North		
2	A47 - East		
3	Stoke Road - South		
4	Sword Drive		
5	A47 - 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 - Stoke Road - North	3.00	7.40	37.0	35.0	70.0	24.0		
2 - A47 - East	3.40	10.00	30.0	34.0	70.0	43.0		
3 - Stoke Road - South	3.40	7.40	24.0	20.0	70.0	34.0		
4 - Sword Drive	3.50	7.30	13.0	16.0	70.0	57.0		
5 - A47 - West	4.70	8.00	50.0	60.0	70.0	34.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Stoke Road - North	None		
2 - A47 - East	Percentage	Uneven Lane usage	90.00
3 - Stoke Road - South	None		
4 - Sword Drive	None		
5 - A47 - West	Percentage		75.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Stoke Road - North	0.555	1953
2 - A47 - East	0.570	1934
3 - Stoke Road - South	0.517	1795
4 - Sword Drive	0.446	1480
5 - A47 - West	0.603	1719

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	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	591	100.000
2 - A47 - East		ONE HOUR	✓	1037	100.000
3 - Stoke Road - South		ONE HOUR	✓	477	100.000
4 - Sword Drive		ONE HOUR	✓	109	100.000
5 - A47 - West		ONE HOUR	✓	750	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	1	236	200	2	152
	2 - A47 - East	159	83	168	32	595
	3 - Stoke Road - South	143	232	3	27	72
	4 - Sword Drive	9	29	33	0	38
	5 - A47 - West	22	630	74	22	2

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.51	5.76	1.0	A	542	813
2 - A47 - East	0.70	7.41	2.3	A	952	1427
3 - Stoke Road - South	0.44	5.35	0.8	A	438	657
4 - Sword Drive	0.16	5.52	0.2	A	100	150
5 - A47 - West	0.66	8.30	1.9	A	688	1032

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	445	111	830	1492	0.298	443	250	0.0	0.4	3.426	A
2 - A47 - East	781	195	367	1725	0.453	777	907	0.0	0.8	3.788	A
3 - Stoke Road - South	359	90	786	1389	0.259	358	358	0.0	0.3	3.486	A
4 - Sword Drive	82	21	1081	998	0.082	82	62	0.0	0.1	3.928	A
5 - A47 - West	565	141	519	1406	0.402	562	644	0.0	0.7	4.266	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	531	133	994	1401	0.379	531	300	0.4	0.6	4.133	A
2 - A47 - East	932	233	439	1684	0.554	931	1086	0.8	1.2	4.770	A
3 - Stoke Road - South	429	107	941	1309	0.328	428	429	0.3	0.5	4.085	A
4 - Sword Drive	98	24	1294	903	0.109	98	74	0.1	0.1	4.470	A
5 - A47 - West	674	169	621	1344	0.502	673	771	0.7	1.0	5.352	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	651	163	1216	1278	0.509	649	367	0.6	1.0	5.709	A
2 - A47 - East	1142	285	537	1628	0.701	1138	1328	1.2	2.3	7.279	A
3 - Stoke Road - South	525	131	1150	1201	0.437	524	525	0.5	0.8	5.312	A
4 - Sword Drive	120	30	1583	775	0.155	120	91	0.1	0.2	5.497	A
5 - A47 - West	826	206	760	1261	0.655	822	943	1.0	1.9	8.151	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	651	163	1220	1276	0.510	651	368	1.0	1.0	5.759	A
2 - A47 - East	1142	285	538	1627	0.702	1142	1332	2.3	2.3	7.413	A
3 - Stoke Road - South	525	131	1154	1199	0.438	525	526	0.8	0.8	5.345	A
4 - Sword Drive	120	30	1588	772	0.155	120	91	0.2	0.2	5.517	A
5 - A47 - West	826	206	762	1259	0.656	826	946	1.9	1.9	8.296	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	531	133	1000	1397	0.380	533	301	1.0	0.6	4.173	A
2 - A47 - East	932	233	441	1682	0.554	936	1092	2.3	1.3	4.855	A
3 - Stoke Road - South	429	107	946	1306	0.328	430	431	0.8	0.5	4.114	A
4 - Sword Drive	98	24	1301	900	0.109	98	75	0.2	0.1	4.492	A
5 - A47 - West	674	169	624	1342	0.502	678	775	1.9	1.0	5.444	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	445	111	836	1489	0.299	446	252	0.6	0.4	3.455	A
2 - A47 - East	781	195	369	1724	0.453	782	913	1.3	0.8	3.830	A
3 - Stoke Road - South	359	90	791	1386	0.259	360	361	0.5	0.4	3.510	A
4 - Sword Drive	82	21	1088	995	0.082	82	63	0.1	0.1	3.944	A
5 - A47 - West	565	141	522	1404	0.402	566	648	1.0	0.7	4.304	A

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	9.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.07	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	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	235	100.000
2 - A47 - East		ONE HOUR	✓	1248	100.000
3 - Stoke Road - South		ONE HOUR	✓	396	100.000
4 - Sword Drive		ONE HOUR	✓	102	100.000
5 - A47 - West		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	115	90	2	28
	2 - A47 - East	167	253	237	29	562
	3 - Stoke Road - South	81	228	1	41	45
	4 - Sword Drive	6	47	25	1	23
	5 - A47 - West	25	694	81	25	1

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.23	4.16	0.3	A	216	323
2 - A47 - East	0.77	8.97	3.4	A	1145	1718
3 - Stoke Road - South	0.37	4.79	0.6	A	363	545
4 - Sword Drive	0.14	5.16	0.2	A	94	140
5 - A47 - West	0.77	13.15	3.2	B	758	1137

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	177	44	1016	1389	0.127	176	209	0.0	0.1	2.967	A
2 - A47 - East	940	235	190	1825	0.515	935	1002	0.0	1.1	4.027	A
3 - Stoke Road - South	298	75	800	1381	0.216	297	325	0.0	0.3	3.317	A
4 - Sword Drive	77	19	1024	1024	0.075	76	73	0.0	0.1	3.801	A
5 - A47 - West	622	155	607	1353	0.460	618	494	0.0	0.8	4.878	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	211	53	1216	1278	0.165	211	250	0.1	0.2	3.375	A
2 - A47 - East	1122	280	228	1804	0.622	1120	1199	1.1	1.6	5.243	A
3 - Stoke Road - South	356	89	958	1300	0.274	356	389	0.3	0.4	3.810	A
4 - Sword Drive	92	23	1226	934	0.098	92	88	0.1	0.1	4.275	A
5 - A47 - West	743	186	726	1281	0.580	741	591	0.8	1.4	6.636	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	259	65	1484	1129	0.229	258	306	0.2	0.3	4.133	A
2 - A47 - East	1374	344	278	1775	0.774	1367	1464	1.6	3.3	8.689	A
3 - Stoke Road - South	436	109	1170	1190	0.366	435	476	0.4	0.6	4.764	A
4 - Sword Drive	112	28	1498	812	0.138	112	107	0.1	0.2	5.139	A
5 - A47 - West	909	227	888	1183	0.768	902	722	1.4	3.1	12.498	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	259	65	1493	1124	0.230	259	307	0.3	0.3	4.159	A
2 - A47 - East	1374	344	280	1774	0.774	1374	1472	3.3	3.4	8.968	A
3 - Stoke Road - South	436	109	1176	1187	0.367	436	478	0.6	0.6	4.791	A
4 - Sword Drive	112	28	1504	810	0.139	112	108	0.2	0.2	5.160	A
5 - A47 - West	909	227	891	1182	0.770	909	725	3.1	3.2	13.152	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	211	53	1228	1271	0.166	212	252	0.3	0.2	3.401	A
2 - A47 - East	1122	280	230	1803	0.622	1129	1210	3.4	1.7	5.390	A
3 - Stoke Road - South	356	89	966	1296	0.275	357	392	0.6	0.4	3.839	A
4 - Sword Drive	92	23	1234	930	0.099	92	89	0.2	0.1	4.297	A
5 - A47 - West	743	186	730	1278	0.581	750	596	3.2	1.4	6.901	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	177	44	1024	1385	0.128	177	211	0.2	0.1	2.983	A
2 - A47 - East	940	235	192	1825	0.515	942	1009	1.7	1.1	4.091	A
3 - Stoke Road - South	298	75	806	1378	0.216	299	328	0.4	0.3	3.334	A
4 - Sword Drive	77	19	1031	1021	0.075	77	74	0.1	0.1	3.814	A
5 - A47 - West	622	155	610	1351	0.460	624	497	1.4	0.9	4.970	A

D3 - | Furnessed Scenario 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	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	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	541	100.000
2 - A47 - East		ONE HOUR	✓	1082	100.000
3 - Stoke Road - South		ONE HOUR	✓	481	100.000
4 - Sword Drive		ONE HOUR	✓	110	100.000
5 - A47 - West		ONE HOUR	✓	828	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	1	203	190	2	145
	2 - A47 - East	156	80	178	30	638
	3 - Stoke Road - South	144	229	3	26	79
	4 - Sword Drive	9	27	34	0	40
	5 - A47 - West	25	688	89	24	2

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.48	5.64	0.9	A	496	745
2 - A47 - East	0.73	8.26	2.7	A	993	1489
3 - Stoke Road - South	0.45	5.52	0.8	A	441	662
4 - Sword Drive	0.16	5.68	0.2	A	101	151
5 - A47 - West	0.72	10.16	2.5	B	760	1140

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	407	102	881	1464	0.278	406	251	0.0	0.4	3.398	A
2 - A47 - East	815	204	367	1724	0.472	811	920	0.0	0.9	3.927	A
3 - Stoke Road - South	362	91	808	1377	0.263	361	370	0.0	0.4	3.536	A
4 - Sword Drive	83	21	1107	986	0.084	82	61	0.0	0.1	3.980	A
5 - A47 - West	623	156	512	1410	0.442	620	678	0.0	0.8	4.540	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	486	122	1055	1367	0.356	486	301	0.4	0.5	4.082	A
2 - A47 - East	973	243	440	1683	0.578	971	1101	0.9	1.4	5.041	A
3 - Stoke Road - South	432	108	967	1295	0.334	432	443	0.4	0.5	4.168	A
4 - Sword Drive	99	25	1326	889	0.111	99	74	0.1	0.1	4.554	A
5 - A47 - West	744	186	613	1349	0.552	743	811	0.8	1.2	5.919	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	596	149	1289	1237	0.481	594	368	0.5	0.9	5.585	A
2 - A47 - East	1191	298	538	1627	0.732	1186	1345	1.4	2.6	8.067	A
3 - Stoke Road - South	530	132	1182	1184	0.447	528	542	0.5	0.8	5.481	A
4 - Sword Drive	121	30	1620	758	0.160	121	90	0.1	0.2	5.649	A
5 - A47 - West	912	228	750	1267	0.720	907	992	1.2	2.5	9.862	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	596	149	1295	1234	0.483	596	369	0.9	0.9	5.637	A
2 - A47 - East	1191	298	539	1626	0.733	1191	1351	2.6	2.7	8.262	A
3 - Stoke Road - South	530	132	1187	1182	0.448	530	544	0.8	0.8	5.521	A
4 - Sword Drive	121	30	1626	755	0.160	121	90	0.2	0.2	5.676	A
5 - A47 - West	912	228	752	1265	0.720	911	995	2.5	2.5	10.156	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	486	122	1063	1363	0.357	488	302	0.9	0.6	4.121	A
2 - A47 - East	973	243	442	1682	0.578	978	1109	2.7	1.4	5.151	A
3 - Stoke Road - South	432	108	974	1292	0.335	434	446	0.8	0.5	4.201	A
4 - Sword Drive	99	25	1334	886	0.112	99	74	0.2	0.1	4.580	A
5 - A47 - West	744	186	616	1347	0.553	749	816	2.5	1.3	6.072	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	407	102	888	1460	0.279	408	253	0.6	0.4	3.422	A
2 - A47 - East	815	204	370	1723	0.473	817	926	1.4	0.9	3.980	A
3 - Stoke Road - South	362	91	813	1375	0.263	363	373	0.5	0.4	3.558	A
4 - Sword Drive	83	21	1114	983	0.084	83	62	0.1	0.1	3.998	A
5 - A47 - West	623	156	515	1408	0.443	625	682	1.3	0.8	4.608	A

D4 - | Furnessed Scenario 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	10.43	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.43	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	Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	204	100.000
2 - A47 - East		ONE HOUR	✓	1275	100.000
3 - Stoke Road - South		ONE HOUR	✓	433	100.000
4 - Sword Drive		ONE HOUR	✓	103	100.000
5 - A47 - West		ONE HOUR	✓	877	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	94	81	2	27
	2 - A47 - East	157	235	241	26	616
	3 - Stoke Road - South	87	245	1	43	57
	4 - Sword Drive	6	44	26	1	26
	5 - A47 - West	26	732	93	25	1

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.21	4.13	0.3	A	187	281
2 - A47 - East	0.79	9.73	3.7	A	1170	1755
3 - Stoke Road - South	0.41	5.16	0.7	A	397	596
4 - Sword Drive	0.15	5.40	0.2	A	95	142
5 - A47 - West	0.81	16.12	4.2	C	805	1207

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	154	38	1051	1369	0.112	153	207	0.0	0.1	2.957	A
2 - A47 - East	960	240	193	1824	0.526	955	1011	0.0	1.1	4.124	A
3 - Stoke Road - South	326	81	817	1373	0.237	325	331	0.0	0.3	3.429	A
4 - Sword Drive	78	19	1069	1004	0.077	77	73	0.0	0.1	3.885	A
5 - A47 - West	660	165	601	1356	0.487	656	545	0.0	0.9	5.117	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	183	46	1258	1254	0.146	183	248	0.1	0.2	3.360	A
2 - A47 - East	1146	287	231	1802	0.636	1144	1211	1.1	1.7	5.444	A
3 - Stoke Road - South	389	97	978	1290	0.302	389	397	0.3	0.4	3.995	A
4 - Sword Drive	93	23	1280	910	0.102	92	87	0.1	0.1	4.405	A
5 - A47 - West	788	197	720	1285	0.614	786	652	0.9	1.6	7.181	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	225	56	1533	1102	0.204	224	302	0.2	0.3	4.103	A
2 - A47 - East	1404	351	281	1773	0.792	1396	1476	1.7	3.6	9.356	A
3 - Stoke Road - South	477	119	1194	1178	0.405	476	484	0.4	0.7	5.119	A
4 - Sword Drive	113	28	1563	783	0.145	113	106	0.1	0.2	5.371	A
5 - A47 - West	966	241	880	1188	0.813	956	797	1.6	4.0	14.903	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	225	56	1544	1096	0.205	225	304	0.3	0.3	4.132	A
2 - A47 - East	1404	351	283	1773	0.792	1403	1486	3.6	3.7	9.726	A
3 - Stoke Road - South	477	119	1200	1175	0.406	477	487	0.7	0.7	5.156	A
4 - Sword Drive	113	28	1570	780	0.145	113	107	0.2	0.2	5.397	A
5 - A47 - West	966	241	883	1186	0.814	965	800	4.0	4.2	16.118	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	183	46	1273	1246	0.147	184	250	0.3	0.2	3.389	A
2 - A47 - East	1146	287	233	1801	0.636	1154	1224	3.7	1.8	5.625	A
3 - Stoke Road - South	389	97	987	1285	0.303	390	400	0.7	0.4	4.027	A
4 - Sword Drive	93	23	1289	906	0.102	93	88	0.2	0.1	4.430	A
5 - A47 - West	788	197	724	1282	0.615	799	658	4.2	1.6	7.598	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	154	38	1060	1365	0.113	154	208	0.2	0.1	2.973	A
2 - A47 - East	960	240	194	1823	0.526	963	1019	1.8	1.1	4.194	A
3 - Stoke Road - South	326	81	823	1370	0.238	326	334	0.4	0.3	3.451	A
4 - Sword Drive	78	19	1076	1000	0.078	78	73	0.1	0.1	3.901	A
5 - A47 - West	660	165	605	1354	0.488	663	549	1.6	1.0	5.229	A

D7 - | Furnessed Scenario 4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	8.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.05	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
D7	Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	587	100.000
2 - A47 - East		ONE HOUR	✓	1104	100.000
3 - Stoke Road - South		ONE HOUR	✓	479	100.000
4 - Sword Drive		ONE HOUR	✓	109	100.000
5 - A47 - West		ONE HOUR	✓	815	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	1	226	202	2	156
	2 - A47 - East	163	84	179	32	646
	3 - Stoke Road - South	143	230	3	26	77
	4 - Sword Drive	9	28	33	0	39
	5 - A47 - West	24	682	84	23	2

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.52	6.08	1.1	A	539	808
2 - A47 - East	0.75	8.96	3.0	A	1013	1520
3 - Stoke Road - South	0.45	5.65	0.8	A	440	659
4 - Sword Drive	0.16	5.79	0.2	A	100	150
5 - A47 - West	0.71	9.96	2.4	A	748	1122

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	442	110	876	1467	0.301	440	255	0.0	0.4	3.501	A
2 - A47 - East	831	208	379	1718	0.484	827	937	0.0	0.9	4.027	A
3 - Stoke Road - South	361	90	831	1365	0.264	359	376	0.0	0.4	3.573	A
4 - Sword Drive	82	21	1128	977	0.084	82	62	0.0	0.1	4.018	A
5 - A47 - West	614	153	520	1405	0.437	611	690	0.0	0.8	4.514	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	528	132	1049	1371	0.385	527	305	0.4	0.6	4.263	A
2 - A47 - East	992	248	454	1675	0.593	990	1122	0.9	1.4	5.243	A
3 - Stoke Road - South	431	108	995	1281	0.336	430	450	0.4	0.5	4.229	A
4 - Sword Drive	98	24	1351	878	0.112	98	74	0.1	0.1	4.614	A
5 - A47 - West	733	183	623	1343	0.545	731	826	0.8	1.2	5.862	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	646	162	1281	1242	0.521	645	373	0.6	1.1	6.011	A
2 - A47 - East	1216	304	555	1617	0.752	1210	1370	1.4	2.9	8.705	A
3 - Stoke Road - South	527	132	1215	1167	0.452	526	549	0.5	0.8	5.608	A
4 - Sword Drive	120	30	1651	744	0.161	120	91	0.1	0.2	5.761	A
5 - A47 - West	897	224	762	1259	0.712	893	1009	1.2	2.4	9.683	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	646	162	1287	1238	0.522	646	374	1.1	1.1	6.079	A
2 - A47 - East	1216	304	557	1616	0.752	1215	1376	2.9	3.0	8.964	A
3 - Stoke Road - South	527	132	1221	1164	0.453	527	552	0.8	0.8	5.655	A
4 - Sword Drive	120	30	1657	742	0.162	120	91	0.2	0.2	5.791	A
5 - A47 - West	897	224	764	1258	0.713	897	1013	2.4	2.4	9.960	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	528	132	1057	1366	0.386	529	307	1.1	0.6	4.311	A
2 - A47 - East	992	248	457	1673	0.593	998	1130	3.0	1.5	5.378	A
3 - Stoke Road - South	431	108	1003	1277	0.337	432	453	0.8	0.5	4.268	A
4 - Sword Drive	98	24	1359	874	0.112	98	75	0.2	0.1	4.643	A
5 - A47 - West	733	183	626	1341	0.546	738	831	2.4	1.2	6.013	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	442	110	882	1463	0.302	443	257	0.6	0.4	3.532	A
2 - A47 - East	831	208	382	1716	0.484	833	943	1.5	0.9	4.088	A
3 - Stoke Road - South	361	90	837	1362	0.265	361	378	0.5	0.4	3.599	A
4 - Sword Drive	82	21	1136	974	0.084	82	63	0.1	0.1	4.039	A
5 - A47 - West	614	153	524	1403	0.437	615	694	1.2	0.8	4.581	A

D8 - | Furnessed Scenario 4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	11.31	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.31	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
D8	Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	234	100.000
2 - A47 - East		ONE HOUR	✓	1265	100.000
3 - Stoke Road - South		ONE HOUR	✓	422	100.000
4 - Sword Drive		ONE HOUR	✓	103	100.000
5 - A47 - West		ONE HOUR	✓	898	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	107	94	2	31
	2 - A47 - East	186	227	235	27	590
	3 - Stoke Road - South	100	227	1	42	52
	4 - Sword Drive	7	44	26	1	25
	5 - A47 - West	33	742	95	27	1

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.23	4.26	0.3	A	215	322
2 - A47 - East	0.79	9.78	3.7	A	1161	1741
3 - Stoke Road - South	0.40	5.08	0.7	A	387	581
4 - Sword Drive	0.14	5.35	0.2	A	95	142
5 - A47 - West	0.84	18.93	5.0	C	824	1236

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	176	44	1042	1375	0.128	176	244	0.0	0.1	3.001	A
2 - A47 - East	952	238	208	1815	0.525	948	1009	0.0	1.1	4.131	A
3 - Stoke Road - South	318	79	818	1372	0.232	317	338	0.0	0.3	3.408	A
4 - Sword Drive	78	19	1061	1007	0.077	77	74	0.0	0.1	3.870	A
5 - A47 - West	676	169	614	1349	0.501	672	524	0.0	1.0	5.292	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	210	53	1247	1261	0.167	210	292	0.1	0.2	3.427	A
2 - A47 - East	1137	284	249	1792	0.635	1135	1208	1.1	1.7	5.459	A
3 - Stoke Road - South	379	95	980	1289	0.294	379	405	0.3	0.4	3.955	A
4 - Sword Drive	93	23	1270	914	0.101	92	89	0.1	0.1	4.381	A
5 - A47 - West	807	202	735	1276	0.633	805	627	1.0	1.7	7.597	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	258	64	1518	1110	0.232	257	357	0.2	0.3	4.219	A
2 - A47 - East	1393	348	304	1760	0.791	1385	1471	1.7	3.6	9.404	A
3 - Stoke Road - South	465	116	1196	1177	0.395	464	494	0.4	0.6	5.042	A
4 - Sword Drive	113	28	1551	789	0.144	113	108	0.1	0.2	5.328	A
5 - A47 - West	989	247	898	1177	0.840	977	766	1.7	4.7	17.031	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	258	64	1530	1103	0.234	258	359	0.3	0.3	4.257	A
2 - A47 - East	1393	348	306	1759	0.792	1392	1482	3.6	3.7	9.783	A
3 - Stoke Road - South	465	116	1202	1174	0.396	465	496	0.6	0.7	5.077	A
4 - Sword Drive	113	28	1558	786	0.144	113	109	0.2	0.2	5.353	A
5 - A47 - West	989	247	902	1175	0.841	988	769	4.7	5.0	18.926	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	210	53	1265	1251	0.168	211	295	0.3	0.2	3.465	A
2 - A47 - East	1137	284	252	1790	0.635	1145	1224	3.7	1.8	5.643	A
3 - Stoke Road - South	379	95	988	1284	0.295	380	408	0.7	0.4	3.986	A
4 - Sword Drive	93	23	1279	910	0.102	93	90	0.2	0.1	4.406	A
5 - A47 - West	807	202	740	1273	0.634	820	632	5.0	1.8	8.167	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	176	44	1051	1369	0.129	176	246	0.2	0.1	3.017	A
2 - A47 - East	952	238	210	1814	0.525	955	1017	1.8	1.1	4.203	A
3 - Stoke Road - South	318	79	824	1369	0.232	318	340	0.4	0.3	3.426	A
4 - Sword Drive	78	19	1068	1004	0.077	78	75	0.1	0.1	3.886	A
5 - A47 - West	676	169	618	1346	0.502	679	528	1.8	1.0	5.420	A

D15 - | Furnessed Scenario 8 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	23.50	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.50	C

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
D15	Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	938	100.000
2 - A47 - East		ONE HOUR	✓	1256	100.000
3 - Stoke Road - South		ONE HOUR	✓	543	100.000
4 - Sword Drive		ONE HOUR	✓	109	100.000
5 - A47 - West		ONE HOUR	✓	943	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	2	365	273	3	295
	2 - A47 - East	250	83	148	30	745
	3 - Stoke Road - South	213	219	2	24	85
	4 - Sword Drive	13	26	26	0	44
	5 - A47 - West	43	789	82	26	3

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.87	22.32	6.1	C	861	1291
2 - A47 - East	0.93	29.65	10.7	D	1153	1729
3 - Stoke Road - South	0.61	9.40	1.5	A	498	747
4 - Sword Drive	0.22	8.34	0.3	A	100	150
5 - A47 - West	0.89	26.34	7.2	D	865	1298

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	706	177	940	1431	0.493	702	390	0.0	1.0	4.915	A
2 - A47 - East	946	236	533	1630	0.580	940	1109	0.0	1.4	5.179	A
3 - Stoke Road - South	409	102	1076	1239	0.330	407	398	0.0	0.5	4.317	A
4 - Sword Drive	82	21	1420	847	0.097	82	62	0.0	0.1	4.702	A
5 - A47 - West	710	177	625	1342	0.529	706	877	0.0	1.1	5.618	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	843	211	1125	1328	0.635	840	467	1.0	1.7	7.334	A
2 - A47 - East	1129	282	638	1570	0.719	1125	1328	1.4	2.5	7.998	A
3 - Stoke Road - South	488	122	1287	1130	0.432	487	476	0.5	0.8	5.592	A
4 - Sword Drive	98	24	1700	723	0.136	98	74	0.1	0.2	5.761	A
5 - A47 - West	848	212	748	1268	0.669	844	1050	1.1	2.0	8.429	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1033	258	1363	1196	0.863	1018	566	1.7	5.5	18.764	C
2 - A47 - East	1383	346	772	1493	0.926	1356	1608	2.5	9.2	22.758	C
3 - Stoke Road - South	598	149	1553	992	0.603	595	575	0.8	1.5	9.000	A
4 - Sword Drive	120	30	2058	563	0.213	120	90	0.2	0.3	8.114	A
5 - A47 - West	1038	260	908	1171	0.887	1020	1269	2.0	6.4	21.746	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1033	258	1380	1187	0.870	1030	572	5.5	6.1	22.322	C
2 - A47 - East	1383	346	782	1488	0.929	1377	1628	9.2	10.7	29.654	D
3 - Stoke Road - South	598	149	1576	980	0.610	598	583	1.5	1.5	9.403	A
4 - Sword Drive	120	30	2083	552	0.218	120	91	0.3	0.3	8.338	A
5 - A47 - West	1038	260	916	1166	0.890	1035	1286	6.4	7.2	26.344	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	843	211	1152	1313	0.642	860	477	6.1	1.8	8.227	A
2 - A47 - East	1129	282	653	1562	0.723	1161	1359	10.7	2.7	9.661	A
3 - Stoke Road - South	488	122	1326	1109	0.440	491	488	1.5	0.8	5.848	A
4 - Sword Drive	98	24	1741	704	0.139	98	76	0.3	0.2	5.950	A
5 - A47 - West	848	212	761	1260	0.673	868	1079	7.2	2.1	9.628	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	706	177	950	1425	0.495	710	394	1.8	1.0	5.054	A
2 - A47 - East	946	236	539	1627	0.581	951	1121	2.7	1.4	5.366	A
3 - Stoke Road - South	409	102	1088	1233	0.332	410	402	0.8	0.5	4.382	A
4 - Sword Drive	82	21	1435	841	0.098	82	63	0.2	0.1	4.750	A
5 - A47 - West	710	177	630	1339	0.530	714	887	2.1	1.1	5.798	A

D16 - | Furnessed Scenario 8 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	97.65	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	97.65	F

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
D16	Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	494	100.000
2 - A47 - East		ONE HOUR	✓	1477	100.000
3 - Stoke Road - South		ONE HOUR	✓	571	100.000
4 - Sword Drive		ONE HOUR	✓	102	100.000
5 - A47 - West		ONE HOUR	✓	1097	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	205	204	3	82
	2 - A47 - East	322	195	231	22	707
	3 - Stoke Road - South	211	240	1	42	77
	4 - Sword Drive	12	36	24	1	29
	5 - A47 - West	76	863	126	30	2

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.49	6.27	0.9	A	453	680
2 - A47 - East	0.98	51.47	22.6	F	1355	2033
3 - Stoke Road - South	0.61	8.93	1.5	A	524	786
4 - Sword Drive	0.19	7.58	0.2	A	94	140
5 - A47 - West	1.17	255.54	94.3	F	1007	1510

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	372	93	1134	1323	0.281	370	465	0.0	0.4	3.770	A
2 - A47 - East	1112	278	354	1732	0.642	1105	1150	0.0	1.8	5.680	A
3 - Stoke Road - South	430	107	1020	1268	0.339	428	438	0.0	0.5	4.277	A
4 - Sword Drive	77	19	1375	867	0.089	76	73	0.0	0.1	4.550	A
5 - A47 - West	826	206	780	1248	0.662	818	671	0.0	1.9	8.233	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	444	111	1351	1203	0.369	443	555	0.4	0.6	4.736	A
2 - A47 - East	1328	332	423	1693	0.784	1321	1372	1.8	3.5	9.509	A
3 - Stoke Road - South	513	128	1220	1164	0.441	512	524	0.5	0.8	5.511	A
4 - Sword Drive	92	23	1645	747	0.123	92	88	0.1	0.1	5.490	A
5 - A47 - West	986	247	933	1156	0.853	973	803	1.9	5.1	18.543	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	544	136	1496	1122	0.485	543	658	0.6	0.9	6.193	A
2 - A47 - East	1626	407	494	1652	0.984	1572	1544	3.5	17.1	32.678	D
3 - Stoke Road - South	629	157	1450	1045	0.602	626	615	0.8	1.5	8.532	A
4 - Sword Drive	112	28	1974	600	0.187	112	102	0.1	0.2	7.372	A
5 - A47 - West	1208	302	1126	1040	1.162	1028	961	5.1	49.9	108.324	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	544	136	1503	1118	0.486	544	666	0.9	0.9	6.267	A
2 - A47 - East	1626	407	495	1652	0.985	1604	1552	17.1	22.6	51.475	F
3 - Stoke Road - South	629	157	1478	1031	0.610	628	621	1.5	1.5	8.934	A
4 - Sword Drive	112	28	2004	587	0.191	112	103	0.2	0.2	7.582	A
5 - A47 - West	1208	302	1139	1032	1.171	1031	977	49.9	94.3	255.537	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	444	111	1505	1117	0.397	445	585	0.9	0.7	5.363	A
2 - A47 - East	1328	332	446	1680	0.791	1402	1504	22.6	4.0	16.141	C
3 - Stoke Road - South	513	128	1293	1126	0.456	516	555	1.5	0.8	5.924	A
4 - Sword Drive	92	23	1716	715	0.128	92	93	0.2	0.1	5.780	A
5 - A47 - West	986	247	965	1137	0.868	1125	843	94.3	59.6	245.868	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	372	93	1359	1199	0.310	373	486	0.7	0.5	4.363	A
2 - A47 - East	1112	278	390	1712	0.650	1120	1342	4.0	1.9	6.175	A
3 - Stoke Road - South	430	107	1041	1257	0.342	431	469	0.8	0.5	4.367	A
4 - Sword Drive	77	19	1392	860	0.089	77	80	0.1	0.1	4.601	A
5 - A47 - West	826	206	789	1243	0.664	1056	680	59.6	2.1	50.344	F

D17 - | Furnessed Scenario 9 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	28.46	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.46	D

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
D17	Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	946	100.000
2 - A47 - East		ONE HOUR	✓	1281	100.000
3 - Stoke Road - South		ONE HOUR	✓	563	100.000
4 - Sword Drive		ONE HOUR	✓	110	100.000
5 - A47 - West		ONE HOUR	✓	948	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	3	363	284	3	293
	2 - A47 - East	273	82	154	30	742
	3 - Stoke Road - South	233	218	3	24	85
	4 - Sword Drive	14	26	27	0	43
	5 - A47 - West	48	786	85	26	3

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.88	23.27	6.4	C	868	1302
2 - A47 - East	0.95	38.26	14.1	E	1175	1763
3 - Stoke Road - South	0.64	10.20	1.7	B	517	775
4 - Sword Drive	0.23	8.70	0.3	A	101	151
5 - A47 - West	0.92	33.53	9.1	D	870	1305

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	712	178	940	1431	0.498	708	427	0.0	1.0	4.953	A
2 - A47 - East	964	241	544	1624	0.594	959	1104	0.0	1.4	5.369	A
3 - Stoke Road - South	424	106	1089	1232	0.344	422	414	0.0	0.5	4.431	A
4 - Sword Drive	83	21	1449	834	0.099	82	62	0.0	0.1	4.785	A
5 - A47 - West	714	178	658	1322	0.540	709	873	0.0	1.2	5.833	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	850	213	1125	1329	0.640	847	512	1.0	1.7	7.434	A
2 - A47 - East	1152	288	651	1563	0.737	1147	1321	1.4	2.7	8.548	A
3 - Stoke Road - South	506	127	1302	1122	0.451	505	495	0.5	0.8	5.827	A
4 - Sword Drive	99	25	1733	708	0.140	99	74	0.1	0.2	5.911	A
5 - A47 - West	852	213	788	1244	0.685	848	1044	1.2	2.1	9.018	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1042	260	1357	1199	0.869	1026	619	1.7	5.7	19.245	C
2 - A47 - East	1410	353	788	1485	0.950	1375	1595	2.7	11.5	26.960	D
3 - Stoke Road - South	620	155	1565	986	0.629	617	598	0.8	1.6	9.666	A
4 - Sword Drive	121	30	2092	548	0.221	121	90	0.2	0.3	8.424	A
5 - A47 - West	1044	261	955	1143	0.913	1021	1258	2.1	7.8	25.776	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1042	260	1377	1188	0.877	1039	626	5.7	6.4	23.266	C
2 - A47 - East	1410	353	798	1479	0.954	1400	1618	11.5	14.1	38.256	E
3 - Stoke Road - South	620	155	1592	972	0.638	620	606	1.6	1.7	10.198	B
4 - Sword Drive	121	30	2120	535	0.226	121	91	0.3	0.3	8.696	A
5 - A47 - West	1044	261	965	1137	0.918	1039	1277	7.8	9.1	33.525	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	850	213	1159	1309	0.650	868	526	6.4	1.9	8.477	A
2 - A47 - East	1152	288	668	1553	0.742	1196	1360	14.1	3.0	11.274	B
3 - Stoke Road - South	506	127	1354	1095	0.462	510	510	1.7	0.9	6.184	A
4 - Sword Drive	99	25	1787	684	0.145	99	77	0.3	0.2	6.165	A
5 - A47 - West	852	213	806	1233	0.691	879	1080	9.1	2.3	10.913	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	712	178	951	1425	0.500	716	432	1.9	1.0	5.102	A
2 - A47 - East	964	241	550	1620	0.595	970	1116	3.0	1.5	5.589	A
3 - Stoke Road - South	424	106	1102	1225	0.346	425	419	0.9	0.5	4.506	A
4 - Sword Drive	83	21	1464	827	0.100	83	63	0.2	0.1	4.839	A
5 - A47 - West	714	178	665	1318	0.542	718	883	2.3	1.2	6.045	A

D18 - | Furnessed Scenario 9 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	102.02	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	102.02	F

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
D18	Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	541	100.000
2 - A47 - East		ONE HOUR	✓	1467	100.000
3 - Stoke Road - South		ONE HOUR	✓	566	100.000
4 - Sword Drive		ONE HOUR	✓	103	100.000
5 - A47 - West		ONE HOUR	✓	1115	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	222	223	4	92
	2 - A47 - East	319	189	226	21	712
	3 - Stoke Road - South	211	235	1	41	78
	4 - Sword Drive	12	36	24	1	30
	5 - A47 - West	79	875	129	30	2

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.53	6.85	1.1	A	496	745
2 - A47 - East	0.99	55.21	24.3	F	1346	2019
3 - Stoke Road - South	0.61	8.85	1.5	A	519	779
4 - Sword Drive	0.19	7.60	0.2	A	95	142
5 - A47 - West	1.18	265.80	99.3	F	1023	1535

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	407	102	1137	1322	0.308	406	465	0.0	0.4	3.922	A
2 - A47 - East	1104	276	379	1718	0.643	1097	1163	0.0	1.8	5.738	A
3 - Stoke Road - South	426	107	1025	1265	0.337	424	451	0.0	0.5	4.269	A
4 - Sword Drive	78	19	1376	867	0.089	77	73	0.0	0.1	4.558	A
5 - A47 - West	839	210	770	1255	0.669	832	684	0.0	2.0	8.361	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	486	122	1354	1201	0.405	485	555	0.4	0.7	5.024	A
2 - A47 - East	1319	330	452	1676	0.787	1312	1387	1.8	3.5	9.700	A
3 - Stoke Road - South	509	127	1225	1162	0.438	508	539	0.5	0.8	5.496	A
4 - Sword Drive	93	23	1646	746	0.124	92	87	0.1	0.1	5.504	A
5 - A47 - West	1002	251	921	1164	0.861	989	818	2.0	5.4	19.236	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	596	149	1492	1125	0.530	594	657	0.7	1.1	6.763	A
2 - A47 - East	1615	404	529	1632	0.989	1557	1557	3.5	17.9	34.228	D
3 - Stoke Road - South	623	156	1454	1043	0.597	620	632	0.8	1.4	8.458	A
4 - Sword Drive	113	28	1974	600	0.189	113	101	0.1	0.2	7.383	A
5 - A47 - West	1228	307	1109	1050	1.170	1039	977	5.4	52.5	112.109	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	596	149	1499	1121	0.531	596	665	1.1	1.1	6.853	A
2 - A47 - East	1615	404	530	1632	0.990	1590	1564	17.9	24.3	55.208	F
3 - Stoke Road - South	623	156	1481	1029	0.606	623	638	1.4	1.5	8.854	A
4 - Sword Drive	113	28	2003	587	0.193	113	101	0.2	0.2	7.596	A
5 - A47 - West	1228	307	1123	1042	1.179	1041	994	52.5	99.3	265.799	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	486	122	1500	1120	0.434	488	586	1.1	0.8	5.706	A
2 - A47 - East	1319	330	474	1663	0.793	1400	1513	24.3	4.1	17.448	C
3 - Stoke Road - South	509	127	1304	1121	0.454	511	570	1.5	0.8	5.933	A
4 - Sword Drive	93	23	1724	712	0.130	93	92	0.2	0.2	5.822	A
5 - A47 - West	1002	251	955	1143	0.877	1132	862	99.3	66.9	263.260	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	407	102	1388	1182	0.345	408	488	0.8	0.5	4.657	A
2 - A47 - East	1104	276	419	1695	0.652	1113	1378	4.1	1.9	6.275	A
3 - Stoke Road - South	426	107	1046	1254	0.340	427	486	0.8	0.5	4.361	A
4 - Sword Drive	78	19	1394	859	0.090	78	80	0.2	0.1	4.609	A
5 - A47 - West	839	210	778	1250	0.672	1098	693	66.9	2.2	67.273	F

D21 - | Furnessed Scenario 11 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	26.21	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.21	D

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
D21	Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	1057	100.000
2 - A47 - East		ONE HOUR	✓	1159	100.000
3 - Stoke Road - South		ONE HOUR	✓	514	100.000
4 - Sword Drive		ONE HOUR	✓	110	100.000
5 - A47 - West		ONE HOUR	✓	957	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	5	328	319	4	401
	2 - A47 - East	313	48	112	25	661
	3 - Stoke Road - South	279	134	2	20	79
	4 - Sword Drive	20	19	24	0	47
	5 - A47 - West	87	733	99	34	4

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.91	27.11	8.2	D	970	1455
2 - A47 - East	0.93	30.95	10.3	D	1064	1595
3 - Stoke Road - South	0.60	9.41	1.5	A	472	707
4 - Sword Drive	0.23	8.63	0.3	A	101	151
5 - A47 - West	0.91	30.53	8.4	D	878	1317

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	796	199	821	1497	0.532	791	527	0.0	1.1	5.069	A
2 - A47 - East	873	218	668	1553	0.562	867	944	0.0	1.3	5.212	A
3 - Stoke Road - South	387	97	1119	1217	0.318	385	416	0.0	0.5	4.320	A
4 - Sword Drive	83	21	1442	837	0.099	82	62	0.0	0.1	4.767	A
5 - A47 - West	720	180	632	1338	0.539	716	892	0.0	1.2	5.748	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	950	238	982	1408	0.675	947	631	1.1	2.0	7.748	A
2 - A47 - East	1042	260	799	1478	0.705	1038	1130	1.3	2.3	8.091	A
3 - Stoke Road - South	462	116	1339	1103	0.419	461	498	0.5	0.7	5.599	A
4 - Sword Drive	99	25	1725	711	0.139	99	74	0.1	0.2	5.878	A
5 - A47 - West	860	215	756	1263	0.681	857	1068	1.2	2.1	8.786	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1164	291	1187	1294	0.899	1143	765	2.0	7.2	21.459	C
2 - A47 - East	1276	319	965	1384	0.922	1250	1365	2.3	8.8	23.477	C
3 - Stoke Road - South	566	141	1614	961	0.589	563	601	0.7	1.4	8.997	A
4 - Sword Drive	121	30	2087	550	0.220	121	90	0.2	0.3	8.380	A
5 - A47 - West	1054	263	919	1165	0.905	1033	1289	2.1	7.3	24.155	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1164	291	1204	1285	0.906	1160	773	7.2	8.2	27.114	D
2 - A47 - East	1276	319	979	1376	0.927	1270	1385	8.8	10.3	30.949	D
3 - Stoke Road - South	566	141	1639	948	0.597	566	610	1.4	1.5	9.414	A
4 - Sword Drive	121	30	2113	538	0.225	121	91	0.3	0.3	8.632	A
5 - A47 - West	1054	263	927	1160	0.909	1050	1307	7.3	8.4	30.530	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	950	238	1011	1392	0.683	974	645	8.2	2.2	9.093	A
2 - A47 - East	1042	260	822	1465	0.711	1073	1163	10.3	2.5	9.862	A
3 - Stoke Road - South	462	116	1382	1080	0.428	465	513	1.5	0.8	5.874	A
4 - Sword Drive	99	25	1771	691	0.143	99	76	0.3	0.2	6.091	A
5 - A47 - West	860	215	771	1254	0.686	885	1099	8.4	2.3	10.362	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	796	199	830	1492	0.533	800	532	2.2	1.2	5.235	A
2 - A47 - East	873	218	675	1549	0.563	878	955	2.5	1.3	5.402	A
3 - Stoke Road - South	387	97	1132	1210	0.320	388	421	0.8	0.5	4.386	A
4 - Sword Drive	83	21	1457	831	0.100	83	63	0.2	0.1	4.816	A
5 - A47 - West	720	180	638	1334	0.540	725	902	2.3	1.2	5.948	A

D22 - | Furnessed Scenario 11 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	84.36	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	84.36	F

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
D22	Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		ONE HOUR	✓	626	100.000
2 - A47 - East		ONE HOUR	✓	1341	100.000
3 - Stoke Road - South		ONE HOUR	✓	561	100.000
4 - Sword Drive		ONE HOUR	✓	102	100.000
5 - A47 - West		ONE HOUR	✓	1120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	228	263	5	130
	2 - A47 - East	346	129	177	18	671
	3 - Stoke Road - South	258	180	1	39	83
	4 - Sword Drive	15	29	23	1	34
	5 - A47 - West	118	824	140	35	3

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Stoke Road - North	0.57	7.02	1.3	A	574	862
2 - A47 - East	0.94	31.63	12.2	D	1231	1846
3 - Stoke Road - South	0.59	8.53	1.4	A	515	772
4 - Sword Drive	0.19	7.39	0.2	A	94	140
5 - A47 - West	1.15	235.72	89.3	F	1028	1542

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	471	118	1019	1387	0.340	469	552	0.0	0.5	3.914	A
2 - A47 - East	1010	252	450	1677	0.602	1004	1039	0.0	1.5	5.297	A
3 - Stoke Road - South	422	106	1001	1277	0.331	420	452	0.0	0.5	4.192	A
4 - Sword Drive	77	19	1349	879	0.087	76	73	0.0	0.1	4.483	A
5 - A47 - West	843	211	735	1275	0.661	836	690	0.0	1.9	8.055	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	563	141	1215	1278	0.440	562	659	0.5	0.8	5.018	A
2 - A47 - East	1206	301	538	1627	0.741	1200	1239	1.5	2.8	8.333	A
3 - Stoke Road - South	504	126	1198	1176	0.429	503	540	0.5	0.7	5.346	A
4 - Sword Drive	92	23	1614	761	0.121	92	88	0.1	0.1	5.377	A
5 - A47 - West	1007	252	880	1188	0.847	995	825	1.9	4.9	17.608	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	689	172	1346	1206	0.572	687	784	0.8	1.3	6.911	A
2 - A47 - East	1476	369	633	1573	0.939	1446	1400	2.8	10.5	23.976	C
3 - Stoke Road - South	618	154	1440	1050	0.588	615	639	0.7	1.4	8.218	A
4 - Sword Drive	112	28	1953	609	0.184	112	102	0.1	0.2	7.232	A
5 - A47 - West	1233	308	1068	1075	1.147	1062	997	4.9	47.7	101.191	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	689	172	1353	1202	0.574	689	792	1.3	1.3	7.023	A
2 - A47 - East	1476	369	635	1572	0.939	1470	1407	10.5	12.2	31.629	D
3 - Stoke Road - South	618	154	1462	1039	0.594	617	643	1.4	1.4	8.528	A
4 - Sword Drive	112	28	1977	599	0.187	112	103	0.2	0.2	7.395	A
5 - A47 - West	1233	308	1079	1068	1.154	1067	1010	47.7	89.3	235.723	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	563	141	1372	1191	0.473	564	690	1.3	0.9	5.764	A
2 - A47 - East	1206	301	566	1611	0.748	1242	1370	12.2	3.1	10.646	B
3 - Stoke Road - South	504	126	1240	1154	0.437	507	568	1.4	0.8	5.588	A
4 - Sword Drive	92	23	1653	743	0.123	92	94	0.2	0.1	5.531	A
5 - A47 - West	1007	252	898	1177	0.855	1164	847	89.3	50.0	216.252	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	471	118	1200	1287	0.366	473	577	0.9	0.6	4.431	A
2 - A47 - East	1010	252	484	1658	0.609	1016	1189	3.1	1.6	5.657	A
3 - Stoke Road - South	422	106	1019	1268	0.333	423	480	0.8	0.5	4.267	A
4 - Sword Drive	77	19	1363	873	0.088	77	80	0.1	0.1	4.525	A
5 - A47 - West	843	211	742	1271	0.663	1035	697	50.0	2.1	32.332	D

Appendix O: A47 Normandy Way / Stoke Road Roundabout Mitigation Capacity Modelling Output

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: 109523-PEF-ZZ-XX-T.M-H-000004_S2_P1 - Mitigation.j11
Path: P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Design\Transport Planning\Models\J4 - A47 Normandy Way_Stoke Road Rdbt - RichP2
Report generation date: 10/08/26 11:05:39

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - | Furnessed Scenario 2 | AM
»D4 - | Furnessed Scenario 2 | PM
»D7 - | Furnessed Scenario 4 | AM
»D8 - | Furnessed Scenario 4 | PM
»D15 - | Furnessed Scenario 8 | AM
»D16 - | Furnessed Scenario 8 | PM
»D17 - | Furnessed Scenario 9 | AM
»D18 - | Furnessed Scenario 9 | PM
»D21 - | Furnessed Scenario 11 | AM
»D22 - | Furnessed Scenario 11 | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base							
1 - Stoke Road - North	1.0	5.76	0.51	A	0.3	4.16	0.23	A
2 - A47 - East	1.6	5.14	0.62	A	2.2	5.85	0.69	A
3 - Stoke Road - South	0.8	5.35	0.44	A	0.6	4.79	0.37	A
4 - Sword Drive	0.2	5.52	0.16	A	0.2	5.16	0.14	A
5 - A47 - West	0.8	3.58	0.45	A	1.1	4.26	0.52	A
	- Furnessed Scenario 2							
1 - Stoke Road - North	0.9	5.64	0.48	A	0.3	4.13	0.21	A
2 - A47 - East	1.8	5.54	0.65	A	2.4	6.16	0.71	A
3 - Stoke Road - South	0.8	5.52	0.45	A	0.7	5.16	0.41	A
4 - Sword Drive	0.2	5.68	0.16	A	0.2	5.40	0.15	A
5 - A47 - West	1.0	3.88	0.50	A	1.2	4.54	0.55	A
	- Furnessed Scenario 4							
1 - Stoke Road - North	1.1	6.08	0.52	A	0.3	4.26	0.23	A
2 - A47 - East	2.0	5.84	0.66	A	2.4	6.19	0.71	A
3 - Stoke Road - South	0.8	5.66	0.45	A	0.7	5.08	0.40	A
4 - Sword Drive	0.2	5.79	0.16	A	0.2	5.35	0.14	A
5 - A47 - West	1.0	3.86	0.49	A	1.3	4.74	0.57	A
	- Furnessed Scenario 8							
1 - Stoke Road - North	6.2	22.70	0.87	C	1.1	7.47	0.53	A
2 - A47 - East	4.2	11.19	0.81	B	6.7	15.59	0.88	C
3 - Stoke Road - South	1.5	9.47	0.61	A	1.6	9.21	0.62	A
4 - Sword Drive	0.3	8.38	0.22	A	0.2	7.71	0.19	A
5 - A47 - West	1.5	5.14	0.60	A	3.0	9.15	0.75	A
	- Furnessed Scenario 9							
1 - Stoke Road - North	6.5	23.90	0.88	C	1.4	8.42	0.58	A
2 - A47 - East	4.8	12.60	0.83	B	7.0	16.24	0.88	C
3 - Stoke Road - South	1.7	10.34	0.64	B	1.6	9.16	0.61	A
4 - Sword Drive	0.3	8.78	0.23	A	0.2	7.74	0.20	A
5 - A47 - West	1.6	5.42	0.61	A	3.1	9.40	0.76	A
	- Furnessed Scenario 11							
1 - Stoke Road - North	8.4	27.82	0.91	D	1.6	8.38	0.62	A
2 - A47 - East	3.9	11.38	0.80	B	4.8	12.10	0.83	B
3 - Stoke Road - South	1.5	9.49	0.60	A	1.5	8.65	0.60	A
4 - Sword Drive	0.3	8.68	0.23	A	0.2	7.43	0.19	A
5 - A47 - West	1.5	5.31	0.61	A	3.0	8.83	0.75	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	A47 Normandy Way/Stoke Road Roundabout
Location	Hinckley, Leicestershire
Site number	004
Date	03/03/25
Version	P1
Status	Existing
Identifier	
Client	Miller Homes
Jobnumber	109523
Enumerator	PFGROUP\JFarrell
Description	Model built from approved applicaiton 23/00432/OUT Transport Assessment - Appendix AC (Page 1132)

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3		Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4		Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15
D7		Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15
D8		Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15
D15		Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15
D16		Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15
D17		Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15
D18		Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15
D21		Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15
D22		Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.92	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Stoke Road - North		
2	A47 - East		
3	Stoke Road - South		
4	Sword Drive		
5	A47 - 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 - Stoke Road - North	3.00	7.40	37.0	35.0	70.0	24.0		
2 - A47 - East	3.40	10.00	30.0	34.0	70.0	43.0		
3 - Stoke Road - South	3.40	7.40	24.0	20.0	70.0	34.0		
4 - Sword Drive	3.50	7.30	13.0	16.0	70.0	57.0		
5 - A47 - West	4.70	8.00	50.0	60.0	70.0	34.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Stoke Road - North	0.555	1953
2 - A47 - East	0.570	2149
3 - Stoke Road - South	0.517	1795
4 - Sword Drive	0.446	1480
5 - A47 - West	0.603	2292

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	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	591	100.000
2 - A47 - East		✓	1037	100.000
3 - Stoke Road - South		✓	477	100.000
4 - Sword Drive		✓	109	100.000
5 - A47 - West		✓	750	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	1	236	200	2	152
	2 - A47 - East	159	83	168	32	595
	3 - Stoke Road - South	143	232	3	27	72
	4 - Sword Drive	9	29	33	0	38
	5 - A47 - West	22	630	74	22	2

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.51	5.76	1.0	A
2 - A47 - East	0.62	5.14	1.6	A
3 - Stoke Road - South	0.44	5.35	0.8	A
4 - Sword Drive	0.16	5.52	0.2	A
5 - A47 - West	0.45	3.58	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	445	832	1491	0.298	443	0.4	3.428	A
2 - A47 - East	781	367	1940	0.403	778	0.7	3.093	A
3 - Stoke Road - South	359	786	1389	0.259	358	0.3	3.487	A
4 - Sword Drive	82	1082	998	0.082	82	0.1	3.929	A
5 - A47 - West	565	519	1979	0.285	563	0.4	2.541	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	531	995	1400	0.379	531	0.6	4.135	A
2 - A47 - East	932	439	1898	0.491	931	1.0	3.716	A
3 - Stoke Road - South	429	941	1309	0.328	428	0.5	4.086	A
4 - Sword Drive	98	1295	903	0.109	98	0.1	4.471	A
5 - A47 - West	674	621	1917	0.352	674	0.5	2.893	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	651	1218	1277	0.510	649	1.0	5.721	A
2 - A47 - East	1142	537	1842	0.620	1139	1.6	5.101	A
3 - Stoke Road - South	525	1151	1200	0.438	524	0.8	5.318	A
4 - Sword Drive	120	1584	774	0.155	120	0.2	5.502	A
5 - A47 - West	826	760	1833	0.450	825	0.8	3.566	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	651	1220	1276	0.510	651	1.0	5.760	A
2 - A47 - East	1142	538	1842	0.620	1142	1.6	5.142	A
3 - Stoke Road - South	525	1154	1199	0.438	525	0.8	5.345	A
4 - Sword Drive	120	1588	772	0.155	120	0.2	5.517	A
5 - A47 - West	826	762	1832	0.451	826	0.8	3.575	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	531	998	1399	0.380	533	0.6	4.167	A
2 - A47 - East	932	441	1897	0.491	935	1.0	3.751	A
3 - Stoke Road - South	429	945	1307	0.328	430	0.5	4.111	A
4 - Sword Drive	98	1300	901	0.109	98	0.1	4.489	A
5 - A47 - West	674	624	1916	0.352	675	0.5	2.906	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	445	835	1489	0.299	446	0.4	3.454	A
2 - A47 - East	781	369	1939	0.403	782	0.7	3.114	A
3 - Stoke Road - South	359	790	1387	0.259	360	0.4	3.509	A
4 - Sword Drive	82	1087	995	0.082	82	0.1	3.942	A
5 - A47 - West	565	522	1977	0.286	565	0.4	2.550	A

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.07	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	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	235	100.000
2 - A47 - East		✓	1248	100.000
3 - Stoke Road - South		✓	396	100.000
4 - Sword Drive		✓	102	100.000
5 - A47 - West		✓	826	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	115	90	2	28
	2 - A47 - East	167	253	237	29	562
	3 - Stoke Road - South	81	228	1	41	45
	4 - Sword Drive	6	47	25	1	23
	5 - A47 - West	25	694	81	25	1

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.23	4.16	0.3	A
2 - A47 - East	0.69	5.85	2.2	A
3 - Stoke Road - South	0.37	4.79	0.6	A
4 - Sword Drive	0.14	5.16	0.2	A
5 - A47 - West	0.52	4.26	1.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	177	1017	1388	0.127	176	0.1	2.969	A
2 - A47 - East	940	191	2040	0.461	936	0.8	3.252	A
3 - Stoke Road - South	298	801	1381	0.216	297	0.3	3.318	A
4 - Sword Drive	77	1025	1023	0.075	76	0.1	3.802	A
5 - A47 - West	622	607	1926	0.323	620	0.5	2.753	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	211	1218	1277	0.165	211	0.2	3.377	A
2 - A47 - East	1122	228	2019	0.556	1120	1.2	4.001	A
3 - Stoke Road - South	356	959	1299	0.274	356	0.4	3.811	A
4 - Sword Drive	92	1226	933	0.098	92	0.1	4.276	A
5 - A47 - West	743	726	1854	0.401	742	0.7	3.236	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	259	1490	1126	0.230	258	0.3	4.149	A
2 - A47 - East	1374	279	1990	0.691	1370	2.2	5.777	A
3 - Stoke Road - South	436	1173	1189	0.367	435	0.6	4.772	A
4 - Sword Drive	112	1500	811	0.138	112	0.2	5.147	A
5 - A47 - West	909	889	1756	0.518	908	1.1	4.238	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	259	1493	1124	0.230	259	0.3	4.160	A
2 - A47 - East	1374	280	1989	0.691	1374	2.2	5.848	A
3 - Stoke Road - South	436	1176	1187	0.367	436	0.6	4.792	A
4 - Sword Drive	112	1504	810	0.139	112	0.2	5.161	A
5 - A47 - West	909	891	1755	0.518	909	1.1	4.259	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	211	1222	1274	0.166	212	0.2	3.390	A
2 - A47 - East	1122	229	2018	0.556	1126	1.3	4.051	A
3 - Stoke Road - South	356	963	1297	0.274	357	0.4	3.833	A
4 - Sword Drive	92	1232	931	0.098	92	0.1	4.292	A
5 - A47 - West	743	729	1852	0.401	744	0.7	3.256	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	177	1022	1385	0.128	177	0.1	2.981	A
2 - A47 - East	940	191	2040	0.461	941	0.9	3.284	A
3 - Stoke Road - South	298	805	1379	0.216	299	0.3	3.333	A
4 - Sword Drive	77	1030	1021	0.075	77	0.1	3.812	A
5 - A47 - West	622	610	1924	0.323	623	0.5	2.769	A

D3 - | Furnessed Scenario 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.11	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)
D3	Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	541	100.000
2 - A47 - East		✓	1082	100.000
3 - Stoke Road - South		✓	481	100.000
4 - Sword Drive		✓	110	100.000
5 - A47 - West		✓	828	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	1	203	190	2	145
	2 - A47 - East	156	80	178	30	638
	3 - Stoke Road - South	144	229	3	26	79
	4 - Sword Drive	9	27	34	0	40
	5 - A47 - West	25	688	89	24	2

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.48	5.64	0.9	A
2 - A47 - East	0.65	5.54	1.8	A
3 - Stoke Road - South	0.45	5.52	0.8	A
4 - Sword Drive	0.16	5.68	0.2	A
5 - A47 - West	0.50	3.88	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	407	882	1463	0.278	406	0.4	3.401	A
2 - A47 - East	815	368	1939	0.420	812	0.7	3.185	A
3 - Stoke Road - South	362	809	1377	0.263	361	0.4	3.537	A
4 - Sword Drive	83	1108	986	0.084	82	0.1	3.981	A
5 - A47 - West	623	512	1983	0.314	622	0.5	2.641	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	486	1056	1367	0.356	486	0.5	4.084	A
2 - A47 - East	973	440	1898	0.513	971	1.0	3.880	A
3 - Stoke Road - South	432	968	1295	0.334	432	0.5	4.169	A
4 - Sword Drive	99	1326	889	0.111	99	0.1	4.555	A
5 - A47 - West	744	613	1922	0.387	744	0.6	3.053	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	596	1293	1235	0.482	594	0.9	5.603	A
2 - A47 - East	1191	538	1842	0.647	1188	1.8	5.483	A
3 - Stoke Road - South	530	1184	1183	0.448	528	0.8	5.489	A
4 - Sword Drive	121	1622	757	0.160	121	0.2	5.656	A
5 - A47 - West	912	750	1839	0.496	910	1.0	3.869	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	596	1295	1234	0.483	596	0.9	5.638	A
2 - A47 - East	1191	539	1841	0.647	1191	1.8	5.539	A
3 - Stoke Road - South	530	1187	1181	0.448	530	0.8	5.522	A
4 - Sword Drive	121	1626	755	0.160	121	0.2	5.676	A
5 - A47 - West	912	752	1838	0.496	912	1.0	3.884	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	486	1059	1365	0.356	488	0.6	4.113	A
2 - A47 - East	973	442	1897	0.513	976	1.1	3.922	A
3 - Stoke Road - South	432	972	1293	0.335	434	0.5	4.196	A
4 - Sword Drive	99	1332	886	0.112	99	0.1	4.573	A
5 - A47 - West	744	616	1920	0.388	746	0.6	3.067	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	407	886	1461	0.279	408	0.4	3.423	A
2 - A47 - East	815	369	1938	0.420	816	0.7	3.213	A
3 - Stoke Road - South	362	813	1375	0.263	363	0.4	3.560	A
4 - Sword Drive	83	1114	984	0.084	83	0.1	3.997	A
5 - A47 - West	623	515	1981	0.315	624	0.5	2.653	A

D4 - | Furnessed Scenario 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.35	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)
D4	Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	204	100.000
2 - A47 - East		✓	1275	100.000
3 - Stoke Road - South		✓	433	100.000
4 - Sword Drive		✓	103	100.000
5 - A47 - West		✓	877	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	94	81	2	27
	2 - A47 - East	157	235	241	26	616
	3 - Stoke Road - South	87	245	1	43	57
	4 - Sword Drive	6	44	26	1	26
	5 - A47 - West	26	732	93	25	1

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.21	4.13	0.3	A
2 - A47 - East	0.71	6.16	2.4	A
3 - Stoke Road - South	0.41	5.16	0.7	A
4 - Sword Drive	0.15	5.40	0.2	A
5 - A47 - West	0.55	4.54	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	154	1053	1368	0.112	153	0.1	2.960	A
2 - A47 - East	960	193	2039	0.471	956	0.9	3.315	A
3 - Stoke Road - South	326	818	1372	0.238	325	0.3	3.431	A
4 - Sword Drive	78	1070	1003	0.077	77	0.1	3.886	A
5 - A47 - West	660	601	1929	0.342	658	0.5	2.827	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	183	1260	1253	0.146	183	0.2	3.363	A
2 - A47 - East	1146	231	2017	0.568	1145	1.3	4.118	A
3 - Stoke Road - South	389	978	1289	0.302	389	0.4	3.996	A
4 - Sword Drive	93	1280	909	0.102	92	0.1	4.406	A
5 - A47 - West	788	720	1858	0.424	788	0.7	3.361	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	225	1541	1097	0.205	224	0.3	4.121	A
2 - A47 - East	1404	282	1988	0.706	1400	2.4	6.078	A
3 - Stoke Road - South	477	1197	1176	0.405	476	0.7	5.130	A
4 - Sword Drive	113	1566	782	0.145	113	0.2	5.380	A
5 - A47 - West	966	881	1761	0.548	964	1.2	4.506	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	225	1545	1095	0.205	225	0.3	4.134	A
2 - A47 - East	1404	283	1987	0.706	1404	2.4	6.165	A
3 - Stoke Road - South	477	1200	1175	0.406	477	0.7	5.157	A
4 - Sword Drive	113	1570	780	0.145	113	0.2	5.397	A
5 - A47 - West	966	883	1759	0.549	966	1.2	4.535	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	183	1265	1251	0.147	184	0.2	3.373	A
2 - A47 - East	1146	232	2017	0.568	1150	1.3	4.176	A
3 - Stoke Road - South	389	983	1287	0.303	390	0.4	4.019	A
4 - Sword Drive	93	1286	907	0.102	93	0.1	4.423	A
5 - A47 - West	788	723	1856	0.425	790	0.7	3.386	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	154	1058	1366	0.112	154	0.1	2.972	A
2 - A47 - East	960	194	2038	0.471	962	0.9	3.350	A
3 - Stoke Road - South	326	822	1370	0.238	326	0.3	3.452	A
4 - Sword Drive	78	1075	1001	0.077	78	0.1	3.900	A
5 - A47 - West	660	605	1927	0.343	661	0.5	2.845	A

D7 - | Furnessed Scenario 4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.33	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)
D7	Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	587	100.000
2 - A47 - East		✓	1104	100.000
3 - Stoke Road - South		✓	479	100.000
4 - Sword Drive		✓	109	100.000
5 - A47 - West		✓	815	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	1	226	202	2	156
	2 - A47 - East	163	84	179	32	646
	3 - Stoke Road - South	143	230	3	26	77
	4 - Sword Drive	9	28	33	0	39
	5 - A47 - West	24	682	84	23	2

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.52	6.08	1.1	A
2 - A47 - East	0.66	5.84	2.0	A
3 - Stoke Road - South	0.45	5.66	0.8	A
4 - Sword Drive	0.16	5.79	0.2	A
5 - A47 - West	0.49	3.86	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	442	877	1466	0.301	440	0.4	3.503	A
2 - A47 - East	831	380	1932	0.430	828	0.8	3.253	A
3 - Stoke Road - South	361	832	1365	0.264	359	0.4	3.574	A
4 - Sword Drive	82	1129	977	0.084	82	0.1	4.019	A
5 - A47 - West	614	520	1978	0.310	612	0.4	2.631	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	528	1050	1370	0.385	527	0.6	4.266	A
2 - A47 - East	992	454	1890	0.525	991	1.1	4.000	A
3 - Stoke Road - South	431	996	1280	0.336	430	0.5	4.231	A
4 - Sword Drive	98	1351	878	0.112	98	0.1	4.615	A
5 - A47 - West	733	623	1916	0.382	732	0.6	3.039	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	646	1285	1240	0.521	644	1.1	6.031	A
2 - A47 - East	1216	556	1832	0.664	1212	1.9	5.778	A
3 - Stoke Road - South	527	1218	1166	0.453	526	0.8	5.618	A
4 - Sword Drive	120	1653	743	0.161	120	0.2	5.769	A
5 - A47 - West	897	762	1832	0.490	896	1.0	3.840	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	646	1287	1238	0.522	646	1.1	6.080	A
2 - A47 - East	1216	557	1831	0.664	1215	2.0	5.845	A
3 - Stoke Road - South	527	1221	1164	0.453	527	0.8	5.656	A
4 - Sword Drive	120	1657	742	0.162	120	0.2	5.791	A
5 - A47 - West	897	764	1831	0.490	897	1.0	3.855	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	528	1053	1368	0.386	530	0.6	4.301	A
2 - A47 - East	992	456	1889	0.526	996	1.1	4.047	A
3 - Stoke Road - South	431	1000	1278	0.337	432	0.5	4.262	A
4 - Sword Drive	98	1357	875	0.112	98	0.1	4.637	A
5 - A47 - West	733	626	1914	0.383	734	0.6	3.055	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	442	881	1464	0.302	443	0.4	3.530	A
2 - A47 - East	831	382	1931	0.430	833	0.8	3.282	A
3 - Stoke Road - South	361	836	1363	0.265	361	0.4	3.598	A
4 - Sword Drive	82	1135	974	0.084	82	0.1	4.036	A
5 - A47 - West	614	523	1976	0.310	614	0.5	2.646	A

D8 - | Furnessed Scenario 4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.40	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)
D8	Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	234	100.000
2 - A47 - East		✓	1265	100.000
3 - Stoke Road - South		✓	422	100.000
4 - Sword Drive		✓	103	100.000
5 - A47 - West		✓	898	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	107	94	2	31
	2 - A47 - East	186	227	235	27	590
	3 - Stoke Road - South	100	227	1	42	52
	4 - Sword Drive	7	44	26	1	25
	5 - A47 - West	33	742	95	27	1

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.23	4.26	0.3	A
2 - A47 - East	0.71	6.19	2.4	A
3 - Stoke Road - South	0.40	5.08	0.7	A
4 - Sword Drive	0.14	5.35	0.2	A
5 - A47 - West	0.57	4.74	1.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	176	1044	1373	0.128	176	0.1	3.003	A
2 - A47 - East	952	209	2030	0.469	949	0.9	3.319	A
3 - Stoke Road - South	318	819	1372	0.232	317	0.3	3.409	A
4 - Sword Drive	78	1061	1007	0.077	77	0.1	3.871	A
5 - A47 - West	676	614	1921	0.352	674	0.5	2.881	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	210	1249	1259	0.167	210	0.2	3.430	A
2 - A47 - East	1137	250	2006	0.567	1136	1.3	4.126	A
3 - Stoke Road - South	379	980	1288	0.294	379	0.4	3.957	A
4 - Sword Drive	93	1270	914	0.101	92	0.1	4.383	A
5 - A47 - West	807	735	1848	0.437	806	0.8	3.451	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	258	1528	1104	0.233	257	0.3	4.247	A
2 - A47 - East	1393	306	1975	0.705	1389	2.3	6.100	A
3 - Stoke Road - South	465	1199	1175	0.395	464	0.6	5.053	A
4 - Sword Drive	113	1554	788	0.144	113	0.2	5.337	A
5 - A47 - West	989	899	1749	0.565	987	1.3	4.708	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	258	1531	1103	0.234	258	0.3	4.260	A
2 - A47 - East	1393	306	1974	0.705	1393	2.4	6.188	A
3 - Stoke Road - South	465	1202	1174	0.396	465	0.7	5.078	A
4 - Sword Drive	113	1558	786	0.144	113	0.2	5.354	A
5 - A47 - West	989	902	1748	0.566	989	1.3	4.741	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	210	1254	1257	0.167	211	0.2	3.442	A
2 - A47 - East	1137	250	2006	0.567	1141	1.3	4.185	A
3 - Stoke Road - South	379	985	1286	0.295	380	0.4	3.979	A
4 - Sword Drive	93	1276	911	0.102	93	0.1	4.399	A
5 - A47 - West	807	739	1846	0.437	809	0.8	3.480	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	176	1049	1371	0.129	176	0.1	3.014	A
2 - A47 - East	952	210	2029	0.469	954	0.9	3.355	A
3 - Stoke Road - South	318	824	1369	0.232	318	0.3	3.425	A
4 - Sword Drive	78	1067	1004	0.077	78	0.1	3.886	A
5 - A47 - West	676	618	1919	0.352	677	0.5	2.901	A

D15 - | Furnessed Scenario 8 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	12.21	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.21	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)
D15	Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	938	100.000
2 - A47 - East		✓	1256	100.000
3 - Stoke Road - South		✓	543	100.000
4 - Sword Drive		✓	109	100.000
5 - A47 - West		✓	943	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	2	365	273	3	295
	2 - A47 - East	250	83	148	30	745
	3 - Stoke Road - South	213	219	2	24	85
	4 - Sword Drive	13	26	26	0	44
	5 - A47 - West	43	789	82	26	3

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.87	22.70	6.2	C
2 - A47 - East	0.81	11.19	4.2	B
3 - Stoke Road - South	0.61	9.47	1.5	A
4 - Sword Drive	0.22	8.38	0.3	A
5 - A47 - West	0.60	5.14	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	706	942	1430	0.494	702	1.0	4.923	A
2 - A47 - East	946	533	1845	0.513	941	1.0	3.967	A
3 - Stoke Road - South	409	1077	1238	0.330	407	0.5	4.320	A
4 - Sword Drive	82	1421	846	0.097	82	0.1	4.705	A
5 - A47 - West	710	625	1915	0.371	708	0.6	2.977	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	843	1127	1327	0.635	840	1.7	7.351	A
2 - A47 - East	1129	638	1785	0.633	1127	1.7	5.446	A
3 - Stoke Road - South	488	1289	1129	0.432	487	0.8	5.600	A
4 - Sword Drive	98	1701	722	0.136	98	0.2	5.768	A
5 - A47 - West	848	748	1841	0.461	847	0.8	3.619	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1033	1378	1188	0.870	1017	5.7	19.499	C
2 - A47 - East	1383	774	1708	0.810	1374	4.0	10.497	B
3 - Stoke Road - South	598	1569	984	0.608	595	1.5	9.182	A
4 - Sword Drive	120	2073	556	0.216	120	0.3	8.237	A
5 - A47 - West	1038	913	1741	0.596	1036	1.5	5.087	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1033	1383	1185	0.871	1031	6.2	22.702	C
2 - A47 - East	1383	783	1702	0.812	1382	4.2	11.188	B
3 - Stoke Road - South	598	1581	978	0.612	598	1.5	9.469	A
4 - Sword Drive	120	2087	550	0.218	120	0.3	8.378	A
5 - A47 - West	1038	918	1738	0.597	1038	1.5	5.143	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	843	1134	1324	0.637	861	1.8	8.061	A
2 - A47 - East	1129	651	1777	0.635	1139	1.8	5.720	A
3 - Stoke Road - South	488	1306	1120	0.436	491	0.8	5.753	A
4 - Sword Drive	98	1722	712	0.138	98	0.2	5.866	A
5 - A47 - West	848	755	1836	0.462	850	0.9	3.658	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	706	947	1427	0.495	709	1.0	5.038	A
2 - A47 - East	946	538	1842	0.513	948	1.1	4.041	A
3 - Stoke Road - South	409	1085	1234	0.331	410	0.5	4.376	A
4 - Sword Drive	82	1433	841	0.098	82	0.1	4.744	A
5 - A47 - West	710	630	1912	0.371	711	0.6	3.001	A

D16 - | Furnessed Scenario 8 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	11.44	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.44	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)
D16	Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	494	100.000
2 - A47 - East		✓	1477	100.000
3 - Stoke Road - South		✓	571	100.000
4 - Sword Drive		✓	102	100.000
5 - A47 - West		✓	1097	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	205	204	3	82
	2 - A47 - East	322	195	231	22	707
	3 - Stoke Road - South	211	240	1	42	77
	4 - Sword Drive	12	36	24	1	29
	5 - A47 - West	76	863	126	30	2

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.53	7.47	1.1	A
2 - A47 - East	0.88	15.59	6.7	C
3 - Stoke Road - South	0.62	9.21	1.6	A
4 - Sword Drive	0.19	7.71	0.2	A
5 - A47 - West	0.75	9.15	3.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	372	1138	1321	0.282	370	0.4	3.779	A
2 - A47 - East	1112	355	1947	0.571	1107	1.3	4.260	A
3 - Stoke Road - South	430	1022	1267	0.339	428	0.5	4.281	A
4 - Sword Drive	77	1376	867	0.089	76	0.1	4.554	A
5 - A47 - West	826	781	1821	0.454	823	0.8	3.594	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	444	1362	1197	0.371	443	0.6	4.772	A
2 - A47 - East	1328	424	1907	0.696	1324	2.2	6.139	A
3 - Stoke Road - South	513	1223	1163	0.441	512	0.8	5.524	A
4 - Sword Drive	92	1647	746	0.123	92	0.1	5.500	A
5 - A47 - West	986	934	1728	0.571	984	1.3	4.826	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	544	1662	1030	0.528	542	1.1	7.339	A
2 - A47 - East	1626	519	1853	0.878	1610	6.4	13.936	B
3 - Stoke Road - South	629	1487	1026	0.613	626	1.5	8.923	A
4 - Sword Drive	112	2006	586	0.192	112	0.2	7.586	A
5 - A47 - West	1208	1139	1605	0.753	1201	2.9	8.781	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	544	1671	1025	0.531	544	1.1	7.475	A
2 - A47 - East	1626	521	1852	0.878	1625	6.7	15.590	C
3 - Stoke Road - South	629	1500	1019	0.617	629	1.6	9.206	A
4 - Sword Drive	112	2021	579	0.194	112	0.2	7.711	A
5 - A47 - West	1208	1147	1600	0.755	1207	3.0	9.147	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	444	1375	1190	0.373	446	0.6	4.856	A
2 - A47 - East	1328	427	1905	0.697	1345	2.4	6.624	A
3 - Stoke Road - South	513	1242	1153	0.445	516	0.8	5.680	A
4 - Sword Drive	92	1669	736	0.125	92	0.1	5.595	A
5 - A47 - West	986	946	1721	0.573	993	1.4	4.983	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	372	1146	1317	0.282	373	0.4	3.818	A
2 - A47 - East	1112	357	1945	0.572	1116	1.3	4.361	A
3 - Stoke Road - South	430	1030	1262	0.341	431	0.5	4.336	A
4 - Sword Drive	77	1388	862	0.089	77	0.1	4.588	A
5 - A47 - West	826	787	1817	0.454	828	0.8	3.645	A

D17 - | Furnessed Scenario 9 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	13.17	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.17	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)
D17	Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	946	100.000
2 - A47 - East		✓	1281	100.000
3 - Stoke Road - South		✓	563	100.000
4 - Sword Drive		✓	110	100.000
5 - A47 - West		✓	948	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	3	363	284	3	293
	2 - A47 - East	273	82	154	30	742
	3 - Stoke Road - South	233	218	3	24	85
	4 - Sword Drive	14	26	27	0	43
	5 - A47 - West	48	786	85	26	3

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.88	23.90	6.5	C
2 - A47 - East	0.83	12.60	4.8	B
3 - Stoke Road - South	0.64	10.34	1.7	B
4 - Sword Drive	0.23	8.78	0.3	A
5 - A47 - West	0.61	5.42	1.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	712	942	1430	0.498	708	1.0	4.962	A
2 - A47 - East	964	544	1838	0.525	960	1.1	4.079	A
3 - Stoke Road - South	424	1090	1231	0.344	422	0.5	4.434	A
4 - Sword Drive	83	1450	834	0.099	82	0.1	4.789	A
5 - A47 - West	714	659	1895	0.377	711	0.6	3.036	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	850	1127	1327	0.641	847	1.7	7.458	A
2 - A47 - East	1152	651	1777	0.648	1149	1.8	5.701	A
3 - Stoke Road - South	506	1304	1121	0.452	505	0.8	5.837	A
4 - Sword Drive	99	1735	707	0.140	99	0.2	5.919	A
5 - A47 - West	852	788	1816	0.469	851	0.9	3.727	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1042	1378	1188	0.877	1025	6.0	20.255	C
2 - A47 - East	1410	789	1699	0.830	1399	4.6	11.627	B
3 - Stoke Road - South	620	1587	975	0.636	616	1.7	9.953	A
4 - Sword Drive	121	2112	539	0.225	121	0.3	8.604	A
5 - A47 - West	1044	962	1712	0.610	1041	1.5	5.345	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1042	1383	1185	0.879	1039	6.5	23.904	C
2 - A47 - East	1410	799	1693	0.833	1410	4.8	12.601	B
3 - Stoke Road - South	620	1601	967	0.641	620	1.7	10.337	B
4 - Sword Drive	121	2129	531	0.228	121	0.3	8.779	A
5 - A47 - West	1044	967	1708	0.611	1044	1.6	5.416	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	850	1134	1323	0.643	869	1.8	8.242	A
2 - A47 - East	1152	666	1769	0.651	1163	1.9	6.049	A
3 - Stoke Road - South	506	1324	1110	0.456	510	0.8	6.029	A
4 - Sword Drive	99	1759	696	0.142	99	0.2	6.039	A
5 - A47 - West	852	797	1811	0.471	855	0.9	3.773	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	712	947	1427	0.499	716	1.0	5.085	A
2 - A47 - East	964	550	1835	0.525	968	1.1	4.164	A
3 - Stoke Road - South	424	1099	1227	0.346	425	0.5	4.497	A
4 - Sword Drive	83	1462	829	0.100	83	0.1	4.829	A
5 - A47 - West	714	664	1891	0.377	715	0.6	3.061	A

D18 - | Furnessed Scenario 9 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	11.82	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.82	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)
D18	Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	541	100.000
2 - A47 - East		✓	1467	100.000
3 - Stoke Road - South		✓	566	100.000
4 - Sword Drive		✓	103	100.000
5 - A47 - West		✓	1115	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	222	223	4	92
	2 - A47 - East	319	189	226	21	712
	3 - Stoke Road - South	211	235	1	41	78
	4 - Sword Drive	12	36	24	1	30
	5 - A47 - West	79	875	129	30	2

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.58	8.42	1.4	A
2 - A47 - East	0.88	16.24	7.0	C
3 - Stoke Road - South	0.61	9.16	1.6	A
4 - Sword Drive	0.20	7.74	0.2	A
5 - A47 - West	0.76	9.40	3.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	407	1141	1319	0.309	406	0.4	3.932	A
2 - A47 - East	1104	379	1932	0.572	1099	1.3	4.294	A
3 - Stoke Road - South	426	1027	1264	0.337	424	0.5	4.274	A
4 - Sword Drive	78	1378	866	0.090	77	0.1	4.562	A
5 - A47 - West	839	770	1827	0.459	836	0.8	3.620	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	486	1365	1195	0.407	485	0.7	5.068	A
2 - A47 - East	1319	454	1890	0.698	1315	2.3	6.221	A
3 - Stoke Road - South	509	1228	1160	0.439	508	0.8	5.510	A
4 - Sword Drive	93	1649	745	0.124	92	0.1	5.514	A
5 - A47 - West	1002	922	1736	0.577	1000	1.3	4.881	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	596	1666	1028	0.579	593	1.3	8.225	A
2 - A47 - East	1615	554	1833	0.881	1598	6.5	14.401	B
3 - Stoke Road - South	623	1493	1023	0.609	620	1.5	8.872	A
4 - Sword Drive	113	2007	585	0.194	113	0.2	7.615	A
5 - A47 - West	1228	1123	1614	0.760	1221	3.0	8.996	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	596	1675	1023	0.582	596	1.4	8.420	A
2 - A47 - East	1615	557	1831	0.882	1614	7.0	16.239	C
3 - Stoke Road - South	623	1507	1016	0.613	623	1.6	9.156	A
4 - Sword Drive	113	2023	578	0.196	113	0.2	7.744	A
5 - A47 - West	1228	1131	1610	0.763	1227	3.1	9.395	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	486	1379	1187	0.410	489	0.7	5.173	A
2 - A47 - East	1319	458	1888	0.699	1337	2.4	6.747	A
3 - Stoke Road - South	509	1248	1150	0.442	512	0.8	5.667	A
4 - Sword Drive	93	1672	735	0.126	93	0.1	5.611	A
5 - A47 - West	1002	933	1729	0.580	1009	1.4	5.051	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	407	1149	1315	0.310	408	0.5	3.976	A
2 - A47 - East	1104	382	1931	0.572	1109	1.4	4.398	A
3 - Stoke Road - South	426	1035	1260	0.338	427	0.5	4.330	A
4 - Sword Drive	78	1389	861	0.090	78	0.1	4.597	A
5 - A47 - West	839	776	1824	0.460	842	0.9	3.676	A

D21 - | Furnessed Scenario 11 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	14.09	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.09	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)
D21	Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	1057	100.000
2 - A47 - East		✓	1159	100.000
3 - Stoke Road - South		✓	514	100.000
4 - Sword Drive		✓	110	100.000
5 - A47 - West		✓	957	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	5	328	319	4	401
	2 - A47 - East	313	48	112	25	661
	3 - Stoke Road - South	279	134	2	20	79
	4 - Sword Drive	20	19	24	0	47
	5 - A47 - West	87	733	99	34	4

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.91	27.82	8.4	D
2 - A47 - East	0.80	11.38	3.9	B
3 - Stoke Road - South	0.60	9.49	1.5	A
4 - Sword Drive	0.23	8.68	0.3	A
5 - A47 - West	0.61	5.31	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	796	823	1496	0.532	791	1.1	5.075	A
2 - A47 - East	873	668	1768	0.494	869	1.0	3.987	A
3 - Stoke Road - South	387	1120	1216	0.318	385	0.5	4.323	A
4 - Sword Drive	83	1443	837	0.099	82	0.1	4.770	A
5 - A47 - West	720	632	1910	0.377	718	0.6	3.013	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	950	985	1406	0.676	947	2.0	7.771	A
2 - A47 - East	1042	799	1693	0.615	1039	1.6	5.487	A
3 - Stoke Road - South	462	1340	1102	0.419	461	0.7	5.606	A
4 - Sword Drive	99	1727	710	0.139	99	0.2	5.884	A
5 - A47 - West	860	757	1835	0.469	859	0.9	3.686	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1164	1204	1284	0.906	1142	7.6	22.447	C
2 - A47 - East	1276	966	1598	0.799	1267	3.8	10.627	B
3 - Stoke Road - South	566	1629	952	0.594	563	1.4	9.177	A
4 - Sword Drive	121	2102	543	0.223	121	0.3	8.511	A
5 - A47 - West	1054	924	1735	0.607	1051	1.5	5.247	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	1164	1208	1282	0.908	1160	8.4	27.818	D
2 - A47 - East	1276	980	1590	0.802	1275	3.9	11.383	B
3 - Stoke Road - South	566	1644	945	0.599	566	1.5	9.485	A
4 - Sword Drive	121	2118	536	0.226	121	0.3	8.681	A
5 - A47 - West	1054	929	1732	0.609	1054	1.5	5.310	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	950	990	1403	0.677	975	2.2	8.882	A
2 - A47 - East	1042	820	1681	0.620	1051	1.7	5.789	A
3 - Stoke Road - South	462	1362	1091	0.424	465	0.7	5.779	A
4 - Sword Drive	99	1752	699	0.141	99	0.2	6.008	A
5 - A47 - West	860	764	1831	0.470	863	0.9	3.728	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	796	827	1494	0.533	800	1.2	5.217	A
2 - A47 - East	873	675	1764	0.495	875	1.0	4.061	A
3 - Stoke Road - South	387	1130	1211	0.320	388	0.5	4.379	A
4 - Sword Drive	83	1455	832	0.100	83	0.1	4.810	A
5 - A47 - West	720	637	1907	0.378	722	0.6	3.038	A

D22 - | Furnessed Scenario 11 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road - North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47 Normandy Way/ Stoke Road Roundabout	Standard Roundabout		1, 2, 3, 4, 5	9.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.86	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)
D22	Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stoke Road - North		✓	626	100.000
2 - A47 - East		✓	1341	100.000
3 - Stoke Road - South		✓	561	100.000
4 - Sword Drive		✓	102	100.000
5 - A47 - West		✓	1120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	228	263	5	130
	2 - A47 - East	346	129	177	18	671
	3 - Stoke Road - South	258	180	1	39	83
	4 - Sword Drive	15	29	23	1	34
	5 - A47 - West	118	824	140	35	3

Vehicle Mix

Heavy Vehicle %

		To				
		1 - Stoke Road - North	2 - A47 - East	3 - Stoke Road - South	4 - Sword Drive	5 - A47 - West
From	1 - Stoke Road - North	0	0	0	0	0
	2 - A47 - East	0	0	0	0	0
	3 - Stoke Road - South	0	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47 - West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stoke Road - North	0.62	8.38	1.6	A
2 - A47 - East	0.83	12.10	4.8	B
3 - Stoke Road - South	0.60	8.65	1.5	A
4 - Sword Drive	0.19	7.43	0.2	A
5 - A47 - West	0.75	8.83	3.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	471	1023	1385	0.340	469	0.5	3.923	A
2 - A47 - East	1010	451	1892	0.534	1005	1.1	4.040	A
3 - Stoke Road - South	422	1003	1277	0.331	420	0.5	4.195	A
4 - Sword Drive	77	1350	878	0.087	76	0.1	4.486	A
5 - A47 - West	843	736	1848	0.456	840	0.8	3.559	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	563	1225	1273	0.442	562	0.8	5.054	A
2 - A47 - East	1206	539	1841	0.655	1203	1.9	5.611	A
3 - Stoke Road - South	504	1200	1175	0.429	503	0.7	5.355	A
4 - Sword Drive	92	1615	760	0.121	92	0.1	5.383	A
5 - A47 - West	1007	881	1761	0.572	1005	1.3	4.751	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	689	1495	1123	0.614	686	1.6	8.188	A
2 - A47 - East	1476	659	1773	0.833	1465	4.6	11.307	B
3 - Stoke Road - South	618	1463	1039	0.595	615	1.4	8.438	A
4 - Sword Drive	112	1970	602	0.187	112	0.2	7.344	A
5 - A47 - West	1233	1075	1644	0.750	1227	2.9	8.513	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	689	1503	1119	0.616	689	1.6	8.376	A
2 - A47 - East	1476	662	1772	0.833	1476	4.8	12.095	B
3 - Stoke Road - South	618	1473	1034	0.598	618	1.5	8.646	A
4 - Sword Drive	112	1982	597	0.188	112	0.2	7.433	A
5 - A47 - West	1233	1081	1640	0.752	1233	3.0	8.829	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	563	1235	1267	0.444	566	0.8	5.154	A
2 - A47 - East	1206	543	1839	0.656	1217	1.9	5.893	A
3 - Stoke Road - South	504	1214	1168	0.432	507	0.8	5.474	A
4 - Sword Drive	92	1632	753	0.122	92	0.1	5.452	A
5 - A47 - West	1007	889	1755	0.574	1013	1.4	4.893	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stoke Road - North	471	1030	1381	0.341	472	0.5	3.967	A
2 - A47 - East	1010	454	1890	0.534	1013	1.2	4.118	A
3 - Stoke Road - South	422	1010	1273	0.332	423	0.5	4.243	A
4 - Sword Drive	77	1360	874	0.088	77	0.1	4.517	A
5 - A47 - West	843	741	1845	0.457	845	0.8	3.611	A

Appendix P: A447 Ashby Road / Hinckley Road / Rogues Lane Capacity Modelling Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: 109523-PEF-ZZ-XX-T.M-H-000005_S2_P1.j11
Path: P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Design\Transport Planning\Models\J5 - A447 Ashby Road_Hinckley Road_Rouges Lane
Report generation date: 10/08/26 10:51:45

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - | Furnessed Scenario 2 | AM
»D4 - | Furnessed Scenario 2 | PM
»D7 - | Furnessed Scenario 4 | AM
»D8 - | Furnessed Scenario 4 | PM
»D15 - | Furnessed Scenario 8 | AM
»D16 - | Furnessed Scenario 8 | PM
»D17 - | Furnessed Scenario 9 | AM
»D18 - | Furnessed Scenario 9 | PM
»D21 - | Furnessed Scenario 11 | AM
»D22 - | Furnessed Scenario 11 | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base							
Stream B-CD	1.2	18.85	0.52	C	0.5	10.08	0.34	B
Stream B-AD	0.3	20.52	0.23	C	0.1	14.96	0.10	B
Stream A-BCD	0.1	7.25	0.09	A	0.0	7.42	0.00	A
Stream D-ABC	0.3	14.07	0.23	B	0.4	13.87	0.27	B
Stream C-ABD	0.5	9.09	0.26	A	0.7	8.41	0.33	A
	- Furnessed Scenario 2							
Stream B-CD	1.3	19.90	0.54	C	0.7	11.20	0.40	B
Stream B-AD	0.3	21.59	0.21	C	0.1	15.27	0.10	C
Stream A-BCD	0.1	7.28	0.09	A	0.0	7.47	0.01	A
Stream D-ABC	0.6	19.00	0.39	C	0.7	17.54	0.40	C
Stream C-ABD	0.5	9.10	0.26	A	0.6	8.11	0.30	A
	- Furnessed Scenario 4							
Stream B-CD	1.3	21.33	0.54	C	0.8	12.73	0.44	B
Stream B-AD	0.4	22.18	0.25	C	0.2	15.43	0.15	C
Stream A-BCD	0.1	7.29	0.11	A	0.0	7.16	0.01	A
Stream D-ABC	0.4	16.07	0.29	C	0.5	14.31	0.32	B
Stream C-ABD	0.6	9.18	0.27	A	0.5	8.25	0.27	A
	- Furnessed Scenario 8							
Stream B-CD	1.1	29.29	0.50	D	0.4	12.16	0.26	B
Stream B-AD	0.5	32.73	0.33	D	0.2	17.74	0.19	C
Stream A-BCD	0.6	7.44	0.29	A	0.0	8.05	0.02	A
Stream D-ABC	0.6	22.98	0.37	C	0.7	18.22	0.43	C
Stream C-ABD	1.1	10.25	0.37	B	0.4	7.39	0.22	A
	- Furnessed Scenario 9							
Stream B-CD	1.0	27.68	0.48	D	0.4	13.85	0.27	B
Stream B-AD	0.6	32.20	0.35	D	0.3	17.79	0.23	C
Stream A-BCD	0.7	7.54	0.31	A	0.1	7.92	0.06	A
Stream D-ABC	0.6	22.66	0.38	C	0.8	18.48	0.45	C
Stream C-ABD	1.0	10.20	0.36	B	0.4	7.43	0.21	A
	- Furnessed Scenario 11							
Stream B-CD	1.4	32.17	0.56	D	0.4	11.04	0.29	B
Stream B-AD	0.7	39.48	0.39	E	0.2	20.43	0.20	C
Stream A-BCD	0.4	7.26	0.20	A	0.0	8.17	0.01	A
Stream D-ABC	0.4	20.29	0.30	C	0.7	18.39	0.40	C
Stream C-ABD	1.1	10.12	0.37	B	0.6	7.50	0.26	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	A447 Ashby Road/ Hinckley Road/ Rouges Lane
Location	Hickley, Leicestershire
Site number	5
Date	03/03/25
Version	P1
Status	Existing
Identifier	
Client	Miller Homes
Jobnumber	109523
Enumerator	PFGROUP\JFarrell
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	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			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	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3		Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4		Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15
D7		Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15
D8		Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15
D15		Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15
D16		Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15
D17		Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15
D18		Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15
D21		Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15
D22		Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	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

Arms

Arms

Arm	Name	Description	Arm type
A	A447 Ashby Road (North)		Major
B	Hinckley Road (East)		Minor
C	A447 Ashby Road (South)		Major
D	Rouges Lane (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 - A447 Ashby Road (North)	7.35			148.9	✓	1.00
C - A447 Ashby Road (South)	7.35			110.0	✓	1.00

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 - Hinckley Road (East)	One lane plus flare		10.00	7.04	4.83	4.06	3.66	✓	2.00	111	24
D - Rouges Lane (West)	One lane	3.53								19	38

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/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	660	-	-	-	-	-	-	0.241	0.344	0.241	-	-	-
B-A	533	0.091	0.231	0.231	-	-	-	0.145	0.330	-	0.231	0.231	0.115
B-C	713	0.103	0.260	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	586	0.100	0.254	0.254	-	-	-	0.160	0.363	0.160	-	-	-
B-D, offside lane	533	0.091	0.231	0.231	-	-	-	0.145	0.330	0.145	-	-	-
C-B	638	0.233	0.233	0.332	-	-	-	-	-	-	-	-	-
D-A	682	-	-	-	-	-	-	0.249	-	0.098	-	-	-
D-B, nearside lane	529	0.144	0.144	0.327	-	-	-	0.229	0.229	0.091	-	-	-
D-B, offside lane	529	0.144	0.144	0.327	-	-	-	0.229	0.229	0.091	-	-	-
D-C	529	-	0.144	0.327	0.115	0.229	0.229	0.229	0.229	0.091	-	-	-

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	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	626	100.000
B - Hinckley Road (East)		✓	255	100.000
C - A447 Ashby Road (South)		✓	524	100.000
D - Rouges Lane (West)		✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	17	569	40
	B - Hinckley Road (East)	11	0	160	84
	C - A447 Ashby Road (South)	406	110	0	8
	D - Rouges Lane (West)	25	43	3	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	12	4
	B - Hinckley Road (East)	27	0	12	6
	C - A447 Ashby Road (South)	8	18	0	20
	D - Rouges Lane (West)	6	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.52	18.85	1.2	C
B-AD	0.23	20.52	0.3	C
A-BCD	0.09	7.25	0.1	A
A-B				
A-C				
D-ABC	0.23	14.07	0.3	B
C-ABD	0.26	9.09	0.5	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	153	0.00	523	0.292	151	0.4	10.672	B
B-AD	39	0.00	348	0.112	39	0.1	12.749	B
A-BCD	32	0.00	583	0.054	31	0.1	6.800	A
A-B	13	0.00			13			
A-C	427	0.00			427			
D-ABC	53	0.00	422	0.127	53	0.1	10.169	B
C-ABD	93	0.00	590	0.158	92	0.2	8.432	A
C-D	6	0.00			6			
C-A	296	0.00			296			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	183	0.00	488	0.375	182	0.6	12.995	B
B-AD	46	0.00	309	0.150	46	0.2	15.026	C
A-BCD	39	0.00	575	0.067	39	0.1	7.005	A
A-B	15	0.00			15			
A-C	509	0.00			509			
D-ABC	64	0.00	391	0.163	64	0.2	11.498	B
C-ABD	117	0.00	598	0.196	117	0.3	8.728	A
C-D	7	0.00			7			
C-A	347	0.00			347			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	225	0.00	436	0.515	223	1.1	18.500	C
B-AD	56	0.00	250	0.225	56	0.3	20.337	C
A-BCD	49	0.00	569	0.087	49	0.1	7.247	A
A-B	19	0.00			19			
A-C	621	0.00			621			
D-ABC	78	0.00	346	0.226	78	0.3	14.015	B
C-ABD	158	0.00	618	0.255	157	0.5	9.061	A
C-D	8	0.00			8			
C-A	411	0.00			411			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	225	0.00	436	0.516	225	1.2	18.847	C
B-AD	56	0.00	249	0.225	56	0.3	20.522	C
A-BCD	49	0.00	570	0.087	49	0.1	7.251	A
A-B	19	0.00			19			
A-C	621	0.00			621			
D-ABC	78	0.00	346	0.226	78	0.3	14.069	B
C-ABD	158	0.00	617	0.256	158	0.5	9.088	A
C-D	8	0.00			8			
C-A	411	0.00			411			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	183	0.00	487	0.375	185	0.7	13.251	B
B-AD	46	0.00	308	0.150	47	0.2	15.154	C
A-BCD	39	0.00	576	0.067	39	0.1	7.013	A
A-B	15	0.00			15			
A-C	509	0.00			509			
D-ABC	64	0.00	390	0.164	64	0.2	11.551	B
C-ABD	117	0.00	595	0.197	118	0.3	8.769	A
C-D	7	0.00			7			
C-A	347	0.00			347			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	153	0.00	522	0.293	154	0.5	10.844	B
B-AD	39	0.00	348	0.113	39	0.1	12.840	B
A-BCD	32	0.00	583	0.054	32	0.1	6.815	A
A-B	13	0.00			13			
A-C	427	0.00			427			
D-ABC	53	0.00	422	0.127	54	0.2	10.227	B
C-ABD	93	0.00	589	0.158	93	0.3	8.481	A
C-D	6	0.00			6			
C-A	296	0.00			296			

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		3.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	427	100.000
B - Hinckley Road (East)		✓	201	100.000
C - A447 Ashby Road (South)		✓	590	100.000
D - Rouges Lane (West)		✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	11	414	2
	B - Hinckley Road (East)	15	0	165	21
	C - A447 Ashby Road (South)	425	158	0	7
	D - Rouges Lane (West)	29	55	5	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	1	0
	B - Hinckley Road (East)	0	0	7	0
	C - A447 Ashby Road (South)	3	13	0	0
	D - Rouges Lane (West)	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.34	10.08	0.5	B
B-AD	0.10	14.96	0.1	B
A-BCD	0.00	7.42	0.0	A
A-B				
A-C				
D-ABC	0.27	13.87	0.4	B
C-ABD	0.33	8.41	0.7	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	132	0.00	630	0.210	131	0.3	7.679	A
B-AD	19	0.00	346	0.055	19	0.1	11.003	B
A-BCD	2	0.00	542	0.003	1	0.0	6.661	A
A-B	8	0.00			8			
A-C	312	0.00			312			
D-ABC	67	0.00	430	0.156	66	0.2	10.011	B
C-ABD	136	0.00	645	0.211	135	0.3	7.863	A
C-D	5	0.00			5			
C-A	303	0.00			303			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	158	0.00	607	0.261	158	0.4	8.528	A
B-AD	23	0.00	313	0.072	22	0.1	12.372	B
A-BCD	2	0.00	519	0.003	2	0.0	6.964	A
A-B	10	0.00			10			
A-C	372	0.00			372			
D-ABC	80	0.00	402	0.199	80	0.2	11.336	B
C-ABD	172	0.00	667	0.259	172	0.5	8.104	A
C-D	6	0.00			6			
C-A	352	0.00			352			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	194	0.00	575	0.338	193	0.5	10.040	B
B-AD	27	0.00	268	0.102	27	0.1	14.922	B
A-BCD	2	0.00	487	0.005	2	0.0	7.420	A
A-B	12	0.00			12			
A-C	456	0.00			456			
D-ABC	98	0.00	361	0.271	98	0.4	13.813	B
C-ABD	233	0.00	708	0.328	232	0.7	8.374	A
C-D	7	0.00			7			
C-A	410	0.00			410			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	194	0.00	574	0.338	194	0.5	10.078	B
B-AD	27	0.00	268	0.102	27	0.1	14.962	B
A-BCD	2	0.00	487	0.005	2	0.0	7.424	A
A-B	12	0.00			12			
A-C	456	0.00			456			
D-ABC	98	0.00	361	0.271	98	0.4	13.874	B
C-ABD	233	0.00	706	0.329	233	0.7	8.410	A
C-D	7	0.00			7			
C-A	410	0.00			410			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	158	0.00	607	0.261	159	0.4	8.571	A
B-AD	23	0.00	313	0.072	23	0.1	12.410	B
A-BCD	2	0.00	518	0.003	2	0.0	6.973	A
A-B	10	0.00			10			
A-C	372	0.00			372			
D-ABC	80	0.00	401	0.199	80	0.3	11.402	B
C-ABD	172	0.00	663	0.260	173	0.5	8.152	A
C-D	6	0.00			6			
C-A	352	0.00			352			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	132	0.00	629	0.210	133	0.3	7.729	A
B-AD	19	0.00	345	0.055	19	0.1	11.049	B
A-BCD	2	0.00	541	0.003	2	0.0	6.669	A
A-B	8	0.00			8			
A-C	312	0.00			312			
D-ABC	67	0.00	430	0.156	67	0.2	10.079	B
C-ABD	136	0.00	643	0.212	137	0.4	7.923	A
C-D	5	0.00			5			
C-A	303	0.00			303			

D3 - | Furnessed Scenario 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		5.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.55	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)
D3	Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	671	100.000
B - Hinckley Road (East)		✓	256	100.000
C - A447 Ashby Road (South)		✓	550	100.000
D - Rouges Lane (West)		✓	113	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	6	626	39
	B - Hinckley Road (East)	4	0	171	81
	C - A447 Ashby Road (South)	423	107	0	20
	D - Rouges Lane (West)	38	62	13	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	12	4
	B - Hinckley Road (East)	27	0	12	6
	C - A447 Ashby Road (South)	8	18	0	20
	D - Rouges Lane (West)	6	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.54	19.90	1.3	C
B-AD	0.21	21.59	0.3	C
A-BCD	0.09	7.28	0.1	A
A-B				
A-C				
D-ABC	0.39	19.00	0.6	C
C-ABD	0.26	9.10	0.5	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	160	0.00	525	0.304	158	0.5	10.790	B
B-AD	33	0.00	332	0.100	33	0.1	12.925	B
A-BCD	31	0.00	580	0.053	31	0.1	6.829	A
A-B	5	0.00			5			
A-C	470	0.00			470			
D-ABC	85	0.00	407	0.209	84	0.3	11.585	B
C-ABD	91	0.00	586	0.156	90	0.2	8.466	A
C-D	15	0.00			15			
C-A	308	0.00			308			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	191	0.00	489	0.390	190	0.7	13.299	B
B-AD	40	0.00	291	0.136	39	0.2	15.363	C
A-BCD	38	0.00	572	0.066	38	0.1	7.036	A
A-B	5	0.00			5			
A-C	560	0.00			560			
D-ABC	102	0.00	372	0.273	101	0.4	13.830	B
C-ABD	116	0.00	594	0.194	115	0.3	8.756	A
C-D	17	0.00			17			
C-A	362	0.00			362			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	234	0.00	434	0.538	232	1.2	19.474	C
B-AD	48	0.00	228	0.211	48	0.3	21.379	C
A-BCD	49	0.00	566	0.086	48	0.1	7.276	A
A-B	7	0.00			7			
A-C	684	0.00			684			
D-ABC	124	0.00	322	0.386	123	0.6	18.783	C
C-ABD	157	0.00	617	0.255	156	0.5	9.070	A
C-D	20	0.00			20			
C-A	428	0.00			428			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	234	0.00	434	0.539	234	1.3	19.903	C
B-AD	48	0.00	227	0.211	48	0.3	21.585	C
A-BCD	49	0.00	567	0.086	49	0.1	7.280	A
A-B	7	0.00			7			
A-C	684	0.00			684			
D-ABC	124	0.00	322	0.387	124	0.6	18.996	C
C-ABD	157	0.00	615	0.255	157	0.5	9.099	A
C-D	20	0.00			20			
C-A	428	0.00			428			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	191	0.00	488	0.390	193	0.7	13.594	B
B-AD	40	0.00	290	0.136	40	0.2	15.505	C
A-BCD	38	0.00	573	0.066	38	0.1	7.047	A
A-B	5	0.00			5			
A-C	560	0.00			560			
D-ABC	102	0.00	371	0.274	103	0.4	14.005	B
C-ABD	116	0.00	591	0.196	116	0.4	8.799	A
C-D	17	0.00			17			
C-A	362	0.00			362			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	160	0.00	525	0.304	160	0.5	10.972	B
B-AD	33	0.00	331	0.100	33	0.1	13.014	B
A-BCD	31	0.00	581	0.053	31	0.1	6.844	A
A-B	5	0.00			5			
A-C	470	0.00			470			
D-ABC	85	0.00	406	0.209	86	0.3	11.718	B
C-ABD	91	0.00	585	0.156	92	0.3	8.516	A
C-D	15	0.00			15			
C-A	308	0.00			308			

D4 - | Furnessed Scenario 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		4.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.52	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)
D4	Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	444	100.000
B - Hinckley Road (East)		✓	226	100.000
C - A447 Ashby Road (South)		✓	608	100.000
D - Rouges Lane (West)		✓	130	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	5	436	3
	B - Hinckley Road (East)	9	0	188	29
	C - A447 Ashby Road (South)	449	142	0	17
	D - Rouges Lane (West)	45	72	13	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	1	0
	B - Hinckley Road (East)	0	0	7	0
	C - A447 Ashby Road (South)	3	13	0	0
	D - Rouges Lane (West)	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.40	11.20	0.7	B
B-AD	0.10	15.27	0.1	C
A-BCD	0.01	7.47	0.0	A
A-B				
A-C				
D-ABC	0.40	17.54	0.7	C
C-ABD	0.30	8.11	0.6	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	153	0.00	624	0.245	151	0.3	8.092	A
B-AD	17	0.00	342	0.051	17	0.1	11.077	B
A-BCD	2	0.00	540	0.004	2	0.0	6.690	A
A-B	4	0.00			4			
A-C	328	0.00			328			
D-ABC	98	0.00	427	0.229	97	0.3	11.149	B
C-ABD	122	0.00	641	0.191	121	0.3	7.720	A
C-D	12	0.00			12			
C-A	323	0.00			323			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	182	0.00	600	0.304	182	0.5	9.158	A
B-AD	21	0.00	309	0.067	21	0.1	12.498	B
A-BCD	3	0.00	517	0.005	3	0.0	6.998	A
A-B	4	0.00			4			
A-C	392	0.00			392			
D-ABC	117	0.00	396	0.295	116	0.4	13.164	B
C-ABD	155	0.00	662	0.234	154	0.4	7.902	A
C-D	14	0.00			14			
C-A	377	0.00			377			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	224	0.00	566	0.395	223	0.7	11.138	B
B-AD	25	0.00	261	0.097	25	0.1	15.235	C
A-BCD	3	0.00	486	0.007	3	0.0	7.463	A
A-B	6	0.00			6			
A-C	480	0.00			480			
D-ABC	143	0.00	354	0.405	142	0.7	17.357	C
C-ABD	209	0.00	702	0.298	208	0.6	8.082	A
C-D	17	0.00			17			
C-A	444	0.00			444			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	224	0.00	566	0.395	224	0.7	11.200	B
B-AD	25	0.00	261	0.097	25	0.1	15.274	C
A-BCD	3	0.00	485	0.007	3	0.0	7.467	A
A-B	6	0.00			6			
A-C	480	0.00			480			
D-ABC	143	0.00	353	0.405	143	0.7	17.544	C
C-ABD	209	0.00	700	0.299	209	0.6	8.108	A
C-D	17	0.00			17			
C-A	444	0.00			444			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	182	0.00	600	0.304	183	0.5	9.222	A
B-AD	21	0.00	308	0.067	21	0.1	12.540	B
A-BCD	3	0.00	517	0.005	3	0.0	7.006	A
A-B	4	0.00			4			
A-C	392	0.00			392			
D-ABC	117	0.00	396	0.295	118	0.4	13.320	B
C-ABD	155	0.00	658	0.235	156	0.4	7.944	A
C-D	14	0.00			14			
C-A	377	0.00			377			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	153	0.00	623	0.245	153	0.3	8.162	A
B-AD	17	0.00	341	0.051	18	0.1	11.119	B
A-BCD	2	0.00	540	0.004	2	0.0	6.697	A
A-B	4	0.00			4			
A-C	328	0.00			328			
D-ABC	98	0.00	426	0.230	98	0.3	11.281	B
C-ABD	122	0.00	639	0.192	123	0.3	7.772	A
C-D	12	0.00			12			
C-A	323	0.00			323			

D7 - | Furnessed Scenario 4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		5.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.45	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)
D7	Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	668	100.000
B - Hinckley Road (East)		✓	252	100.000
C - A447 Ashby Road (South)		✓	548	100.000
D - Rouges Lane (West)		✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	13	605	50
	B - Hinckley Road (East)	8	0	150	94
	C - A447 Ashby Road (South)	425	111	0	12
	D - Rouges Lane (West)	30	51	5	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	12	4
	B - Hinckley Road (East)	27	0	12	6
	C - A447 Ashby Road (South)	8	18	0	20
	D - Rouges Lane (West)	6	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.54	21.33	1.3	C
B-AD	0.25	22.18	0.4	C
A-BCD	0.11	7.29	0.1	A
A-B				
A-C				
D-ABC	0.29	16.07	0.4	C
C-ABD	0.27	9.18	0.6	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	149	0.00	499	0.298	147	0.5	11.232	B
B-AD	41	0.00	342	0.119	40	0.1	12.921	B
A-BCD	40	0.00	587	0.068	40	0.1	6.862	A
A-B	10	0.00			10			
A-C	453	0.00			453			
D-ABC	65	0.00	411	0.157	64	0.2	10.797	B
C-ABD	95	0.00	587	0.162	94	0.3	8.507	A
C-D	9	0.00			9			
C-A	309	0.00			309			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	178	0.00	462	0.386	177	0.7	13.935	B
B-AD	48	0.00	300	0.161	48	0.2	15.491	C
A-BCD	49	0.00	582	0.085	49	0.1	7.062	A
A-B	12	0.00			12			
A-C	540	0.00			540			
D-ABC	77	0.00	377	0.205	77	0.3	12.504	B
C-ABD	120	0.00	596	0.202	120	0.4	8.812	A
C-D	10	0.00			10			
C-A	362	0.00			362			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	219	0.00	405	0.540	217	1.2	20.815	C
B-AD	59	0.00	236	0.248	58	0.3	21.918	C
A-BCD	64	0.00	582	0.110	64	0.1	7.281	A
A-B	14	0.00			14			
A-C	657	0.00			657			
D-ABC	95	0.00	329	0.288	94	0.4	15.969	C
C-ABD	164	0.00	619	0.264	163	0.6	9.148	A
C-D	12	0.00			12			
C-A	428	0.00			428			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	219	0.00	405	0.541	219	1.3	21.326	C
B-AD	59	0.00	235	0.249	59	0.4	22.182	C
A-BCD	64	0.00	583	0.110	64	0.1	7.289	A
A-B	14	0.00			14			
A-C	657	0.00			657			
D-ABC	95	0.00	329	0.288	95	0.4	16.068	C
C-ABD	164	0.00	617	0.265	164	0.6	9.181	A
C-D	12	0.00			12			
C-A	428	0.00			428			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	178	0.00	461	0.386	180	0.7	14.273	B
B-AD	48	0.00	300	0.161	49	0.2	15.647	C
A-BCD	49	0.00	583	0.085	49	0.1	7.075	A
A-B	12	0.00			12			
A-C	540	0.00			540			
D-ABC	77	0.00	377	0.205	78	0.3	12.597	B
C-ABD	120	0.00	592	0.203	121	0.4	8.858	A
C-D	10	0.00			10			
C-A	362	0.00			362			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	149	0.00	499	0.299	150	0.5	11.433	B
B-AD	41	0.00	342	0.119	41	0.1	13.027	B
A-BCD	40	0.00	588	0.068	40	0.1	6.876	A
A-B	10	0.00			10			
A-C	453	0.00			453			
D-ABC	65	0.00	411	0.158	65	0.2	10.881	B
C-ABD	95	0.00	586	0.162	95	0.3	8.561	A
C-D	9	0.00			9			
C-A	309	0.00			309			

D8 - | Furnessed Scenario 4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		4.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.58	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)
D8	Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	451	100.000
B - Hinckley Road (East)		✓	254	100.000
C - A447 Ashby Road (South)		✓	536	100.000
D - Rouges Lane (West)		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	9	438	4
	B - Hinckley Road (East)	16	0	191	47
	C - A447 Ashby Road (South)	394	128	0	14
	D - Rouges Lane (West)	38	63	7	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	1	0
	B - Hinckley Road (East)	0	0	7	0
	C - A447 Ashby Road (South)	3	13	0	0
	D - Rouges Lane (West)	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.44	12.73	0.8	B
B-AD	0.15	15.43	0.2	C
A-BCD	0.01	7.16	0.0	A
A-B				
A-C				
D-ABC	0.32	14.31	0.5	B
C-ABD	0.27	8.25	0.5	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	162	0.00	601	0.270	161	0.4	8.645	A
B-AD	29	0.00	356	0.082	29	0.1	11.005	B
A-BCD	3	0.00	555	0.005	3	0.0	6.522	A
A-B	7	0.00			7			
A-C	330	0.00			330			
D-ABC	81	0.00	441	0.185	80	0.2	10.130	B
C-ABD	108	0.00	623	0.173	107	0.3	7.779	A
C-D	10	0.00			10			
C-A	286	0.00			286			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	194	0.00	575	0.337	193	0.5	9.985	A
B-AD	35	0.00	323	0.107	34	0.1	12.468	B
A-BCD	4	0.00	535	0.007	4	0.0	6.778	A
A-B	8	0.00			8			
A-C	394	0.00			394			
D-ABC	97	0.00	413	0.235	97	0.3	11.548	B
C-ABD	135	0.00	637	0.212	134	0.3	7.997	A
C-D	12	0.00			12			
C-A	335	0.00			335			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	238	0.00	538	0.442	237	0.8	12.631	B
B-AD	42	0.00	276	0.152	42	0.2	15.371	C
A-BCD	4	0.00	507	0.009	4	0.0	7.157	A
A-B	10	0.00			10			
A-C	482	0.00			482			
D-ABC	119	0.00	375	0.317	118	0.5	14.233	B
C-ABD	179	0.00	665	0.269	178	0.5	8.228	A
C-D	14	0.00			14			
C-A	397	0.00			397			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	238	0.00	538	0.442	238	0.8	12.735	B
B-AD	42	0.00	275	0.152	42	0.2	15.426	C
A-BCD	4	0.00	507	0.009	4	0.0	7.160	A
A-B	10	0.00			10			
A-C	482	0.00			482			
D-ABC	119	0.00	375	0.318	119	0.5	14.311	B
C-ABD	179	0.00	663	0.270	179	0.5	8.252	A
C-D	14	0.00			14			
C-A	397	0.00			397			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	194	0.00	575	0.337	195	0.5	10.081	B
B-AD	35	0.00	323	0.107	35	0.1	12.519	B
A-BCD	4	0.00	534	0.007	4	0.0	6.785	A
A-B	8	0.00			8			
A-C	394	0.00			394			
D-ABC	97	0.00	413	0.235	98	0.3	11.625	B
C-ABD	135	0.00	634	0.213	135	0.4	8.032	A
C-D	12	0.00			12			
C-A	335	0.00			335			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	162	0.00	601	0.270	163	0.4	8.738	A
B-AD	29	0.00	355	0.082	29	0.1	11.055	B
A-BCD	3	0.00	554	0.005	3	0.0	6.530	A
A-B	7	0.00			7			
A-C	330	0.00			330			
D-ABC	81	0.00	440	0.185	82	0.2	10.211	B
C-ABD	108	0.00	622	0.173	108	0.3	7.825	A
C-D	10	0.00			10			
C-A	286	0.00			286			

D15 - | Furnessed Scenario 8 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		5.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.91	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)
D15	Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	882	100.000
B - Hinckley Road (East)		✓	177	100.000
C - A447 Ashby Road (South)		✓	641	100.000
D - Rouges Lane (West)		✓	88	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	34	724	124
	B - Hinckley Road (East)	8	0	74	95
	C - A447 Ashby Road (South)	495	132	0	14
	D - Rouges Lane (West)	32	54	2	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	12	4
	B - Hinckley Road (East)	27	0	12	6
	C - A447 Ashby Road (South)	8	18	0	20
	D - Rouges Lane (West)	6	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.50	29.29	1.1	D
B-AD	0.33	32.73	0.5	D
A-BCD	0.29	7.44	0.6	A
A-B				
A-C				
D-ABC	0.37	22.98	0.6	C
C-ABD	0.37	10.25	1.1	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	92	0.00	404	0.228	91	0.3	12.563	B
B-AD	41	0.00	306	0.134	40	0.2	14.676	B
A-BCD	112	0.00	640	0.175	111	0.3	7.141	A
A-B	25	0.00			25			
A-C	527	0.00			527			
D-ABC	66	0.00	370	0.179	65	0.2	12.311	B
C-ABD	121	0.00	576	0.210	119	0.4	9.140	A
C-D	10	0.00			10			
C-A	352	0.00			352			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	111	0.00	352	0.314	110	0.5	16.226	C
B-AD	49	0.00	255	0.191	48	0.2	18.890	C
A-BCD	146	0.00	666	0.220	146	0.4	7.299	A
A-B	29	0.00			29			
A-C	618	0.00			618			
D-ABC	79	0.00	326	0.243	79	0.3	15.213	C
C-ABD	159	0.00	594	0.268	158	0.6	9.582	A
C-D	11	0.00			11			
C-A	406	0.00			406			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	137	0.00	272	0.502	134	1.0	28.174	D
B-AD	58	0.00	179	0.326	57	0.5	31.857	D
A-BCD	209	0.00	724	0.289	208	0.6	7.399	A
A-B	34	0.00			34			
A-C	728	0.00			728			
D-ABC	97	0.00	261	0.371	96	0.6	22.601	C
C-ABD	233	0.00	639	0.364	231	1.0	10.153	B
C-D	13	0.00			13			
C-A	460	0.00			460			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	137	0.00	271	0.505	136	1.1	29.292	D
B-AD	58	0.00	178	0.328	58	0.5	32.726	D
A-BCD	209	0.00	726	0.288	209	0.6	7.436	A
A-B	34	0.00			34			
A-C	728	0.00			728			
D-ABC	97	0.00	261	0.372	97	0.6	22.976	C
C-ABD	233	0.00	636	0.366	233	1.1	10.253	B
C-D	13	0.00			13			
C-A	460	0.00			460			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	111	0.00	351	0.315	113	0.5	16.731	C
B-AD	49	0.00	254	0.192	50	0.3	19.272	C
A-BCD	146	0.00	669	0.219	147	0.4	7.351	A
A-B	29	0.00			29			
A-C	618	0.00			618			
D-ABC	79	0.00	325	0.244	80	0.3	15.461	C
C-ABD	159	0.00	588	0.271	161	0.6	9.712	A
C-D	11	0.00			11			
C-A	406	0.00			406			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	92	0.00	402	0.229	93	0.3	12.777	B
B-AD	41	0.00	305	0.135	41	0.2	14.856	B
A-BCD	112	0.00	642	0.175	113	0.3	7.193	A
A-B	25	0.00			25			
A-C	527	0.00			527			
D-ABC	66	0.00	369	0.179	67	0.2	12.460	B
C-ABD	121	0.00	573	0.211	122	0.4	9.242	A
C-D	10	0.00			10			
C-A	352	0.00			352			

D16 - | Furnessed Scenario 8 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		3.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.53	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)
D16	Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	514	100.000
B - Hinckley Road (East)		✓	145	100.000
C - A447 Ashby Road (South)		✓	765	100.000
D - Rouges Lane (West)		✓	134	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	19	485	10
	B - Hinckley Road (East)	24	0	77	44
	C - A447 Ashby Road (South)	649	102	0	14
	D - Rouges Lane (West)	73	58	3	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	1	0
	B - Hinckley Road (East)	0	0	7	0
	C - A447 Ashby Road (South)	3	13	0	0
	D - Rouges Lane (West)	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.26	12.16	0.4	B
B-AD	0.19	17.74	0.2	C
A-BCD	0.02	8.05	0.0	A
A-B				
A-C				
D-ABC	0.43	18.22	0.7	C
C-ABD	0.22	7.39	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	75	0.00	509	0.148	75	0.2	8.722	A
B-AD	34	0.00	348	0.097	33	0.1	11.419	B
A-BCD	8	0.00	519	0.015	8	0.0	7.037	A
A-B	14	0.00			14			
A-C	365	0.00			365			
D-ABC	101	0.00	432	0.233	100	0.3	10.846	B
C-ABD	89	0.00	635	0.140	88	0.2	7.337	A
C-D	10	0.00			10			
C-A	477	0.00			477			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	90	0.00	475	0.190	90	0.2	9.847	A
B-AD	40	0.00	308	0.130	40	0.1	13.430	B
A-BCD	9	0.00	493	0.019	9	0.0	7.436	A
A-B	17	0.00			17			
A-C	436	0.00			436			
D-ABC	120	0.00	397	0.304	120	0.4	13.046	B
C-ABD	114	0.00	657	0.173	113	0.3	7.365	A
C-D	12	0.00			12			
C-A	562	0.00			562			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	112	0.00	424	0.264	111	0.4	12.104	B
B-AD	48	0.00	251	0.191	48	0.2	17.655	C
A-BCD	11	0.00	459	0.025	11	0.0	8.041	A
A-B	21	0.00			21			
A-C	534	0.00			534			
D-ABC	148	0.00	346	0.426	146	0.7	18.010	C
C-ABD	155	0.00	700	0.222	155	0.4	7.294	A
C-D	15	0.00			15			
C-A	673	0.00			673			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	112	0.00	423	0.264	112	0.4	12.156	B
B-AD	48	0.00	251	0.191	48	0.2	17.735	C
A-BCD	11	0.00	459	0.025	11	0.0	8.046	A
A-B	21	0.00			21			
A-C	534	0.00			534			
D-ABC	148	0.00	346	0.426	147	0.7	18.222	C
C-ABD	155	0.00	698	0.222	155	0.4	7.310	A
C-D	15	0.00			15			
C-A	673	0.00			673			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	90	0.00	474	0.191	91	0.3	9.897	A
B-AD	40	0.00	307	0.130	40	0.2	13.499	B
A-BCD	9	0.00	493	0.019	9	0.0	7.441	A
A-B	17	0.00			17			
A-C	436	0.00			436			
D-ABC	120	0.00	397	0.304	122	0.4	13.216	B
C-ABD	114	0.00	653	0.174	114	0.3	7.391	A
C-D	12	0.00			12			
C-A	562	0.00			562			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	75	0.00	508	0.148	76	0.2	8.773	A
B-AD	34	0.00	348	0.097	34	0.1	11.482	B
A-BCD	8	0.00	519	0.015	8	0.0	7.046	A
A-B	14	0.00			14			
A-C	365	0.00			365			
D-ABC	101	0.00	432	0.234	101	0.3	10.969	B
C-ABD	89	0.00	633	0.141	89	0.2	7.367	A
C-D	10	0.00			10			
C-A	477	0.00			477			

D17 - | Furnessed Scenario 9 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		5.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.99	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)
D17	Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	858	100.000
B - Hinckley Road (East)		✓	178	100.000
C - A447 Ashby Road (South)		✓	629	100.000
D - Rouges Lane (West)		✓	92	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	76	649	133
	B - Hinckley Road (East)	17	0	63	98
	C - A447 Ashby Road (South)	491	131	0	7
	D - Rouges Lane (West)	34	57	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	12	4
	B - Hinckley Road (East)	27	0	12	6
	C - A447 Ashby Road (South)	8	18	0	20
	D - Rouges Lane (West)	6	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.48	27.68	1.0	D
B-AD	0.35	32.20	0.6	D
A-BCD	0.31	7.54	0.7	A
A-B				
A-C				
D-ABC	0.38	22.66	0.6	C
C-ABD	0.36	10.20	1.0	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	86	0.00	401	0.214	85	0.3	12.394	B
B-AD	48	0.00	315	0.153	47	0.2	14.886	B
A-BCD	120	0.00	645	0.187	119	0.3	7.187	A
A-B	55	0.00			55			
A-C	470	0.00			470			
D-ABC	69	0.00	375	0.185	68	0.2	12.253	B
C-ABD	119	0.00	576	0.207	118	0.4	9.106	A
C-D	5	0.00			5			
C-A	350	0.00			350			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	103	0.00	350	0.295	103	0.4	15.856	C
B-AD	57	0.00	265	0.214	56	0.3	19.075	C
A-BCD	157	0.00	671	0.234	157	0.4	7.367	A
A-B	64	0.00			64			
A-C	550	0.00			550			
D-ABC	83	0.00	331	0.250	82	0.3	15.107	C
C-ABD	156	0.00	593	0.263	155	0.5	9.546	A
C-D	6	0.00			6			
C-A	404	0.00			404			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	129	0.00	272	0.474	127	0.9	26.741	D
B-AD	67	0.00	192	0.349	66	0.6	31.354	D
A-BCD	225	0.00	732	0.307	224	0.7	7.505	A
A-B	75	0.00			75			
A-C	644	0.00			644			
D-ABC	101	0.00	268	0.378	100	0.6	22.292	C
C-ABD	226	0.00	635	0.357	225	1.0	10.109	B
C-D	7	0.00			7			
C-A	460	0.00			460			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	129	0.00	270	0.477	129	1.0	27.685	D
B-AD	67	0.00	191	0.351	67	0.6	32.202	D
A-BCD	225	0.00	734	0.307	225	0.7	7.542	A
A-B	75	0.00			75			
A-C	644	0.00			644			
D-ABC	101	0.00	267	0.379	101	0.6	22.660	C
C-ABD	227	0.00	632	0.358	226	1.0	10.200	B
C-D	7	0.00			7			
C-A	459	0.00			459			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	103	0.00	348	0.297	105	0.5	16.302	C
B-AD	57	0.00	264	0.214	58	0.3	19.498	C
A-BCD	157	0.00	675	0.233	158	0.4	7.421	A
A-B	64	0.00			64			
A-C	550	0.00			550			
D-ABC	83	0.00	330	0.250	84	0.4	15.354	C
C-ABD	156	0.00	587	0.266	158	0.6	9.669	A
C-D	6	0.00			6			
C-A	404	0.00			404			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	86	0.00	399	0.215	87	0.3	12.594	B
B-AD	48	0.00	313	0.153	49	0.2	15.095	C
A-BCD	121	0.00	646	0.187	121	0.3	7.244	A
A-B	55	0.00			55			
A-C	470	0.00			470			
D-ABC	69	0.00	374	0.185	70	0.2	12.405	B
C-ABD	119	0.00	573	0.208	120	0.4	9.208	A
C-D	5	0.00			5			
C-A	350	0.00			350			

D18 - | Furnessed Scenario 9 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	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)
D18	Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	517	100.000
B - Hinckley Road (East)		✓	143	100.000
C - A447 Ashby Road (South)		✓	744	100.000
D - Rouges Lane (West)		✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	27	467	23
	B - Hinckley Road (East)	24	0	52	67
	C - A447 Ashby Road (South)	626	97	0	21
	D - Rouges Lane (West)	79	62	2	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	1	0
	B - Hinckley Road (East)	0	0	7	0
	C - A447 Ashby Road (South)	3	13	0	0
	D - Rouges Lane (West)	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.27	13.85	0.4	B
B-AD	0.23	17.79	0.3	C
A-BCD	0.06	7.92	0.1	A
A-B				
A-C				
D-ABC	0.45	18.48	0.8	C
C-ABD	0.21	7.43	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	0.00	461	0.142	65	0.2	9.443	A
B-AD	42	0.00	358	0.117	41	0.1	11.366	B
A-BCD	18	0.00	530	0.033	18	0.0	7.022	A
A-B	20	0.00			20			
A-C	351	0.00			351			
D-ABC	108	0.00	437	0.246	106	0.3	10.879	B
C-ABD	84	0.00	628	0.134	83	0.2	7.370	A
C-D	15	0.00			15			
C-A	461	0.00			461			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	79	0.00	424	0.186	79	0.2	10.845	B
B-AD	50	0.00	318	0.156	49	0.2	13.407	B
A-BCD	21	0.00	509	0.042	21	0.0	7.391	A
A-B	24	0.00			24			
A-C	419	0.00			419			
D-ABC	129	0.00	402	0.319	128	0.5	13.132	B
C-ABD	107	0.00	647	0.165	106	0.3	7.413	A
C-D	18	0.00			18			
C-A	544	0.00			544			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	98	0.00	369	0.266	98	0.4	13.785	B
B-AD	59	0.00	262	0.226	59	0.3	17.697	C
A-BCD	27	0.00	482	0.056	27	0.1	7.914	A
A-B	30	0.00			30			
A-C	513	0.00			513			
D-ABC	157	0.00	353	0.446	156	0.8	18.249	C
C-ABD	145	0.00	686	0.212	145	0.4	7.361	A
C-D	22	0.00			22			
C-A	652	0.00			652			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	98	0.00	368	0.267	98	0.4	13.853	B
B-AD	59	0.00	262	0.227	59	0.3	17.795	C
A-BCD	27	0.00	482	0.056	27	0.1	7.919	A
A-B	30	0.00			30			
A-C	513	0.00			513			
D-ABC	157	0.00	353	0.446	157	0.8	18.485	C
C-ABD	145	0.00	684	0.212	145	0.4	7.376	A
C-D	22	0.00			22			
C-A	652	0.00			652			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	79	0.00	423	0.187	80	0.2	10.907	B
B-AD	49	0.00	317	0.156	50	0.2	13.492	B
A-BCD	21	0.00	508	0.042	22	0.0	7.400	A
A-B	24	0.00			24			
A-C	419	0.00			419			
D-ABC	129	0.00	402	0.320	130	0.5	13.319	B
C-ABD	107	0.00	643	0.166	107	0.3	7.434	A
C-D	18	0.00			18			
C-A	544	0.00			544			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	0.00	460	0.143	66	0.2	9.500	A
B-AD	42	0.00	357	0.117	42	0.1	11.438	B
A-BCD	18	0.00	530	0.033	18	0.0	7.031	A
A-B	20	0.00			20			
A-C	351	0.00			351			
D-ABC	108	0.00	437	0.246	108	0.3	11.011	B
C-ABD	84	0.00	626	0.134	84	0.2	7.403	A
C-D	15	0.00			15			
C-A	461	0.00			461			

D21 - | Furnessed Scenario 11 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		6.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.19	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)
D21	Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	886	100.000
B - Hinckley Road (East)		✓	205	100.000
C - A447 Ashby Road (South)		✓	658	100.000
D - Rouges Lane (West)		✓	72	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	82	718	86
	B - Hinckley Road (East)	26	0	94	85
	C - A447 Ashby Road (South)	519	135	0	4
	D - Rouges Lane (West)	27	44	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	12	4
	B - Hinckley Road (East)	27	0	12	6
	C - A447 Ashby Road (South)	8	18	0	20
	D - Rouges Lane (West)	6	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.56	32.17	1.4	D
B-AD	0.39	39.48	0.7	E
A-BCD	0.20	7.26	0.4	A
A-B				
A-C				
D-ABC	0.30	20.29	0.4	C
C-ABD	0.37	10.12	1.1	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	105	0.00	418	0.251	103	0.4	12.528	B
B-AD	49	0.00	305	0.162	49	0.2	15.865	C
A-BCD	74	0.00	610	0.122	74	0.2	7.030	A
A-B	61	0.00			61			
A-C	532	0.00			532			
D-ABC	54	0.00	374	0.145	54	0.2	11.750	B
C-ABD	124	0.00	582	0.213	123	0.4	9.071	A
C-D	3	0.00			3			
C-A	368	0.00			368			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	126	0.00	366	0.345	126	0.6	16.402	C
B-AD	58	0.00	253	0.229	57	0.3	20.864	C
A-BCD	95	0.00	622	0.153	95	0.2	7.176	A
A-B	72	0.00			72			
A-C	629	0.00			629			
D-ABC	65	0.00	329	0.197	64	0.3	14.200	B
C-ABD	164	0.00	603	0.272	163	0.6	9.488	A
C-D	3	0.00			3			
C-A	424	0.00			424			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	158	0.00	282	0.560	155	1.3	30.429	D
B-AD	68	0.00	173	0.391	66	0.7	37.826	E
A-BCD	133	0.00	657	0.202	132	0.4	7.242	A
A-B	86	0.00			86			
A-C	756	0.00			756			
D-ABC	79	0.00	266	0.298	79	0.4	20.071	C
C-ABD	241	0.00	652	0.369	239	1.1	10.023	B
C-D	4	0.00			4			
C-A	480	0.00			480			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	158	0.00	280	0.564	158	1.4	32.170	D
B-AD	68	0.00	171	0.395	67	0.7	39.476	E
A-BCD	133	0.00	658	0.202	133	0.4	7.263	A
A-B	86	0.00			86			
A-C	756	0.00			756			
D-ABC	79	0.00	265	0.299	79	0.4	20.286	C
C-ABD	241	0.00	649	0.371	241	1.1	10.120	B
C-D	4	0.00			4			
C-A	480	0.00			480			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	127	0.00	364	0.348	130	0.6	17.074	C
B-AD	58	0.00	251	0.230	59	0.3	21.481	C
A-BCD	96	0.00	625	0.153	96	0.2	7.204	A
A-B	72	0.00			72			
A-C	629	0.00			629			
D-ABC	65	0.00	328	0.197	65	0.3	14.366	B
C-ABD	164	0.00	597	0.275	166	0.6	9.616	A
C-D	3	0.00			3			
C-A	424	0.00			424			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	105	0.00	417	0.252	106	0.4	12.769	B
B-AD	49	0.00	304	0.163	50	0.2	16.120	C
A-BCD	75	0.00	611	0.122	75	0.2	7.062	A
A-B	61	0.00			61			
A-C	532	0.00			532			
D-ABC	54	0.00	373	0.145	55	0.2	11.856	B
C-ABD	124	0.00	580	0.214	125	0.4	9.173	A
C-D	3	0.00			3			
C-A	368	0.00			368			

D22 - | Furnessed Scenario 11 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hinckley Road (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.

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	A447 Ashby Road/ Hinckley Road/ Rouges Lane	Crossroads	Two-way	Two-way	Two-way	Two-way		3.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.49	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)
D22	Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ashby Road (North)		✓	543	100.000
B - Hinckley Road (East)		✓	167	100.000
C - A447 Ashby Road (South)		✓	781	100.000
D - Rouges Lane (West)		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	19	520	4
	B - Hinckley Road (East)	29	0	114	24
	C - A447 Ashby Road (South)	658	117	0	6
	D - Rouges Lane (West)	62	56	3	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A447 Ashby Road (North)	B - Hinckley Road (East)	C - A447 Ashby Road (South)	D - Rouges Lane (West)
From	A - A447 Ashby Road (North)	0	0	1	0
	B - Hinckley Road (East)	0	0	7	0
	C - A447 Ashby Road (South)	3	13	0	0
	D - Rouges Lane (West)	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.29	11.04	0.4	B
B-AD	0.20	20.43	0.2	C
A-BCD	0.01	8.17	0.0	A
A-B				
A-C				
D-ABC	0.40	18.39	0.7	C
C-ABD	0.26	7.50	0.6	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	95	0.00	570	0.168	95	0.2	8.034	A
B-AD	30	0.00	317	0.095	30	0.1	12.531	B
A-BCD	3	0.00	512	0.006	3	0.0	7.073	A
A-B	14	0.00			14			
A-C	391	0.00			391			
D-ABC	91	0.00	420	0.217	90	0.3	10.928	B
C-ABD	104	0.00	642	0.162	103	0.3	7.413	A
C-D	4	0.00			4			
C-A	479	0.00			479			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	114	0.00	537	0.213	114	0.3	9.027	A
B-AD	36	0.00	276	0.130	36	0.1	14.959	B
A-BCD	4	0.00	484	0.007	4	0.0	7.500	A
A-B	17	0.00			17			
A-C	467	0.00			467			
D-ABC	109	0.00	383	0.284	108	0.4	13.146	B
C-ABD	134	0.00	670	0.200	134	0.4	7.462	A
C-D	5	0.00			5			
C-A	563	0.00			563			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	141	0.00	488	0.289	140	0.4	10.989	B
B-AD	43	0.00	220	0.196	43	0.2	20.308	C
A-BCD	4	0.00	445	0.010	4	0.0	8.166	A
A-B	21	0.00			21			
A-C	572	0.00			572			
D-ABC	133	0.00	330	0.403	132	0.7	18.187	C
C-ABD	186	0.00	722	0.258	185	0.6	7.405	A
C-D	6	0.00			6			
C-A	668	0.00			668			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	141	0.00	487	0.289	141	0.4	11.039	B
B-AD	43	0.00	219	0.197	43	0.2	20.426	C
A-BCD	4	0.00	445	0.010	4	0.0	8.170	A
A-B	21	0.00			21			
A-C	572	0.00			572			
D-ABC	133	0.00	330	0.404	133	0.7	18.390	C
C-ABD	186	0.00	719	0.259	186	0.6	7.426	A
C-D	6	0.00			6			
C-A	668	0.00			668			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	114	0.00	537	0.213	115	0.3	9.076	A
B-AD	36	0.00	276	0.130	36	0.2	15.051	C
A-BCD	4	0.00	483	0.008	4	0.0	7.509	A
A-B	17	0.00			17			
A-C	467	0.00			467			
D-ABC	109	0.00	383	0.284	110	0.4	13.305	B
C-ABD	134	0.00	665	0.202	135	0.4	7.497	A
C-D	5	0.00			5			
C-A	563	0.00			563			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	96	0.00	569	0.168	96	0.2	8.085	A
B-AD	30	0.00	316	0.096	30	0.1	12.608	B
A-BCD	3	0.00	511	0.006	3	0.0	7.083	A
A-B	14	0.00			14			
A-C	391	0.00			391			
D-ABC	91	0.00	420	0.217	92	0.3	11.043	B
C-ABD	104	0.00	640	0.163	105	0.3	7.467	A
C-D	4	0.00			4			
C-A	479	0.00			479			

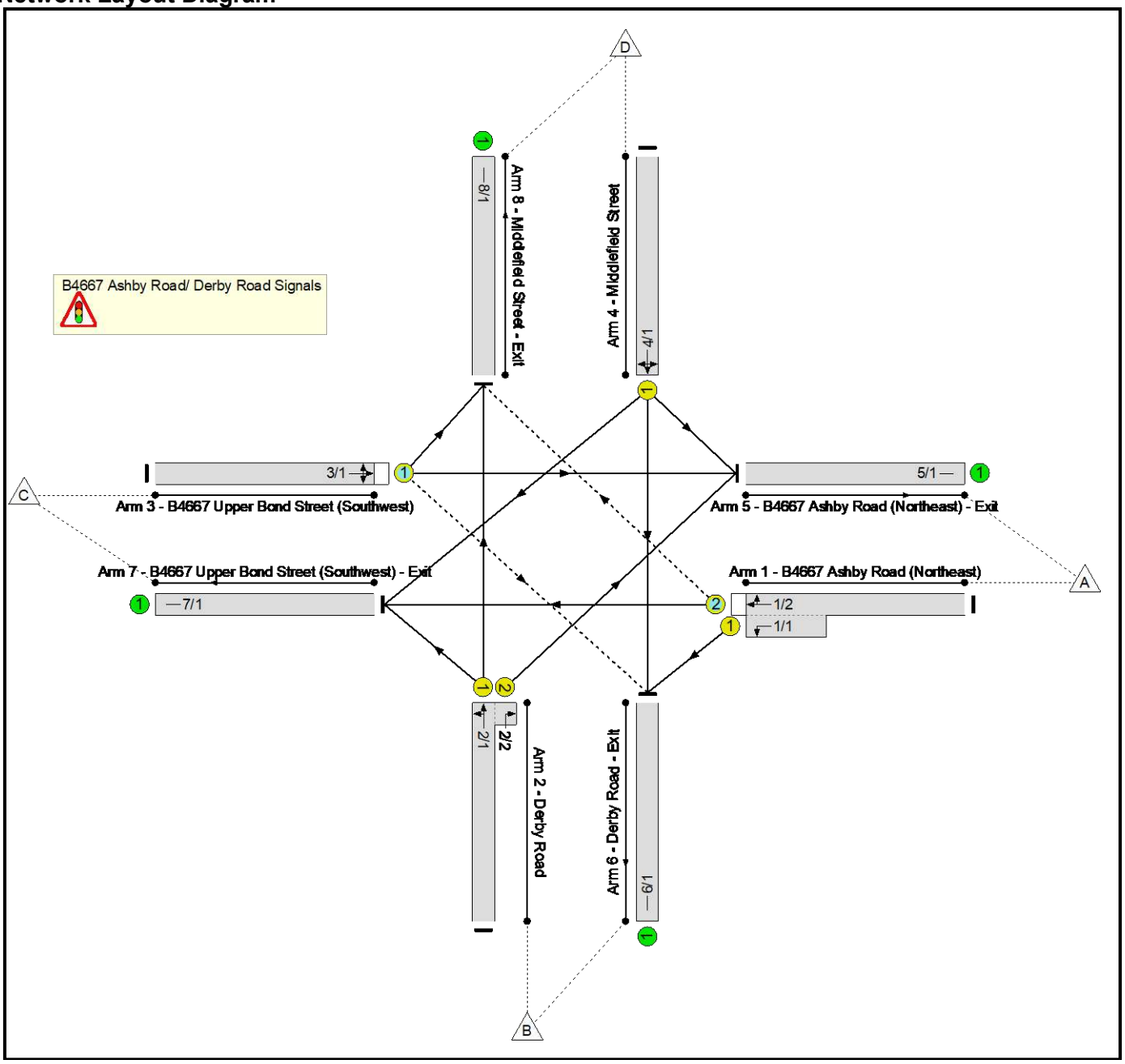
Appendix Q: A447 Ashby Road / Derby Road Signals Capacity Modelling Output

Full Input Data And Results

User and Project Details

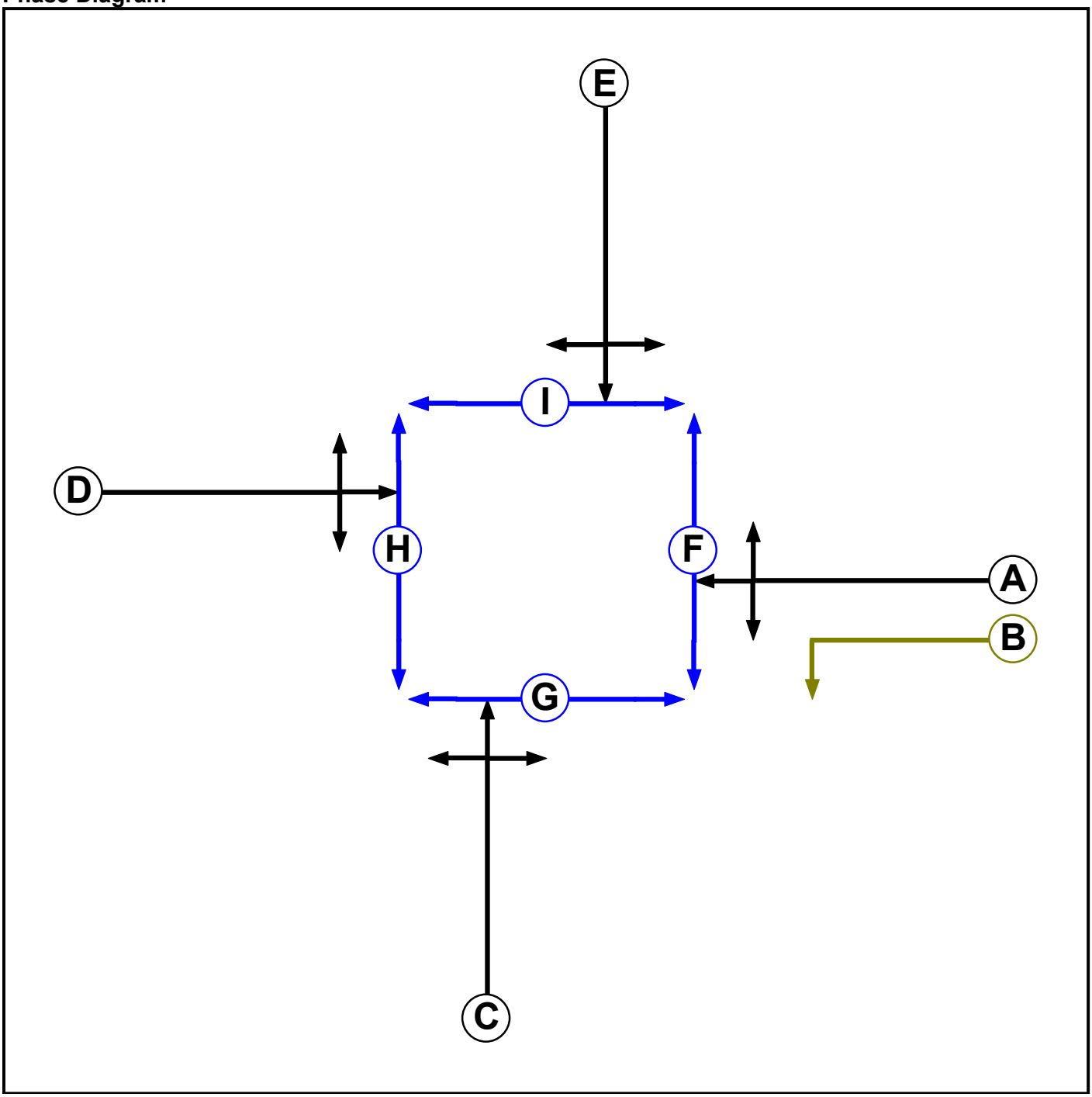
Project:	**Normandy Way, Hinckley**
Title:	**B4667 Ashby Road/ Derby Road Signals**
Location:	
Client:	Miller Homes
Site Ref(s):	6
Additional detail:	
File name:	109523-PEF-ZZ-XX-T.M-H-000006_S2_P1.lsg3x
Author:	J FARRELL
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Filter	A	4	0
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5

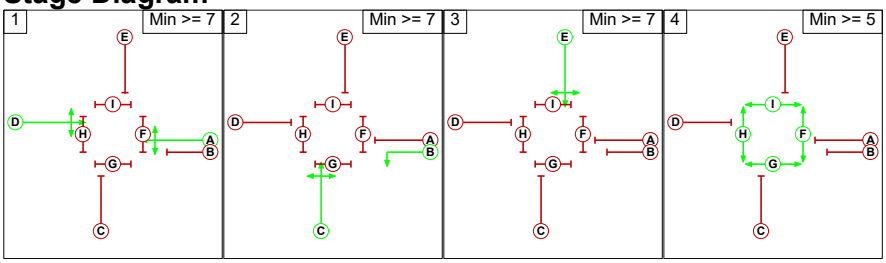
Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		-	6	-	5	6	7	8	9
	B	-		-	5	5	6	7	-	-
	C	5	-		6	5	7	5	7	8
	D	-	6	6		5	8	8	5	7
	E	6	6	6	5		8	8	8	5
	F	15	15	15	15	15		-	-	-
	G	15	15	15	15	15	-		-	-
	H	11	-	11	11	11	-	-		-
	I	8	-	8	8	8	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1		6	5	9
2	10		X	X
3	6	6		8
4	15	15	15	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4667 Ashby Road/ Derby Road Signals											
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 (B4667 Ashby Road (Northeast))	8/1 (Right)	1439	0	3/1	1.09	All	1.00	-	0.50	1	2.00
3/1 (B4667 Upper Bond Street (Southwest))	6/1 (Right)	1439	0	1/2	1.09	All	1.00	-	0.50	1	2.00

Full Input Data And Results

Lane Input Data

Junction: B4667 Ashby Road/ Derby Road Signals												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B4667 Ashby Road (Northeast))	U	A B	2	3	5.5	Geom	-	3.24	0.00	Y	Arm 6 Left	27.97
1/2 (B4667 Ashby Road (Northeast))	O	A	2	3	60.0	Geom	-	3.24	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	10.62
2/1 (Derby Road)	U	C	2	3	60.0	Geom	-	3.33	0.00	Y	Arm 7 Left	9.50
											Arm 8 Ahead	Inf
2/2 (Derby Road)	U	C	2	3	1.5	Geom	-	3.33	0.00	Y	Arm 5 Right	13.77
3/1 (B4667 Upper Bond Street (Southwest))	O	D	2	3	60.0	Geom	-	4.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.74
											Arm 8 Left	10.49
4/1 (Middlefield Street)	U	E	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Left	8.31
											Arm 6 Ahead	Inf
											Arm 7 Right	10.33
5/1 (B4667 Ashby Road (Northeast) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Derby Road - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B4667 Upper Bond Street (Southwest) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Middlefield Street - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: 'Furnessed Scenario 2 AM'	08:00	09:00	01:00	
4: 'Furnessed Scenario 2 PM'	17:00	18:00	01:00	
5: 'Furnessed Scenario 3 AM'	08:00	09:00	01:00	
6: 'Furnessed Scenario 3 PM'	17:00	18:00	01:00	
7: 'Furnessed Scenario 4 AM'	08:00	09:00	01:00	
8: 'Furnessed Scenario 4 PM'	17:00	18:00	01:00	
9: 'Furnessed Scenario 5 AM'	08:00	09:00	01:00	
10: 'Furnessed Scenario 5 PM'	17:00	18:00	01:00	
11: 'Furnessed Scenario 6 AM'	08:00	09:00	01:00	
12: 'Furnessed Scenario 6 PM'	17:00	18:00	01:00	
13: 'Furnessed Scenario 7 AM'	08:00	09:00	01:00	
14: 'Furnessed Scenario 7 PM'	17:00	18:00	01:00	
15: 'Furnessed Scenario 8 AM'	08:00	09:00	01:00	
16: 'Furnessed Scenario 8 PM'	17:00	18:00	01:00	
17: 'Furnessed Scenario 9 AM'	08:00	09:00	01:00	
18: 'Furnessed Scenario 9 PM'	17:00	18:00	01:00	
19: 'Furnessed Scenario 10 AM'	08:00	09:00	01:00	
20: 'Furnessed Scenario 10 PM'	17:00	18:00	01:00	
21: 'Furnessed Scenario 11 AM'	08:00	09:00	01:00	
22: 'Furnessed Scenario 11 PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	441	24	633
	B	82	0	44	75	201
	C	281	54	0	8	343
	D	27	117	42	0	186
	Tot.	390	339	527	107	1363

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	168
1/2 (with short)	633(In) 465(Out)
2/1 (with short)	201(In) 119(Out)
2/2 (short)	82
3/1	343
4/1	186
5/1	390
6/1	339
7/1	527
8/1	107

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	94.8 %	1925	1925
				Arm 8 Right	10.62	5.2 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	37.0 %	1841	1841
				Arm 8 Ahead	Inf	63.0 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	81.9 %	1989	1989
				Arm 6 Right	15.74	15.7 %		
				Arm 8 Left	10.49	2.3 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	14.5 %	1827	1827
				Arm 6 Ahead	Inf	62.9 %		
				Arm 7 Right	10.33	22.6 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	125	371	26	522
	B	76	0	34	69	179
	C	386	39	0	30	455
	D	43	72	30	0	145
	Tot.	505	236	435	125	1301

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	125
1/2 (with short)	522(In) 397(Out)
2/1 (with short)	179(In) 103(Out)
2/2 (short)	76
3/1	455
4/1	145
5/1	505
6/1	236
7/1	435
8/1	125

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	93.5 %	1921	1921
				Arm 8 Right	10.62	6.5 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	33.0 %	1852	1852
				Arm 8 Ahead	Inf	67.0 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	84.8 %	1990	1990
				Arm 6 Right	15.74	8.6 %		
				Arm 8 Left	10.49	6.6 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	29.7 %	1786	1786
				Arm 6 Ahead	Inf	49.7 %		
				Arm 7 Right	10.33	20.7 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	175	445	28	648
	B	89	0	40	79	208
	C	271	46	0	7	324
	D	34	128	45	0	207
	Tot.	394	349	530	114	1387

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Furnessed Scenario 2 AM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	175
1/2 (with short)	648(In) 473(Out)
2/1 (with short)	208(In) 119(Out)
2/2 (short)	89
3/1	324
4/1	207
5/1	394
6/1	349
7/1	530
8/1	114

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	94.1 %	1923	1923
				Arm 8 Right	10.62	5.9 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	33.6 %	1850	1850
				Arm 8 Ahead	Inf	66.4 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	83.6 %	1992	1992
				Arm 6 Right	15.74	14.2 %		
				Arm 8 Left	10.49	2.2 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	16.4 %	1823	1823
				Arm 6 Ahead	Inf	61.8 %		
				Arm 7 Right	10.33	21.7 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	138	375	27	540
	B	86	0	35	73	194
	C	397	40	0	29	466
	D	45	74	28	0	147
	Tot.	528	252	438	129	1347

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Furnessed Scenario 2 PM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	138
1/2 (with short)	540(In) 402(Out)
2/1 (with short)	194(In) 108(Out)
2/2 (short)	86
3/1	466
4/1	147
5/1	528
6/1	252
7/1	438
8/1	129

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	93.3 %	1920	1920
				Arm 8 Right	10.62	6.7 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	32.4 %	1853	1853
				Arm 8 Ahead	Inf	67.6 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	85.2 %	1991	1991
				Arm 6 Right	15.74	8.6 %		
				Arm 8 Left	10.49	6.2 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	30.6 %	1787	1787
				Arm 6 Ahead	Inf	50.3 %		
				Arm 7 Right	10.33	19.0 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	197	470	31	698
	B	96	0	39	82	217
	C	277	45	0	7	329
	D	36	131	43	0	210
	Tot.	409	373	552	120	1454

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Furnessed Scenario 4 AM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	197
1/2 (with short)	698(In) 501(Out)
2/1 (with short)	217(In) 121(Out)
2/2 (short)	96
3/1	329
4/1	210
5/1	409
6/1	373
7/1	552
8/1	120

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	93.8 %	1922	1922
				Arm 8 Right	10.62	6.2 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	32.2 %	1854	1854
				Arm 8 Ahead	Inf	67.8 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	84.2 %	1993	1993
				Arm 6 Right	15.74	13.7 %		
				Arm 8 Left	10.49	2.1 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	17.1 %	1824	1824
				Arm 6 Ahead	Inf	62.4 %		
				Arm 7 Right	10.33	20.5 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	160	388	31	579
	B	103	0	32	75	210
	C	414	36	0	26	476
	D	52	73	25	0	150
	Tot.	569	269	445	132	1415

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Furnessed Scenario 4 PM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	160
1/2 (with short)	579(In) 419(Out)
2/1 (with short)	210(In) 107(Out)
2/2 (short)	103
3/1	476
4/1	150
5/1	569
6/1	269
7/1	445
8/1	132

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	92.6 %	1919	1919
				Arm 8 Right	10.62	7.4 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	29.9 %	1860	1860
				Arm 8 Ahead	Inf	70.1 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	87.0 %	1995	1995
				Arm 6 Right	15.74	7.6 %		
				Arm 8 Left	10.49	5.5 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	34.7 %	1780	1780
				Arm 6 Ahead	Inf	48.7 %		
				Arm 7 Right	10.33	16.7 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	223	467	26	716
	B	128	0	50	87	265
	C	270	48	0	6	324
	D	33	131	37	0	201
	Tot.	431	402	554	119	1506

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Furnessed Scenario 8 AM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	223
1/2 (with short)	716(In) 493(Out)
2/1 (with short)	265(In) 137(Out)
2/2 (short)	128
3/1	324
4/1	201
5/1	431
6/1	402
7/1	554
8/1	119

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	94.7 %	1924	1924
				Arm 8 Right	10.62	5.3 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	36.5 %	1842	1842
				Arm 8 Ahead	Inf	63.5 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	83.3 %	1992	1992
				Arm 6 Right	15.74	14.8 %		
				Arm 8 Left	10.49	1.9 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	16.4 %	1832	1832
				Arm 6 Ahead	Inf	65.2 %		
				Arm 7 Right	10.33	18.4 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	165	363	22	550
	B	129	0	42	73	244
	C	424	42	0	20	486
	D	50	81	25	0	156
	Tot.	603	288	430	115	1436

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Furnessed Scenario 8 PM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	165
1/2 (with short)	550(In) 385(Out)
2/1 (with short)	244(In) 115(Out)
2/2 (short)	129
3/1	486
4/1	156
5/1	603
6/1	288
7/1	430
8/1	115

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	94.3 %	1923	1923
				Arm 8 Right	10.62	5.7 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	36.5 %	1842	1842
				Arm 8 Ahead	Inf	63.5 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	87.2 %	1997	1997
				Arm 6 Right	15.74	8.6 %		
				Arm 8 Left	10.49	4.1 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	32.1 %	1790	1790
				Arm 6 Ahead	Inf	51.9 %		
				Arm 7 Right	10.33	16.0 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	231	476	28	735
	B	132	0	49	91	272
	C	265	46	0	6	317
	D	34	131	37	0	202
	Tot.	431	408	562	125	1526

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Furnessed Scenario 9 AM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	231
1/2 (with short)	735(In) 504(Out)
2/1 (with short)	272(In) 140(Out)
2/2 (short)	132
3/1	317
4/1	202
5/1	431
6/1	408
7/1	562
8/1	125

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	94.4 %	1924	1924
				Arm 8 Right	10.62	5.6 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	35.0 %	1846	1846
				Arm 8 Ahead	Inf	65.0 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	83.6 %	1992	1992
				Arm 6 Right	15.74	14.5 %		
				Arm 8 Left	10.49	1.9 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	16.8 %	1831	1831
				Arm 6 Ahead	Inf	64.9 %		
				Arm 7 Right	10.33	18.3 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	180	353	21	554
	B	141	0	44	76	261
	C	426	44	0	19	489
	D	49	85	23	0	157
	Tot.	616	309	420	116	1461

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Furnessed Scenario 9 PM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	180
1/2 (with short)	554(In) 374(Out)
2/1 (with short)	261(In) 120(Out)
2/2 (short)	141
3/1	489
4/1	157
5/1	616
6/1	309
7/1	420
8/1	116

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	94.4 %	1923	1923
				Arm 8 Right	10.62	5.6 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	36.7 %	1841	1841
				Arm 8 Ahead	Inf	63.3 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	87.1 %	1997	1997
				Arm 6 Right	15.74	9.0 %		
				Arm 8 Left	10.49	3.9 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	31.2 %	1796	1796
				Arm 6 Ahead	Inf	54.1 %		
				Arm 7 Right	10.33	14.6 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	239	499	28	766
	B	142	0	52	91	285
	C	267	45	0	5	317
	D	34	129	37	0	200
	Tot.	443	413	588	124	1568

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Furnessed Scenario 11 AM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	239
1/2 (with short)	766(In) 527(Out)
2/1 (with short)	285(In) 143(Out)
2/2 (short)	142
3/1	317
4/1	200
5/1	443
6/1	413
7/1	588
8/1	124

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Ashby Road/ Derby Road Signals								
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 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	94.7 %	1924	1924
				Arm 8 Right	10.62	5.3 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	36.4 %	1842	1842
				Arm 8 Ahead	Inf	63.6 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	84.2 %	1994	1994
				Arm 6 Right	15.74	14.2 %		
				Arm 8 Left	10.49	1.6 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	17.0 %	1830	1830
				Arm 6 Ahead	Inf	64.5 %		
				Arm 7 Right	10.33	18.5 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	209	346	22	577
	B	153	0	40	74	267
	C	433	46	0	18	497
	D	50	87	20	0	157
	Tot.	636	342	406	114	1498

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Furnessed Scenario 11 PM
Junction: B4667 Ashby Road/ Derby Road Signals	
1/1 (short)	209
1/2 (with short)	577(In) 368(Out)
2/1 (with short)	267(In) 114(Out)
2/2 (short)	153
3/1	497
4/1	157
5/1	636
6/1	342
7/1	406
8/1	114

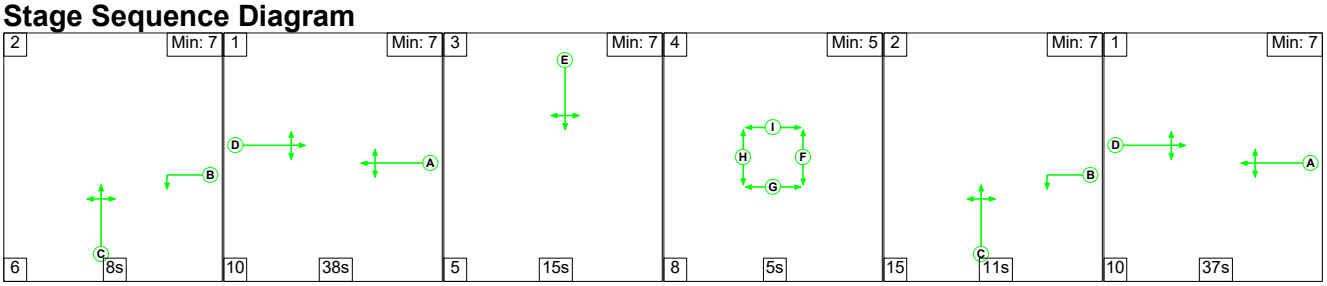
Full Input Data And Results

Lane Saturation Flows

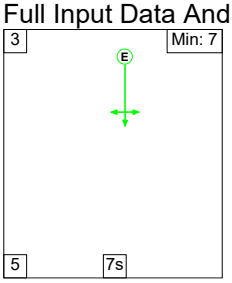
Junction: B4667 Ashby Road/ Derby Road Signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 6 Left	27.97	100.0 %	1840	1840
1/2 (B4667 Ashby Road (Northeast))	3.24	0.00	Y	Arm 7 Ahead	Inf	94.0 %	1922	1922
				Arm 8 Right	10.62	6.0 %		
2/1 (Derby Road)	3.33	0.00	Y	Arm 7 Left	9.50	35.1 %	1846	1846
				Arm 8 Ahead	Inf	64.9 %		
2/2 (Derby Road)	3.33	0.00	Y	Arm 5 Right	13.77	100.0 %	1757	1757
3/1 (B4667 Upper Bond Street (Southwest))	4.10	0.00	Y	Arm 5 Ahead	Inf	87.1 %	1997	1997
				Arm 6 Right	15.74	9.3 %		
				Arm 8 Left	10.49	3.6 %		
4/1 (Middlefield Street)	3.20	0.00	Y	Arm 5 Left	8.31	31.8 %	1798	1798
				Arm 6 Ahead	Inf	55.4 %		
				Arm 7 Right	10.33	12.7 %		
5/1 (B4667 Ashby Road (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Derby Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4667 Upper Bond Street (Southwest) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Middlefield Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



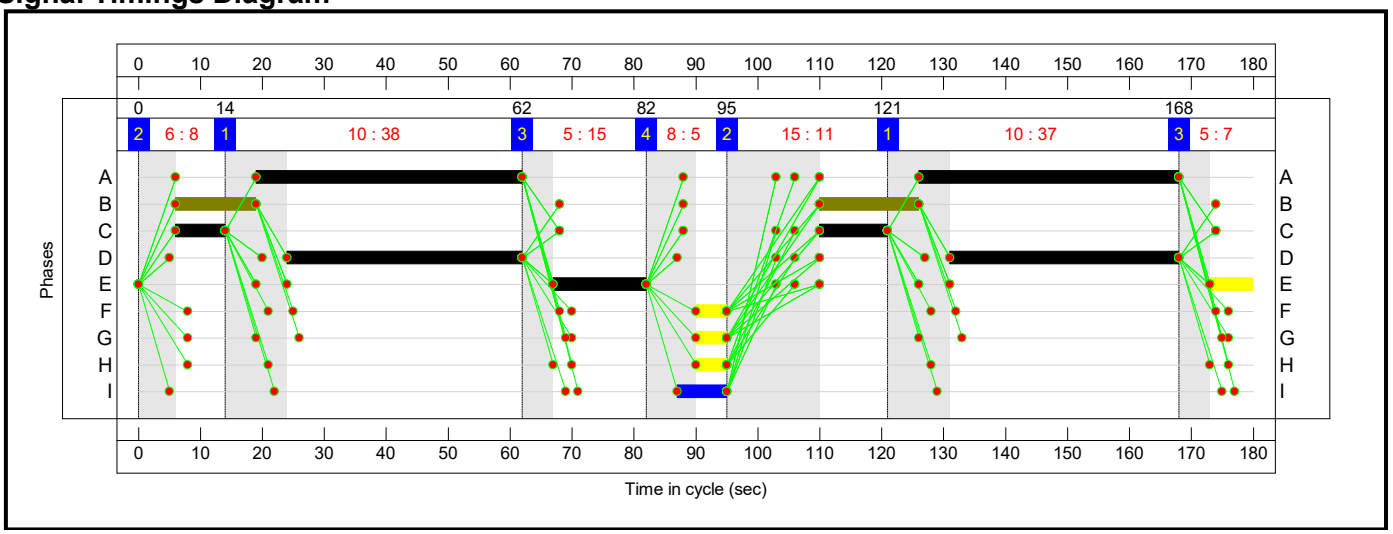
Full Input Data And Results



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	8	38	15	5	11	37	7
Change Point	0	14	62	82	95	121	168

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.1%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.1%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	85:114	29	633	1925:1840	596+215	78.1 : 78.1%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	19	-	201	1841:1757	157+108	76.0 : 76.0%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	75	-	343	1989	462	74.3%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	22	-	186	1827	244	76.4%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%

Full Input Data And Results

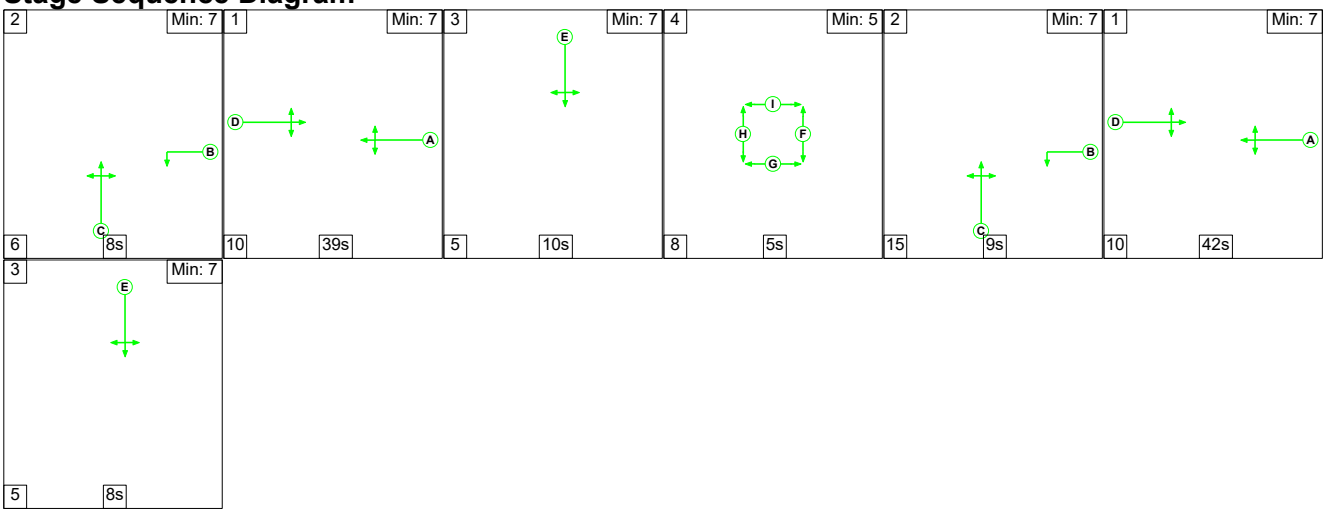
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**69**	**4**	**4**	**10.5**	**6.2**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**69**	**4**	**4**	**10.5**	**6.2**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
1/2+1/1	633	633	18	4	1	3.3	1.7	0.0	5.0	28.5	13.3	1.7	15.1
2/1+2/2	201	201	-	-	-	2.2	1.5	-	3.7	66.2	4.7	1.5	6.2
3/1	343	343	51	0	3	2.6	1.4	0.0	4.1	42.9	10.0	1.4	11.4
4/1	186	186	-	-	-	2.4	1.5	-	3.9	76.1	5.1	1.5	6.6
5/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.3 Total Delay for Signalled Lanes (pcuHr): 16.73 Cycle Time (s): 180
PRC Over All Lanes (%): 15.3 Total Delay Over All Lanes(pcuHr): 16.73

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

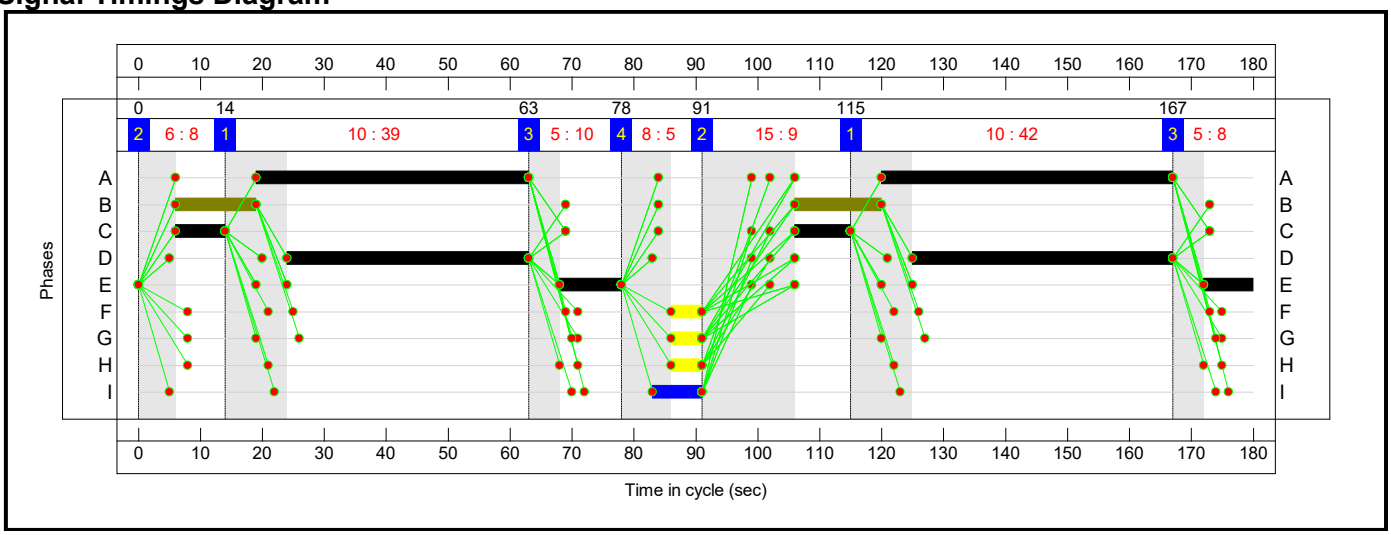
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	8	39	10	5	9	42	8
Change Point	0	14	63	78	91	115	167

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	91:118	27	522	1921:1840	546+172	72.7 : 72.7%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	17	-	179	1852:1757	143+105	72.2 : 72.2%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	81	-	455	1990	637	71.4%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	18	-	145	1786	198	73.1%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	125	Inf	Inf	0.0%

Full Input Data And Results

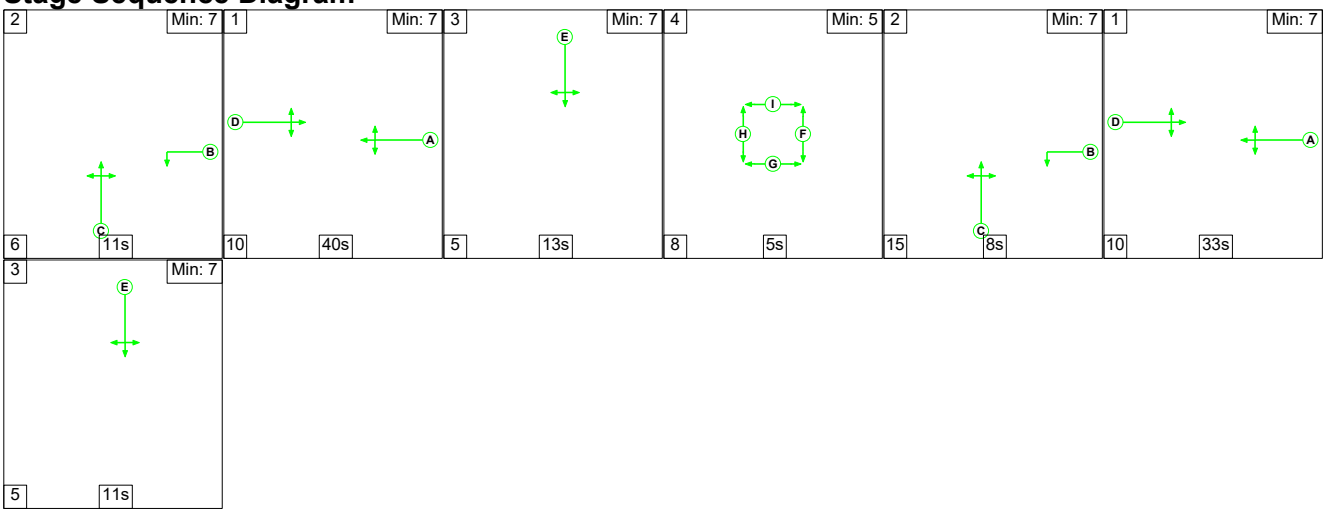
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**57**	**5**	**2**	**8.6**	**5.1**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**57**	**5**	**2**	**8.6**	**5.1**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
1/2+1/1	522	522	19	5	1	2.0	1.3	0.0	3.4	23.1	8.7	1.3	10.0
2/1+2/2	179	179	-	-	-	1.9	1.3	-	3.2	64.0	3.7	1.3	5.0
3/1	455	455	38	0	1	3.0	1.2	0.0	4.3	34.0	12.1	1.2	13.4
4/1	145	145	-	-	-	1.6	1.3	-	2.9	71.9	4.1	1.3	5.4
5/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	125	125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.2 Total Delay for Signalled Lanes (pcuHr): 13.72 Cycle Time (s): 180
PRC Over All Lanes (%): 23.2 Total Delay Over All Lanes(pcuHr): 13.72

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

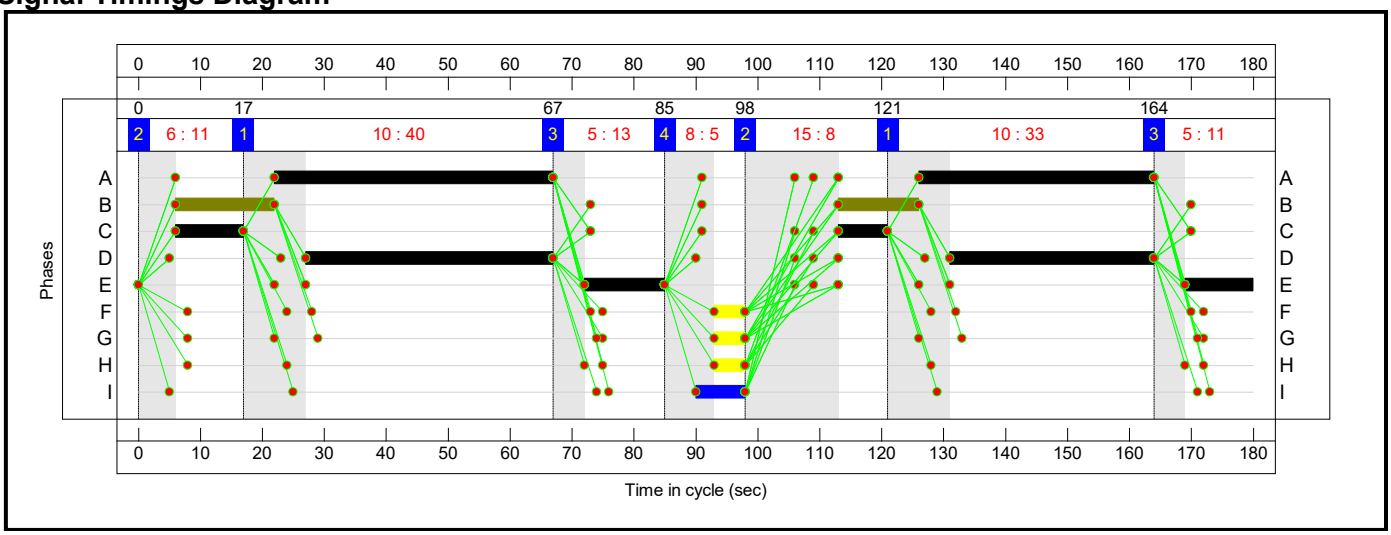
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	11	40	13	5	8	33	11
Change Point	0	17	67	85	98	121	164

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	83:112	29	648	1923:1840	596+221	79.3 : 79.3%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	19	-	208	1850:1757	154+115	77.5 : 77.5%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	73	-	324	1992	432	75.1%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	24	-	207	1823	263	78.6%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%

Full Input Data And Results

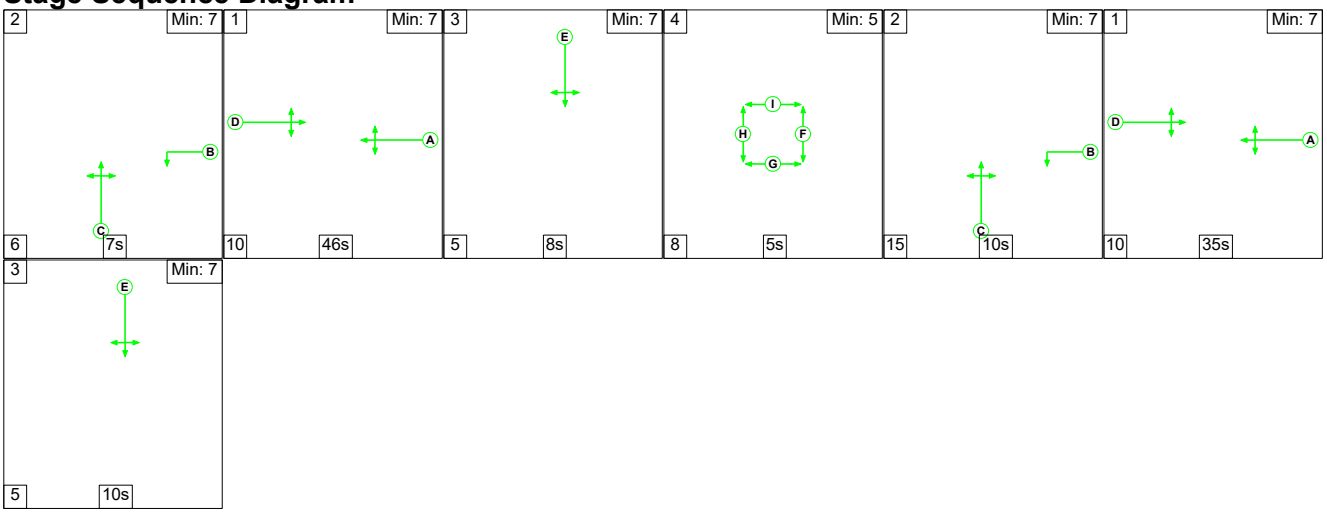
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**65**	**5**	**4**	**10.0**	**6.7**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**65**	**5**	**4**	**10.0**	**6.7**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/2+1/1	648	648	22	5	1	3.2	1.9	0.0	5.1	28.1	12.4	1.9	14.2
2/1+2/2	208	208	-	-	-	2.3	1.6	-	3.9	67.8	4.9	1.6	6.5
3/1	324	324	43	0	3	2.4	1.5	0.0	3.9	43.7	8.7	1.5	10.2
4/1	207	207	-	-	-	2.1	1.7	-	3.9	67.5	5.3	1.7	7.1
5/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.4 Total Delay for Signalled Lanes (pcuHr): 16.79 Cycle Time (s): 180
PRC Over All Lanes (%): 13.4 Total Delay Over All Lanes(pcuHr): 16.79

Full Input Data And Results

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

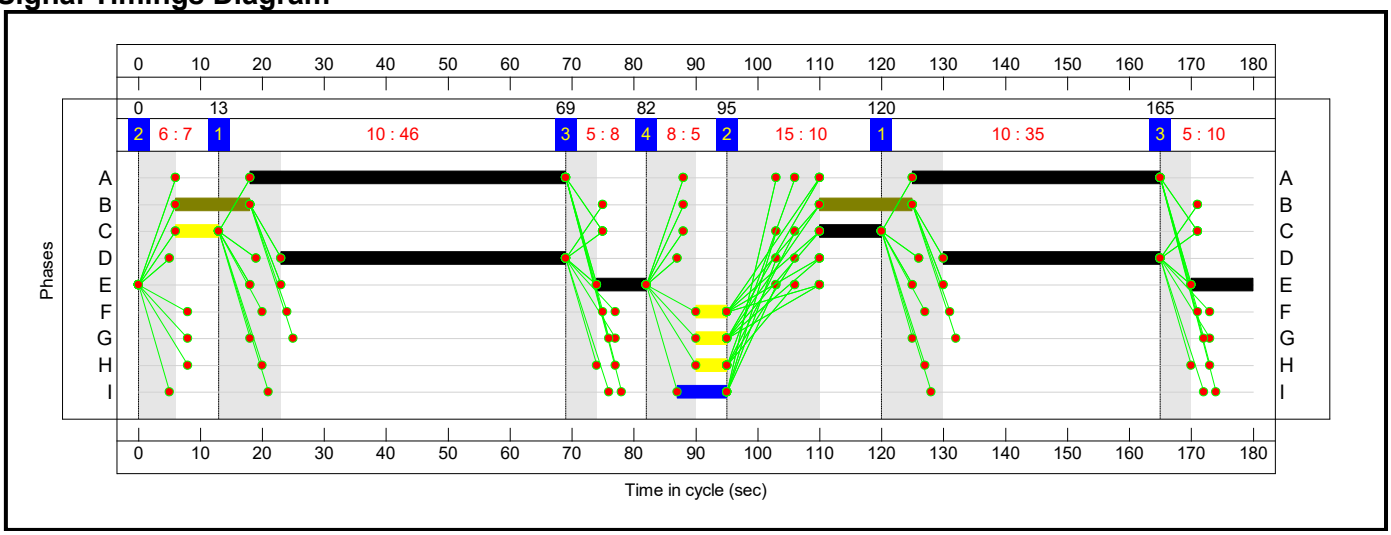
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	7	46	8	5	10	35	10
Change Point	0	13	69	82	95	120	165

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.1%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.1%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	91:118	27	540	1920:1840	557+191	72.2 : 72.2%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	17	-	194	1853:1757	140+111	77.1 : 77.1%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	81	-	466	1991	610	76.4%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	18	-	147	1787	199	74.0%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%

Full Input Data And Results

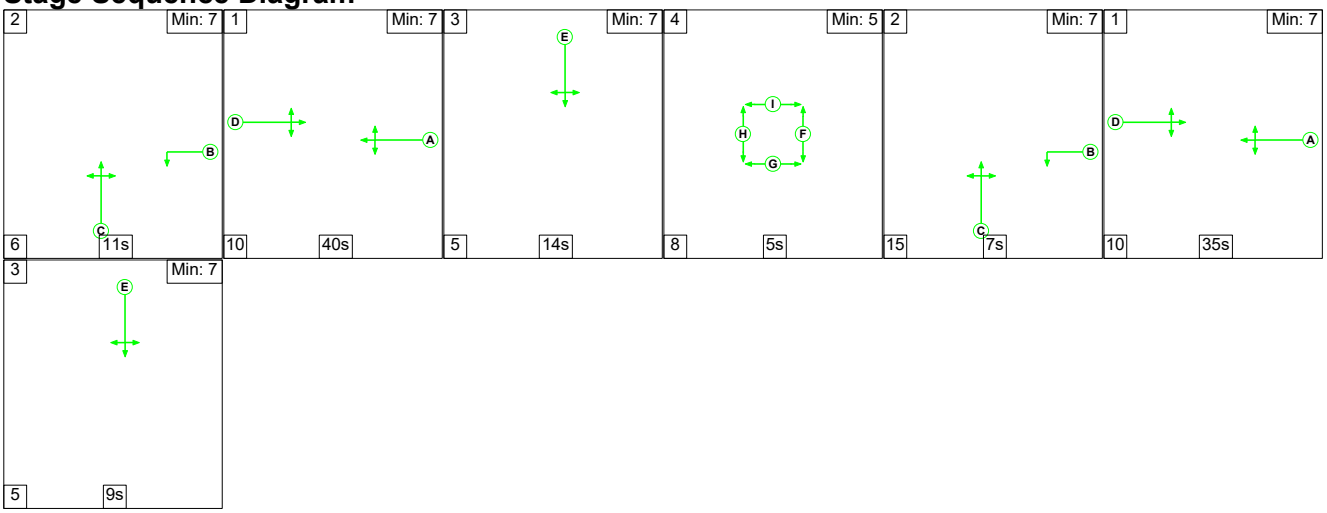
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**58**	**6**	**3**	**9.2**	**5.8**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**58**	**6**	**3**	**9.2**	**5.8**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
1/2+1/1	540	540	20	6	1	2.3	1.3	0.0	3.6	24.1	8.7	1.3	9.9
2/1+2/2	194	194	-	-	-	2.1	1.6	-	3.7	69.5	4.4	1.6	6.0
3/1	466	466	38	0	2	3.2	1.6	0.0	4.8	36.8	12.3	1.6	13.9
4/1	147	147	-	-	-	1.6	1.4	-	2.9	72.2	3.8	1.4	5.2
5/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 16.7 Total Delay for Signalled Lanes (pcuHr): 15.08 Cycle Time (s): 180
PRC Over All Lanes (%): 16.7 Total Delay Over All Lanes(pcuHr): 15.08

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

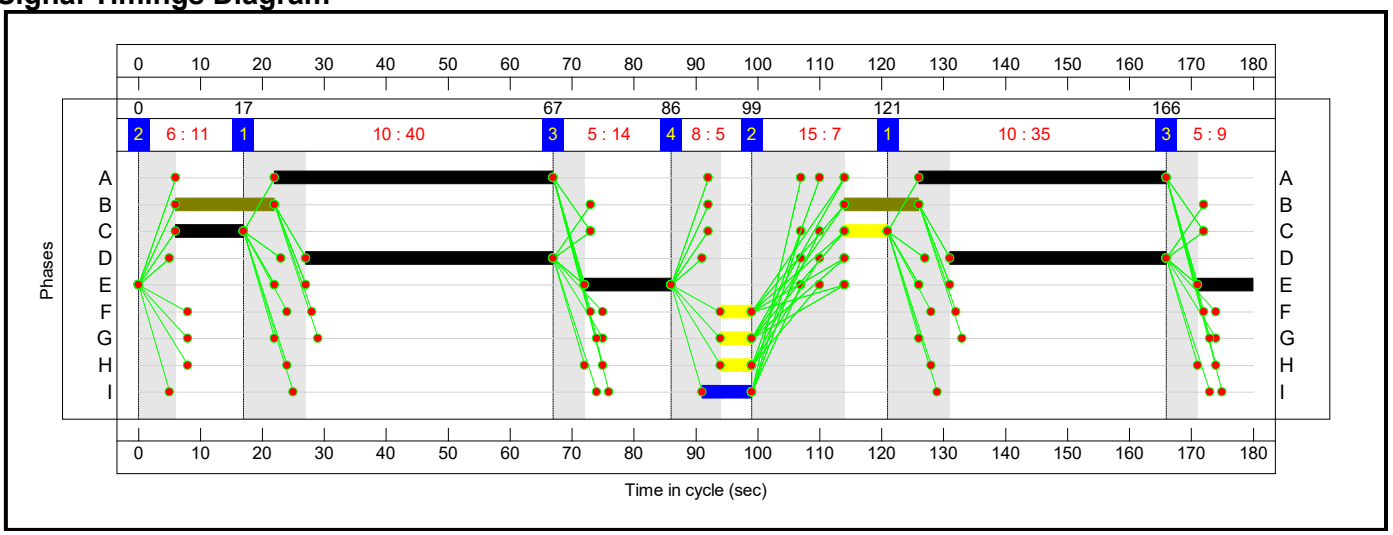
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	11	40	14	5	7	35	9
Change Point	0	17	67	86	99	121	166

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.1%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.1%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	85:113	28	698	1922:1840	603+237	83.1 : 83.1%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	18	-	217	1854:1757	146+116	83.0 : 83.0%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	75	-	329	1993	430	76.6%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	23	-	210	1824	253	82.9%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%

Full Input Data And Results

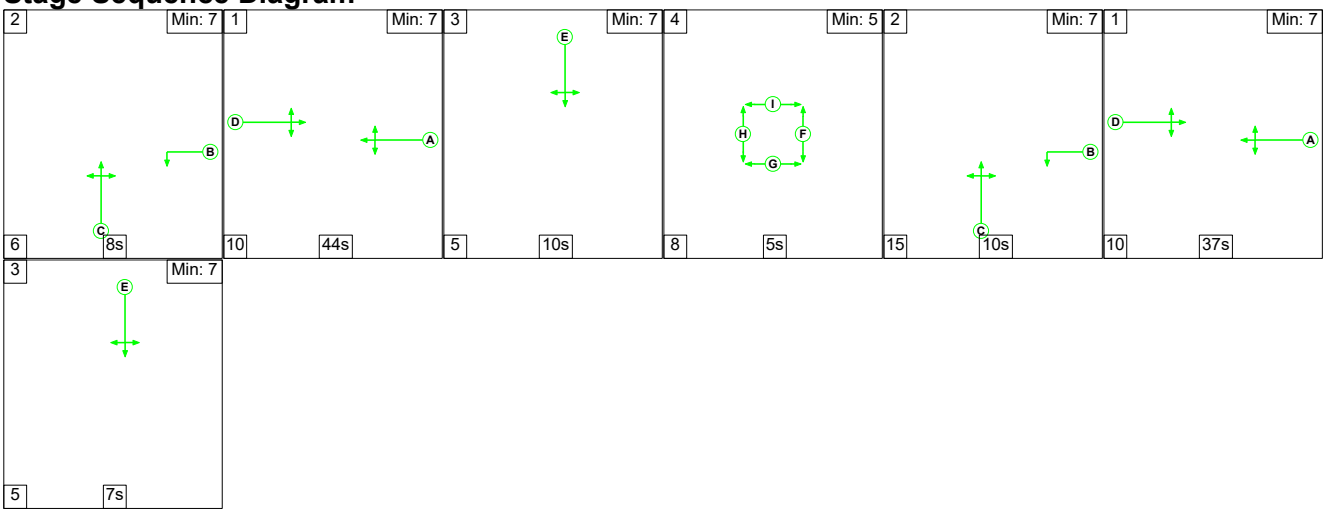
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**66**	**5**	**4**	**10.9**	**8.4**	**0.0**	**19.4**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**66**	**5**	**4**	**10.9**	**8.4**	**0.0**	**19.4**	**-**	**-**	**-**	**-**
1/2+1/1	698	698	24	5	1	3.4	2.4	0.0	5.8	29.9	13.9	2.4	16.3
2/1+2/2	217	217	-	-	-	2.7	2.2	-	4.9	81.5	5.1	2.2	7.4
3/1	329	329	42	0	3	2.5	1.6	0.0	4.1	44.6	9.0	1.6	10.6
4/1	210	210	-	-	-	2.4	2.2	-	4.6	78.9	5.5	2.2	7.7
5/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.2 Total Delay for Signalled Lanes (pcuHr): 19.38 Cycle Time (s): 180
PRC Over All Lanes (%): 8.2 Total Delay Over All Lanes(pcuHr): 19.38

Full Input Data And Results

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

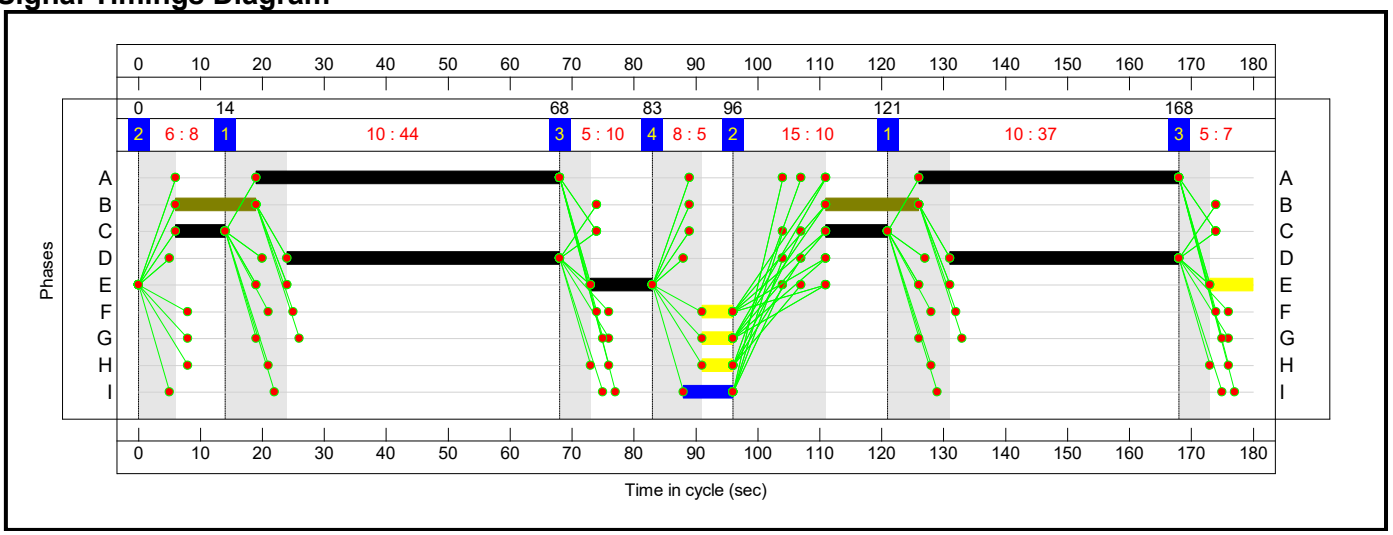
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	8	44	10	5	10	37	7
Change Point	0	14	68	83	96	121	168

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.6%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.6%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	91:119	28	579	1919:1840	550+210	76.1 : 76.1%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	18	-	210	1860:1757	138+132	77.8 : 77.8%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	81	-	476	1995	591	80.6%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	17	-	150	1780	188	79.8%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%

Full Input Data And Results

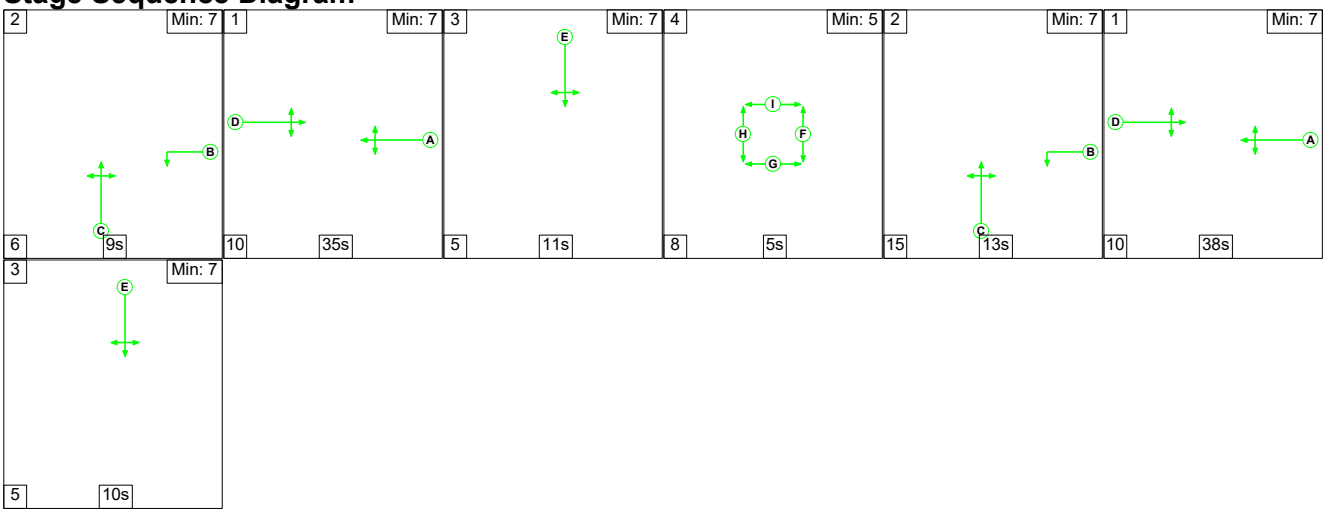
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**57**	**6**	**3**	**10.1**	**7.0**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**57**	**6**	**3**	**10.1**	**7.0**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/2+1/1	579	579	23	6	2	2.6	1.6	0.0	4.2	26.1	9.8	1.6	11.4
2/1+2/2	210	210	-	-	-	2.3	1.7	-	4.0	68.0	4.6	1.7	6.3
3/1	476	476	34	0	2	3.5	2.0	0.0	5.5	41.6	13.2	2.0	15.2
4/1	150	150	-	-	-	1.7	1.8	-	3.5	84.0	4.0	1.8	5.8
5/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.7 Total Delay for Signalled Lanes (pcuHr): 17.17 Cycle Time (s): 180
PRC Over All Lanes (%): 11.7 Total Delay Over All Lanes(pcuHr): 17.17

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

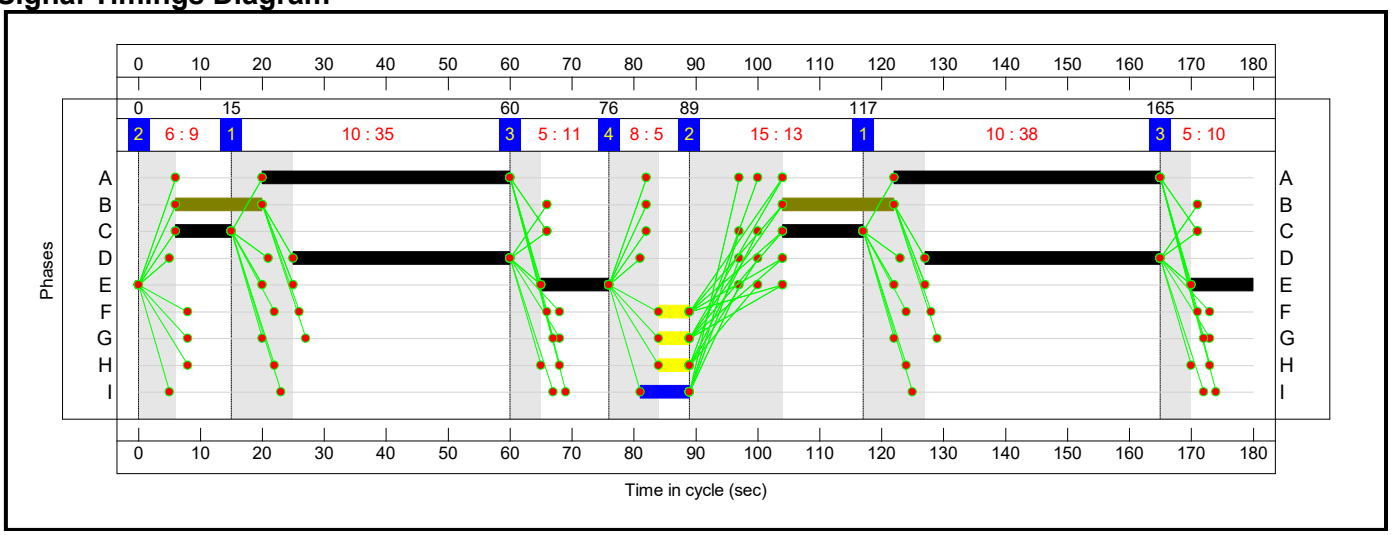
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	9	35	11	5	13	38	10
Change Point	0	15	60	76	89	117	165

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	83:115	32	716	1924:1840	572+259	86.2 : 86.2%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	22	-	265	1842:1757	159+149	85.9 : 85.9%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	73	-	324	1992	407	79.6%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	21	-	201	1832	234	85.9%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%

Full Input Data And Results

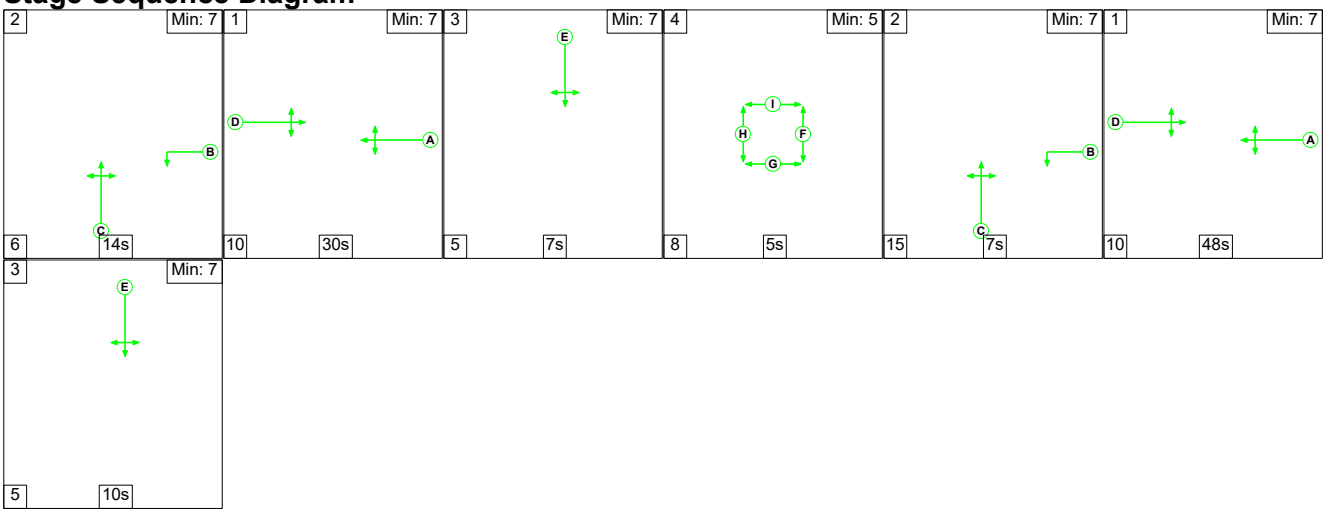
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**67**	**4**	**3**	**11.2**	**10.2**	**0.0**	**21.4**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**67**	**4**	**3**	**11.2**	**10.2**	**0.0**	**21.4**	**-**	**-**	**-**	**-**
1/2+1/1	716	716	20	4	1	3.6	3.0	0.0	6.6	33.1	15.0	3.0	18.0
2/1+2/2	265	265	-	-	-	2.8	2.7	-	5.5	74.7	5.9	2.7	8.6
3/1	324	324	46	0	2	2.5	1.9	0.0	4.4	49.0	9.3	1.9	11.1
4/1	201	201	-	-	-	2.3	2.6	-	4.9	88.2	5.8	2.6	8.4
5/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.4 Total Delay for Signalled Lanes (pcuHr): 21.43 Cycle Time (s): 180
PRC Over All Lanes (%): 4.4 Total Delay Over All Lanes(pcuHr): 21.43

Full Input Data And Results

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

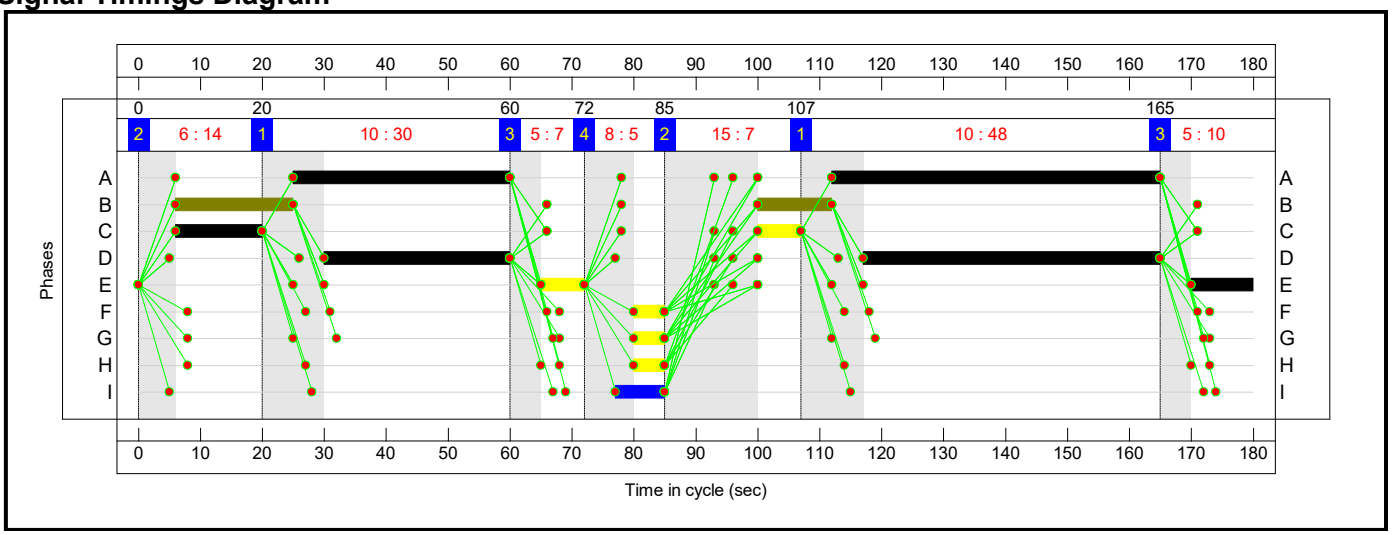
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	14	30	7	5	7	48	10
Change Point	0	20	60	72	85	107	165

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	88:119	31	550	1923:1840	479+205	80.4 : 80.4%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	21	-	244	1842:1757	140+156	82.4 : 82.4%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	78	-	486	1997	590	82.3%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	17	-	156	1790	189	82.6%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%

Full Input Data And Results

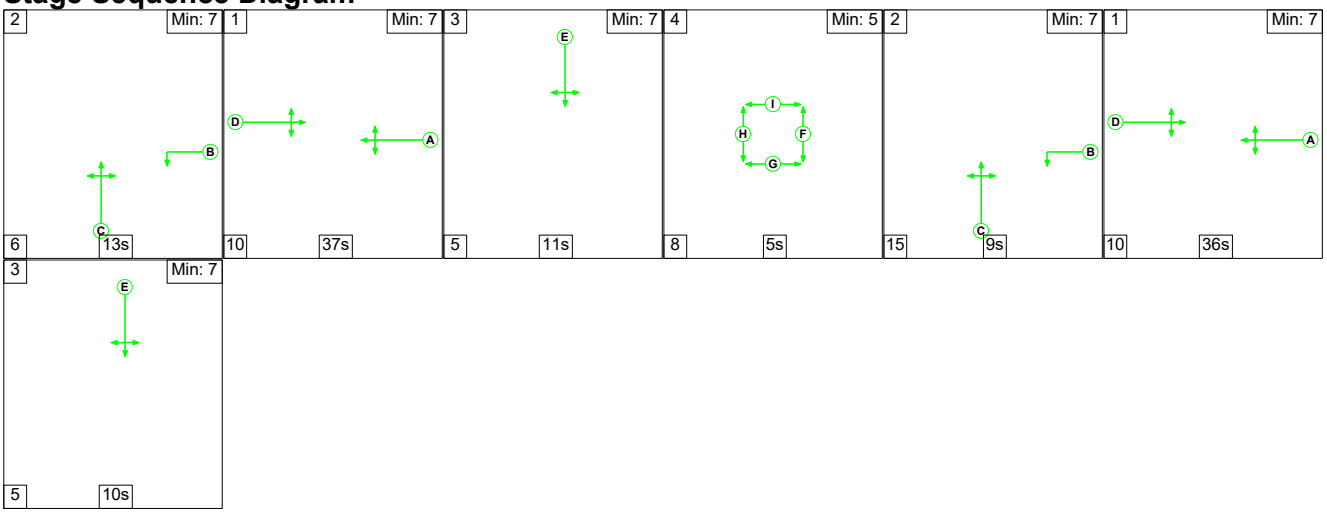
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**57**	**5**	**2**	**9.7**	**8.5**	**0.0**	**18.3**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**57**	**5**	**2**	**9.7**	**8.5**	**0.0**	**18.3**	**-**	**-**	**-**	**-**
1/2+1/1	550	550	16	5	1	2.0	2.0	0.0	4.0	26.3	7.5	2.0	9.5
2/1+2/2	244	244	-	-	-	2.6	2.2	-	4.8	70.9	4.7	2.2	6.9
3/1	486	486	42	0	0	3.3	2.2	0.0	5.6	41.2	12.0	2.2	14.2
4/1	156	156	-	-	-	1.8	2.1	-	3.9	89.6	4.6	2.1	6.7
5/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 18.26 Cycle Time (s): 180
PRC Over All Lanes (%): 9.0 Total Delay Over All Lanes(pcuHr): 18.26

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

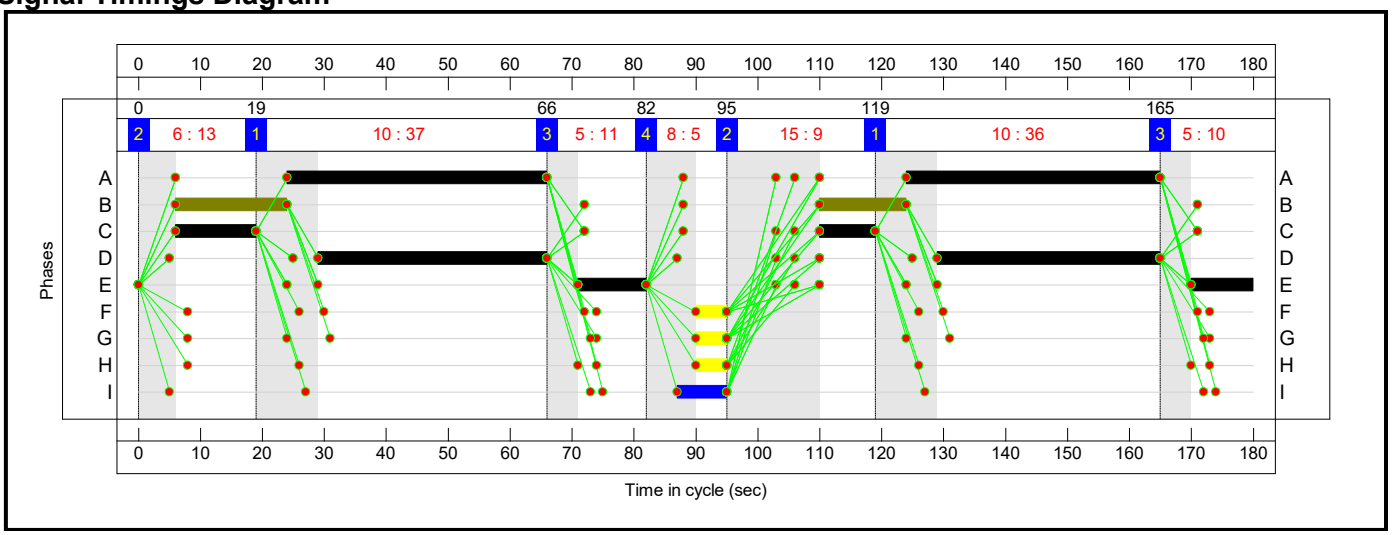
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	13	37	11	5	9	36	10
Change Point	0	19	66	82	95	119	165

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	83:115	32	735	1924:1840	582+267	86.6 : 86.6%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	22	-	272	1846:1757	159+150	88.1 : 88.1%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	73	-	317	1992	398	79.7%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	21	-	202	1831	234	86.3%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	125	Inf	Inf	0.0%

Full Input Data And Results

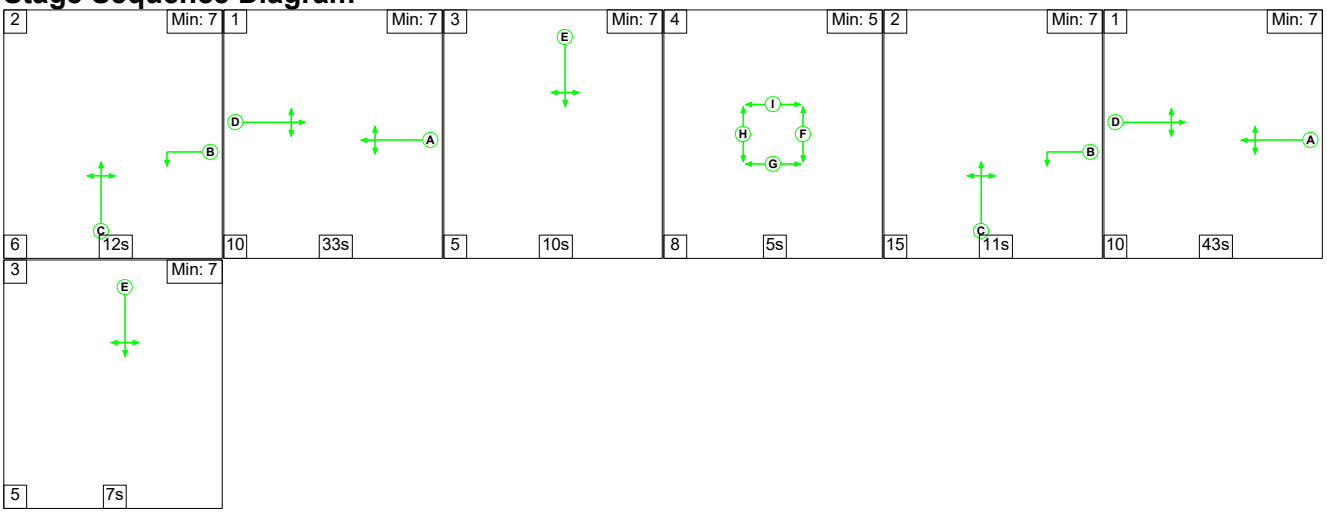
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**67**	**5**	**2**	**11.3**	**10.8**	**0.0**	**22.2**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**67**	**5**	**2**	**11.3**	**10.8**	**0.0**	**22.2**	**-**	**-**	**-**	**-**
1/2+1/1	735	735	22	5	1	3.6	3.1	0.0	6.7	32.6	14.4	3.1	17.5
2/1+2/2	272	272	-	-	-	3.2	3.2	-	6.4	84.4	6.2	3.2	9.4
3/1	317	317	45	0	1	2.4	1.9	0.0	4.3	48.5	8.5	1.9	10.4
4/1	202	202	-	-	-	2.2	2.7	-	4.9	87.1	5.4	2.7	8.1
5/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	125	125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 2.2 Total Delay for Signalled Lanes (pcuHr): 22.18 Cycle Time (s): 180
PRC Over All Lanes (%): 2.2 Total Delay Over All Lanes(pcuHr): 22.18

Full Input Data And Results

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

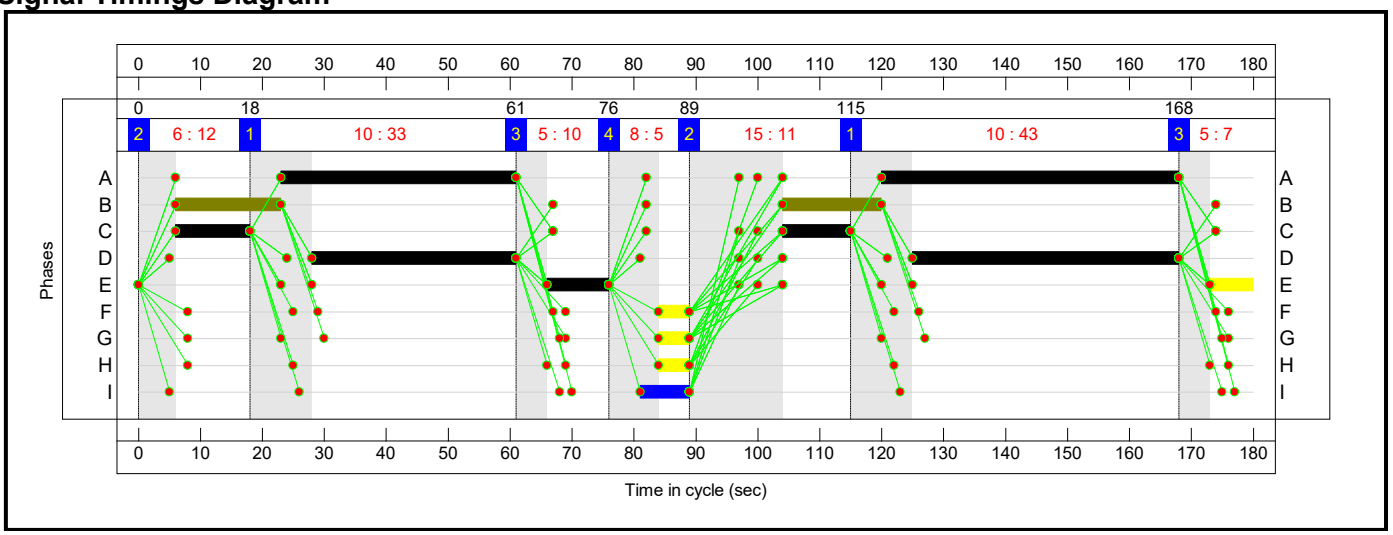
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	12	33	10	5	11	43	7
Change Point	0	18	61	76	89	115	168

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.3%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.3%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	86:119	33	554	1923:1840	444+213	84.3 : 84.3%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	23	-	261	1841:1757	144+169	83.3 : 83.3%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	76	-	489	1997	581	84.2%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	17	-	157	1796	190	82.8%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%

Full Input Data And Results

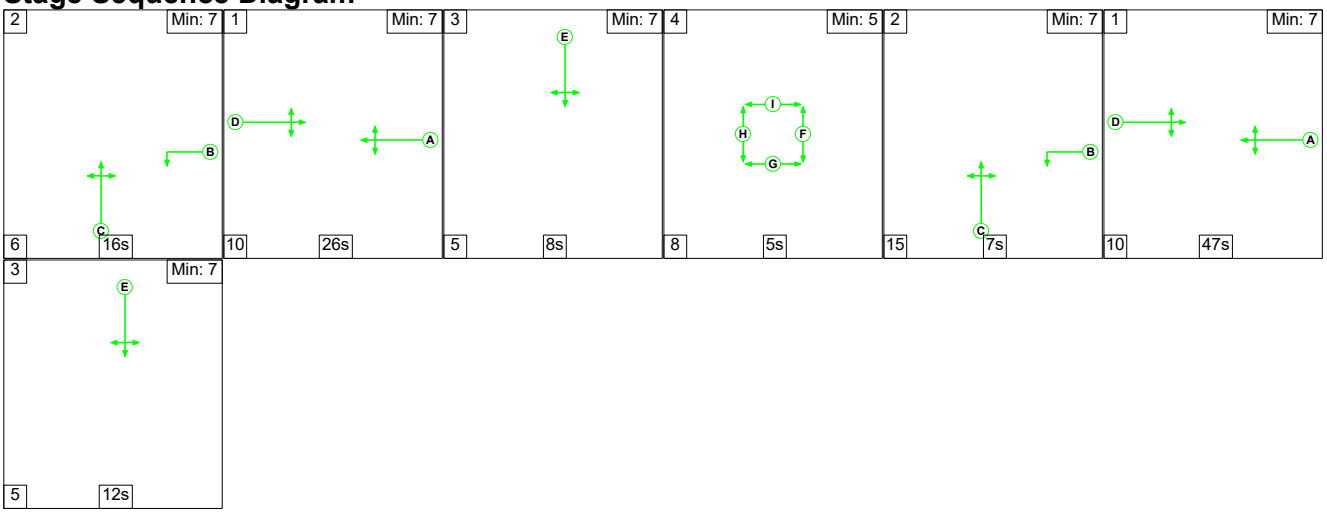
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**59**	**5**	**2**	**10.8**	**9.5**	**0.0**	**20.3**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**59**	**5**	**2**	**10.8**	**9.5**	**0.0**	**20.3**	**-**	**-**	**-**	**-**
1/2+1/1	554	554	15	5	1	2.4	2.6	0.0	5.0	32.5	8.7	2.6	11.3
2/1+2/2	261	261	-	-	-	2.7	2.3	-	5.0	68.7	5.6	2.3	7.9
3/1	489	489	44	0	0	3.7	2.5	0.0	6.2	45.6	13.4	2.5	16.0
4/1	157	157	-	-	-	2.0	2.1	-	4.1	94.7	4.5	2.1	6.7
5/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.7 Total Delay for Signalled Lanes (pcuHr): 20.30 Cycle Time (s): 180
PRC Over All Lanes (%): 6.7 Total Delay Over All Lanes(pcuHr): 20.30

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

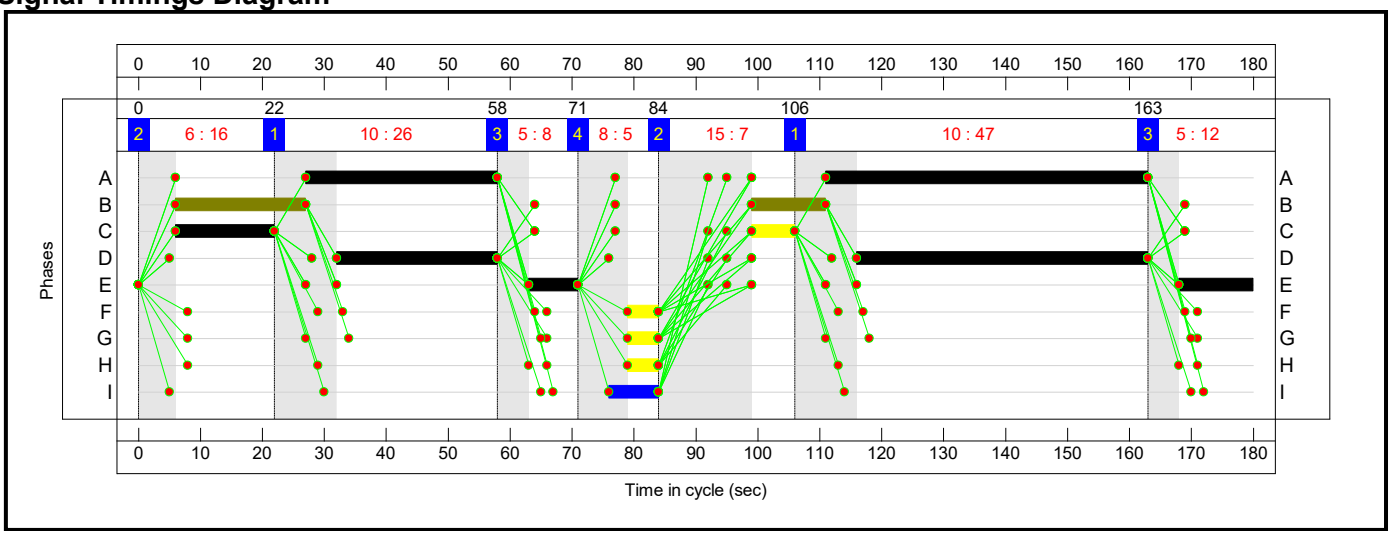
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	16	26	8	5	7	47	12
Change Point	0	22	58	71	84	106	163

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.5%**
B4667 Ashby Road/ Derby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.5%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	83:116	33	766	1924:1840	582+264	90.5 : 90.5%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	23	-	285	1842:1757	160+159	89.1 : 89.1%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	73	-	317	1994	374	84.7%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	20	-	200	1830	224	89.4%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%

Full Input Data And Results

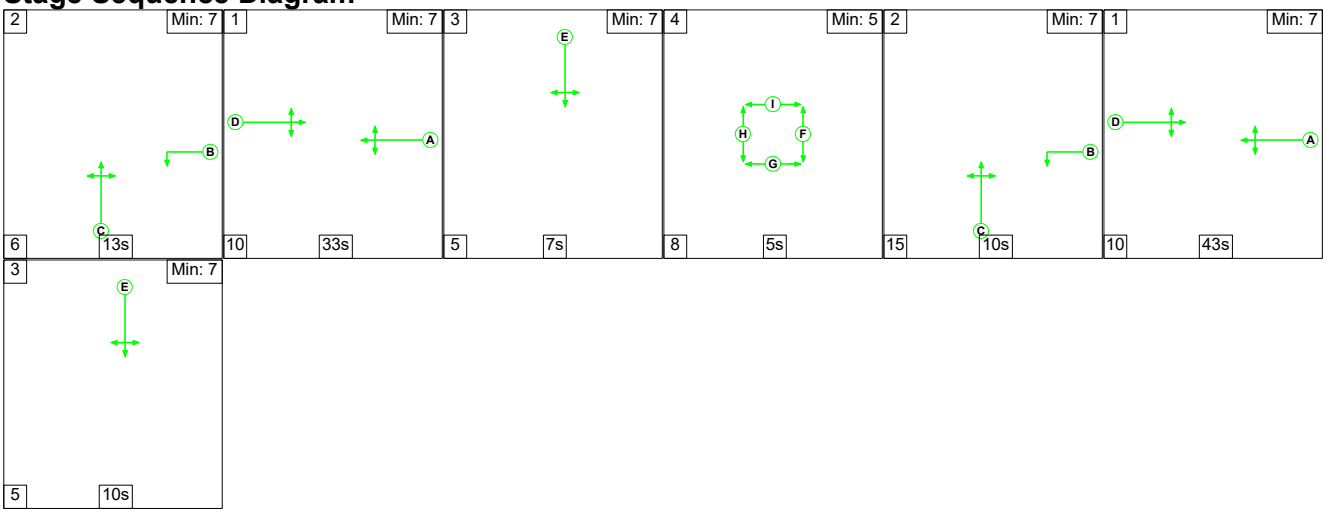
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**64**	**4**	**5**	**11.7**	**13.6**	**0.0**	**25.3**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**64**	**4**	**5**	**11.7**	**13.6**	**0.0**	**25.3**	**-**	**-**	**-**	**-**
1/2+1/1	766	766	22	4	1	3.6	4.3	0.0	7.9	37.2	14.4	4.3	18.7
2/1+2/2	285	285	-	-	-	3.4	3.4	-	6.8	86.0	6.6	3.4	10.0
3/1	317	317	41	0	4	2.4	2.5	0.0	5.0	57.0	8.2	2.5	10.8
4/1	200	200	-	-	-	2.3	3.3	-	5.6	100.2	5.9	3.3	9.2
5/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.6 Total Delay for Signalled Lanes (pcuHr): 25.30 Cycle Time (s): 180
PRC Over All Lanes (%): -0.6 Total Delay Over All Lanes(pcuHr): 25.30

Full Input Data And Results

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

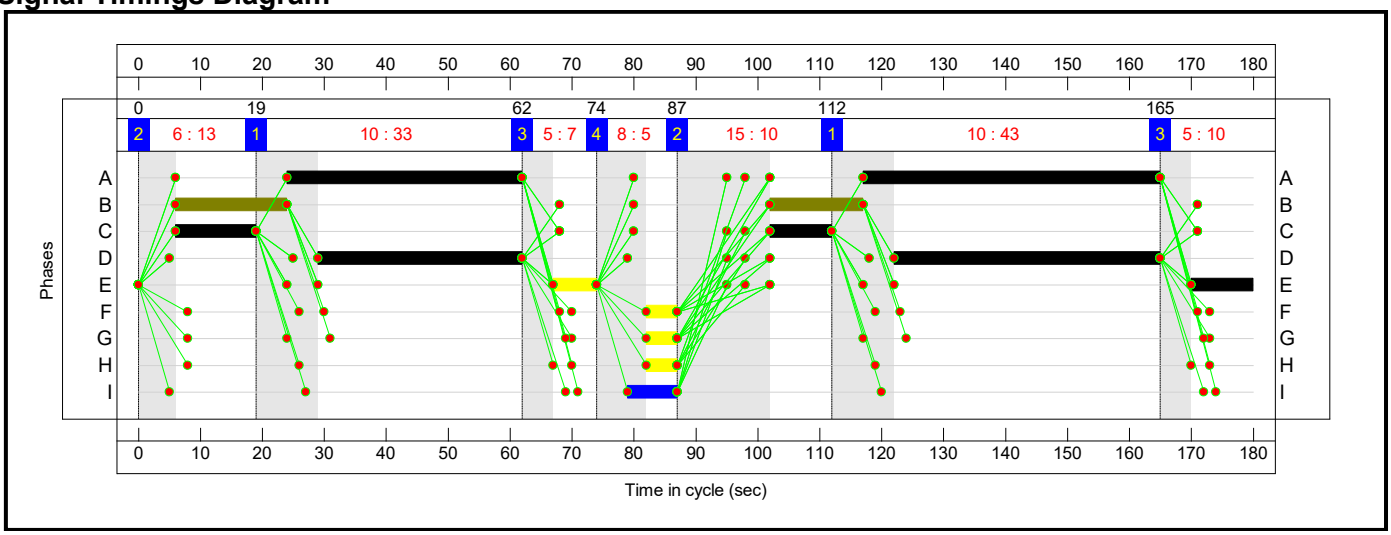
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4	2	1	3
Duration	13	33	7	5	10	43	10
Change Point	0	19	62	74	87	112	165

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
1/2+1/1	B4667 Ashby Road (Northeast) Left Ahead Right	O+U	N/A	N/A	A	B	2	86:119	33	577	1922:1840	438+249	84.0 : 84.0%
2/1+2/2	Derby Road Right Left Ahead	U	N/A	N/A	C		2	23	-	267	1846:1757	131+176	87.1 : 87.1%
3/1	B4667 Upper Bond Street (Southwest) Ahead Right Left	O	N/A	N/A	D		2	76	-	497	1997	580	85.6%
4/1	Middlefield Street Left Ahead Right	U	N/A	N/A	E		2	17	-	157	1798	190	82.7%
5/1	B4667 Ashby Road (Northeast) - Exit	U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
6/1	Derby Road - Exit	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
7/1	B4667 Upper Bond Street (Southwest) - Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
8/1	Middlefield Street - Exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**60**	**5**	**3**	**10.2**	**10.4**	**0.0**	**20.5**	**-**	**-**	**-**	**-**
B4667 Ashby Road/ Derby Road Signals	**-**	**-**	**60**	**5**	**3**	**10.2**	**10.4**	**0.0**	**20.5**	**-**	**-**	**-**	**-**
1/2+1/1	577	577	16	5	1	2.1	2.5	0.0	4.6	28.7	7.7	2.5	10.2
2/1+2/2	267	267	-	-	-	2.8	2.9	-	5.7	76.7	5.7	2.9	8.6
3/1	497	497	44	0	2	3.6	2.8	0.0	6.4	46.1	12.8	2.8	15.6
4/1	157	157	-	-	-	1.8	2.1	-	3.9	89.3	4.5	2.1	6.7
5/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 20.55 Cycle Time (s): 180
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 20.55

Appendix R: B4667 Upper Bond Street / Hollycroft Signals Capacity Modelling Output

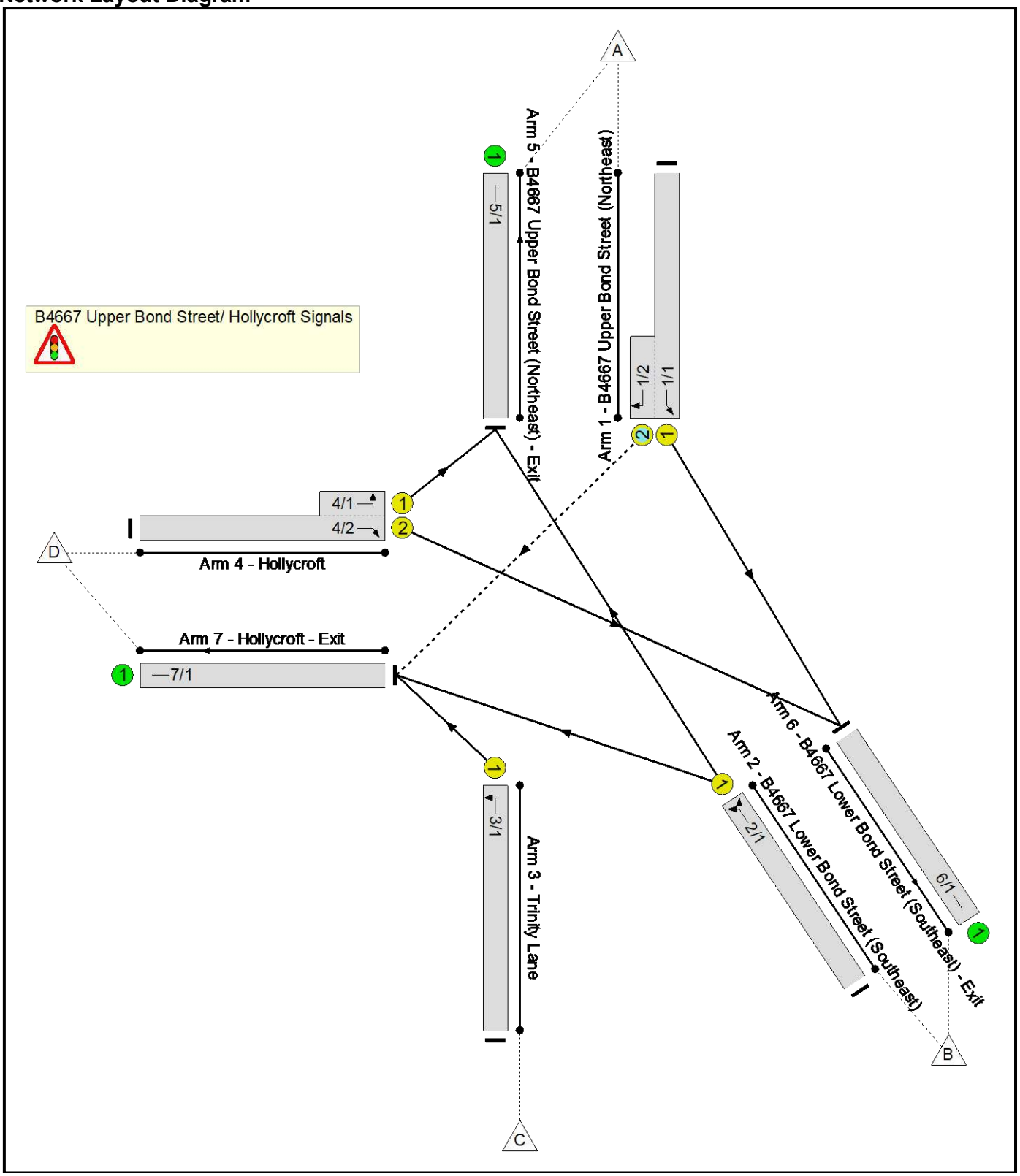
Full Input Data And Results

User and Project Details

Project:	**Normandy Way, Hinkley**
Title:	**B4667 Upper Bond Street/ Hollycroft Signals**
Location:	
Client:	Miller Homes
Site Ref(s):	7
Additional detail:	
File name:	109523-PEF-ZZ-XX-T.M-H-000007_S2_P1.lsg3x
Author:	J FARRELL
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

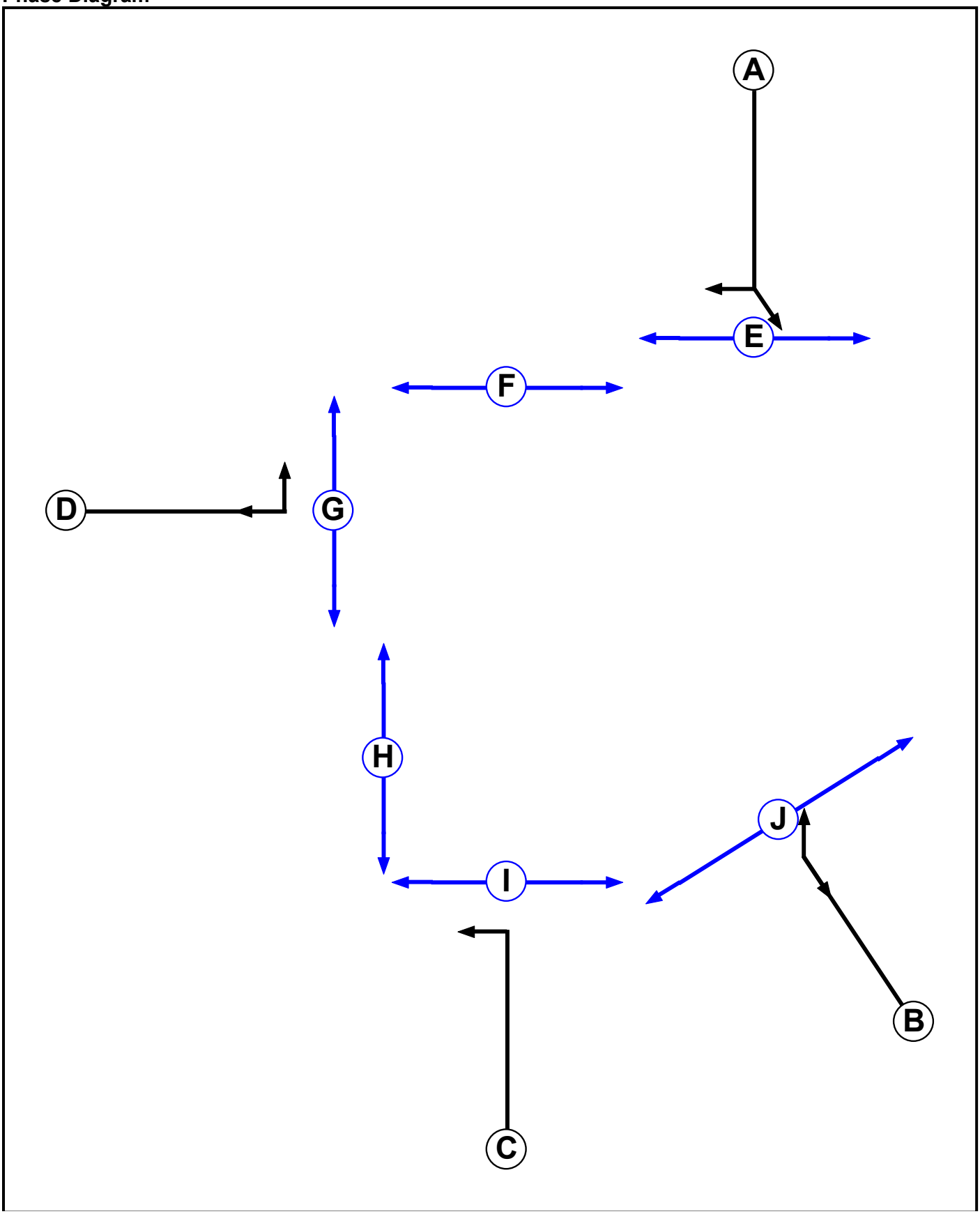
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5

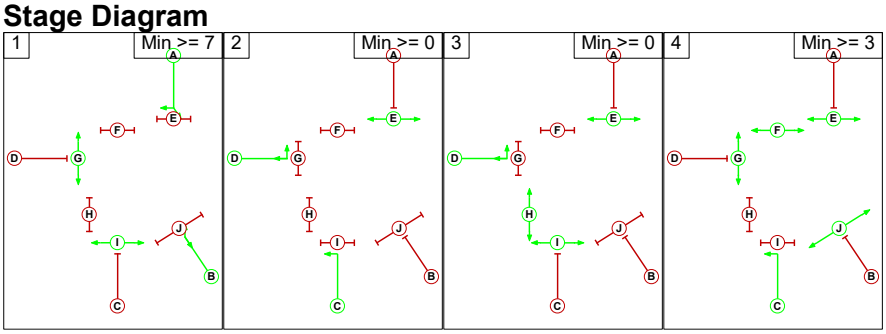
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	7	5	5	-	-	9	-	8
	B	-		6	6	-	8	-	7	-	5
	C	5	5		-	-	-	-	6	5	-
	D	5	5	-		-	6	5	-	-	8
	E	7	-	-	-		-	-	-	-	-
	F	-	9	-	9	-		-	-	-	-
	G	-	-	-	10	-	-		-	-	-
	H	10	10	10	-	-	-	-		-	-
	I	-	-	7	-	-	-	-	-		-
	J	13	13	-	13	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

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	4
From Stage	1		10	10	8
	2	7		6	8
	3	10	10		10
	4	13	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4667 Upper Bond Street/ Hollycroft Signals											
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 (B4667 Upper Bond Street (Northeast))	7/1 (Right)	1439	0	2/1	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: B4667 Upper Bond Street/ Hollycroft Signals												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B4667 Upper Bond Street (Northeast))	U	A	2	3	60.0	Geom	-	2.77	0.00	Y	Arm 6 Ahead	51.77
1/2 (B4667 Upper Bond Street (Northeast))	O	A	2	3	5.0	Geom	-	2.78	0.00	N	Arm 7 Right	12.96
2/1 (B4667 Lower Bond Street (Southeast))	U	D	2	3	60.0	Geom	-	4.69	0.00	Y	Arm 5 Ahead	44.48
											Arm 7 Left	64.31
3/1 (Trinity Lane)	U	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 7 Left	22.18
4/1 (Hollycroft)	U	B	2	3	4.0	Geom	-	3.75	0.00	Y	Arm 5 Left	13.83
4/2 (Hollycroft)	U	B	2	3	60.0	Geom	-	3.76	0.00	N	Arm 6 Right	3.98
5/1 (B4667 Upper Bond Street (Northeast) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B4667 Lower Bond Street (Southeast) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Hollycroft - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: 'Furnessed Scenario 2 AM'	08:00	09:00	01:00	
4: 'Furnessed Scenario 2 PM'	17:00	18:00	01:00	
5: 'Furnessed Scenario 3 AM'	08:00	09:00	01:00	
6: 'Furnessed Scenario 3 PM'	17:00	18:00	01:00	
7: 'Furnessed Scenario 4 AM'	08:00	09:00	01:00	
8: 'Furnessed Scenario 4 PM'	17:00	18:00	01:00	
9: 'Furnessed Scenario 5 AM'	08:00	09:00	01:00	
10: 'Furnessed Scenario 5 PM'	17:00	18:00	01:00	
11: 'Furnessed Scenario 6 AM'	08:00	09:00	01:00	
12: 'Furnessed Scenario 6 PM'	17:00	18:00	01:00	
13: 'Furnessed Scenario 7 AM'	08:00	09:00	01:00	
14: 'Furnessed Scenario 7 PM'	17:00	18:00	01:00	
15: 'Furnessed Scenario 8 AM'	08:00	09:00	01:00	
16: 'Furnessed Scenario 8 PM'	17:00	18:00	01:00	
17: 'Furnessed Scenario 9 AM'	08:00	09:00	01:00	
18: 'Furnessed Scenario 9 PM'	17:00	18:00	01:00	
19: 'Furnessed Scenario 10 AM'	08:00	09:00	01:00	
20: 'Furnessed Scenario 10 PM'	17:00	18:00	01:00	
21: 'Furnessed Scenario 11 AM'	08:00	09:00	01:00	
22: 'Furnessed Scenario 11 PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	442	0	71	513
B	339	0	0	34	373
C	0	0	0	373	373
D	125	462	0	0	587
Tot.	464	904	0	478	1846

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	513(In) 442(Out)
1/2 (short)	71
2/1	373
3/1	373
4/1 (short)	125
4/2 (with short)	587(In) 462(Out)
5/1	464
6/1	904
7/1	478

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	90.9 %	2018	2018
				Arm 7 Left	64.31	9.1 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	356	0	69	425
	B	427	0	0	43	470
	C	0	0	0	469	469
	D	93	379	0	0	472
	Tot.	520	735	0	581	1836

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	425(In) 356(Out)
1/2 (short)	69
2/1	470
3/1	469
4/1 (short)	93
4/2 (with short)	472(In) 379(Out)
5/1	520
6/1	735
7/1	581

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	90.9 %	2018	2018
				Arm 7 Left	64.31	9.1 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	450	0	68	518
	B	338	0	0	35	373
	C	0	0	0	372	372
	D	111	459	0	0	570
	Tot.	449	909	0	475	1833

Traffic Lane Flows

Lane	Scenario 3: Furnessed Scenario 2 AM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	518(In) 450(Out)
1/2 (short)	68
2/1	373
3/1	372
4/1 (short)	111
4/2 (with short)	570(In) 459(Out)
5/1	449
6/1	909
7/1	475

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	90.6 %	2018	2018
				Arm 7 Left	64.31	9.4 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	357	0	71	428
	B	434	0	0	42	476
	C	0	0	0	475	475
	D	98	380	0	0	478
	Tot.	532	737	0	588	1857

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Furnessed Scenario 2 PM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	428(In) 357(Out)
1/2 (short)	71
2/1	476
3/1	475
4/1 (short)	98
4/2 (with short)	478(In) 380(Out)
5/1	532
6/1	737
7/1	588

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	91.2 %	2018	2018
				Arm 7 Left	64.31	8.8 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	468	0	71	539
	B	342	0	0	36	378
	C	0	0	0	372	372
	D	111	459	0	0	570
	Tot.	453	927	0	479	1859

Traffic Lane Flows

Lane	Scenario 5: Furnessed Scenario 4 AM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	539(In) 468(Out)
1/2 (short)	71
2/1	378
3/1	372
4/1 (short)	111
4/2 (with short)	570(In) 459(Out)
5/1	453
6/1	927
7/1	479

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	90.5 %	2018	2018
				Arm 7 Left	64.31	9.5 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	363	0	72	435
	B	440	0	0	43	483
	C	0	0	0	487	487
	D	100	385	0	0	485
	Tot.	540	748	0	602	1890

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Furnessed Scenario 4 PM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	435(In) 363(Out)
1/2 (short)	72
2/1	483
3/1	487
4/1 (short)	100
4/2 (with short)	485(In) 385(Out)
5/1	540
6/1	748
7/1	602

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	91.1 %	2018	2018
				Arm 7 Left	64.31	8.9 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	482	0	60	542
	B	344	0	0	33	377
	C	0	0	0	375	375
	D	104	484	0	0	588
	Tot.	448	966	0	468	1882

Traffic Lane Flows

Lane	Scenario 7: Furnessed Scenario 8 AM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	542(In) 482(Out)
1/2 (short)	60
2/1	377
3/1	375
4/1 (short)	104
4/2 (with short)	588(In) 484(Out)
5/1	448
6/1	966
7/1	468

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	91.2 %	2018	2018
				Arm 7 Left	64.31	8.8 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	355	0	64	419
	B	457	0	0	46	503
	C	0	0	0	512	512
	D	99	441	0	0	540
	Tot.	556	796	0	622	1974

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Furnessed Scenario 8 PM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	419(In) 355(Out)
1/2 (short)	64
2/1	503
3/1	512
4/1 (short)	99
4/2 (with short)	540(In) 441(Out)
5/1	556
6/1	796
7/1	622

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	90.9 %	2018	2018
				Arm 7 Left	64.31	9.1 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	487	0	63	550
	B	338	0	0	34	372
	C	0	0	0	373	373
	D	103	487	0	0	590
	Tot.	441	974	0	470	1885

Traffic Lane Flows

Lane	Scenario 9: Furnessed Scenario 9 AM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	550(In) 487(Out)
1/2 (short)	63
2/1	372
3/1	373
4/1 (short)	103
4/2 (with short)	590(In) 487(Out)
5/1	441
6/1	974
7/1	470

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	90.9 %	2018	2018
				Arm 7 Left	64.31	9.1 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	350	0	59	409
	B	462	0	0	45	507
	C	0	0	0	515	515
	D	97	447	0	0	544
	Tot.	559	797	0	619	1975

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Furnessed Scenario 9 PM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	409(In) 350(Out)
1/2 (short)	59
2/1	507
3/1	515
4/1 (short)	97
4/2 (with short)	544(In) 447(Out)
5/1	559
6/1	797
7/1	619

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	91.1 %	2018	2018
				Arm 7 Left	64.31	8.9 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	516	0	60	576
	B	340	0	0	32	372
	C	0	0	0	372	372
	D	100	484	0	0	584
	Tot.	440	1000	0	464	1904

Traffic Lane Flows

Lane	Scenario 11: Furnessed Scenario 11 AM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	576(In) 516(Out)
1/2 (short)	60
2/1	372
3/1	372
4/1 (short)	100
4/2 (with short)	584(In) 484(Out)
5/1	440
6/1	1000
7/1	464

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	91.4 %	2018	2018
				Arm 7 Left	64.31	8.6 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 2: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	347	0	51	398
	B	475	0	0	42	517
	C	0	0	0	521	521
	D	92	439	0	0	531
	Tot.	567	786	0	614	1967

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Furnessed Scenario 11 PM
Junction: B4667 Upper Bond Street/ Hollycroft Signals	
1/1 (with short)	398(In) 347(Out)
1/2 (short)	51
2/1	517
3/1	521
4/1 (short)	92
4/2 (with short)	531(In) 439(Out)
5/1	567
6/1	786
7/1	614

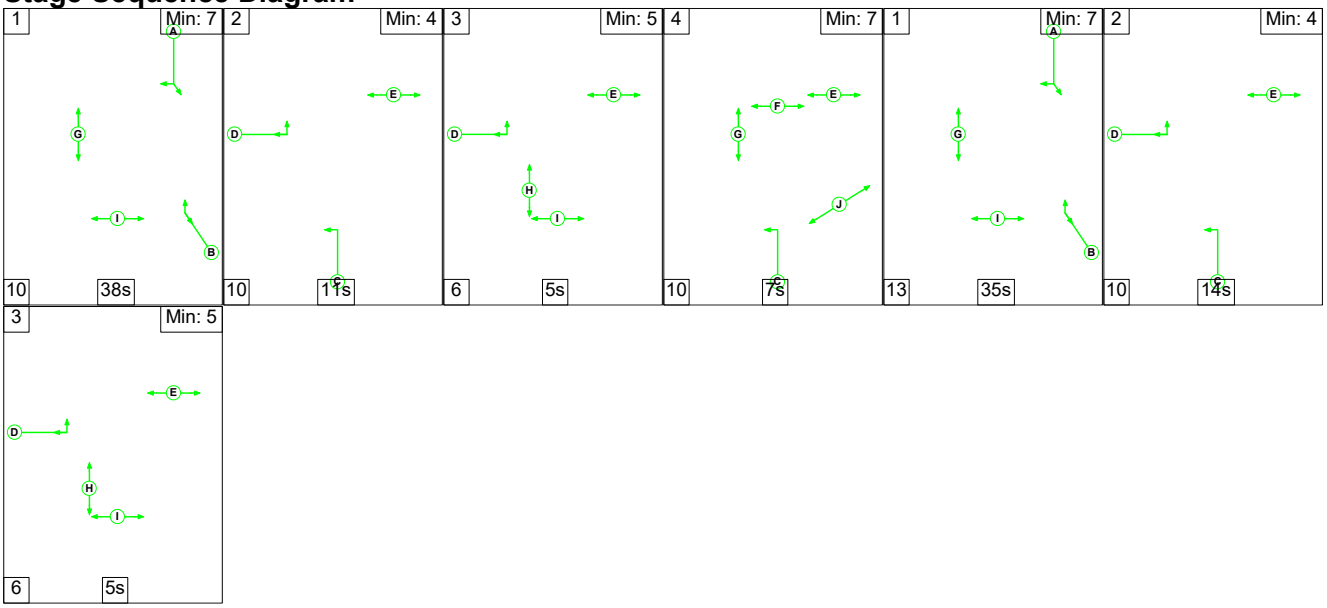
Lane Saturation Flows

Junction: B4667 Upper Bond Street/ Hollycroft Signals								
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 (B4667 Upper Bond Street (Northeast))	2.77	0.00	Y	Arm 6 Ahead	51.77	100.0 %	1839	1839
1/2 (B4667 Upper Bond Street (Northeast))	2.78	0.00	N	Arm 7 Right	12.96	100.0 %	1822	1822
2/1 (B4667 Lower Bond Street (Southeast))	4.69	0.00	Y	Arm 5 Ahead	44.48	91.9 %	2018	2018
				Arm 7 Left	64.31	8.1 %		
3/1 (Trinity Lane)	5.00	0.00	Y	Arm 7 Left	22.18	100.0 %	1981	1981
4/1 (Hollycroft)	3.75	0.00	Y	Arm 5 Left	13.83	100.0 %	1795	1795
4/2 (Hollycroft)	3.76	0.00	N	Arm 6 Right	3.98	100.0 %	1547	1547
5/1 (B4667 Upper Bond Street (Northeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4667 Lower Bond Street (Southeast) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hollycroft - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 2: 'Peds Every Other')

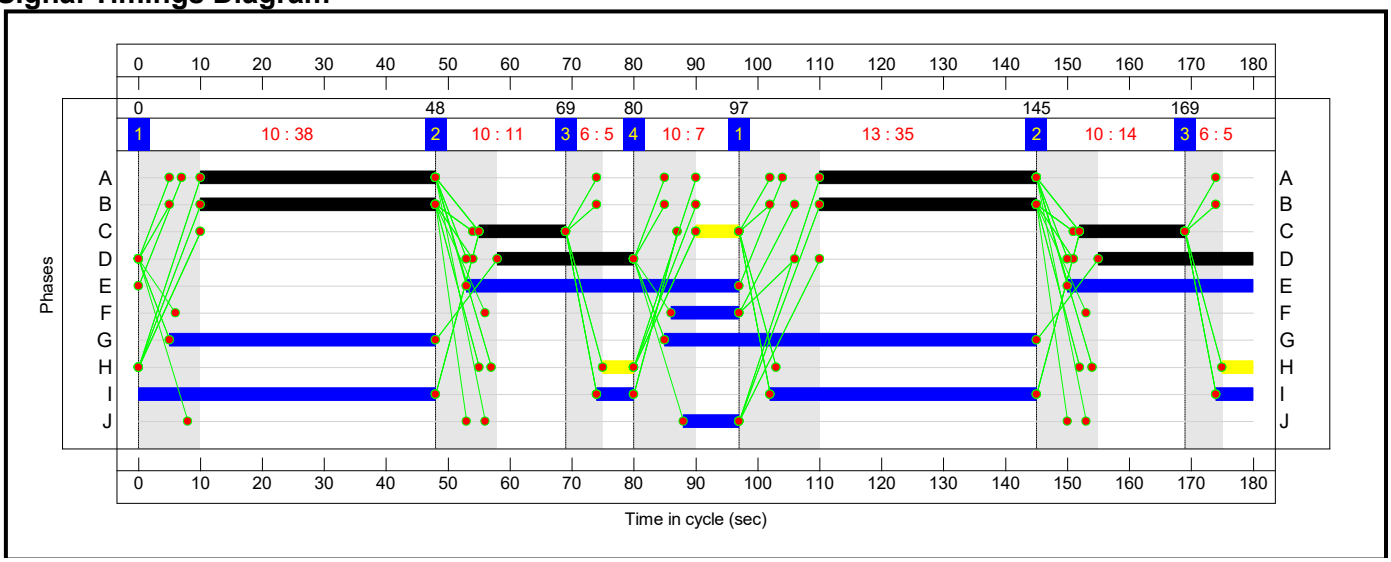
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	38	11	5	7	35	14	5
Change Point	0	48	69	80	97	145	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.9%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.9%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	73	-	513	1839:1822	684+110	64.7 : 64.7%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	47	-	373	2018	549	67.9%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	38	-	373	1981	451	82.7%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	73	-	587	1547:1795	557+151	82.9 : 82.9%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	904	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%

Full Input Data And Results

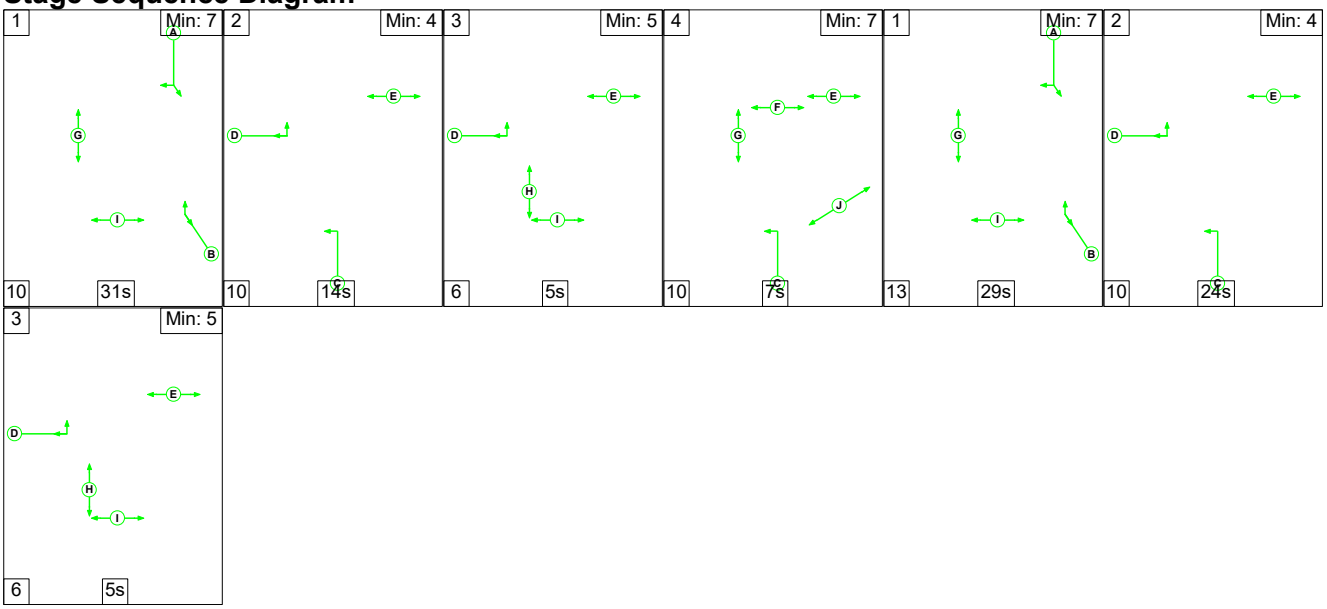
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**71**	**0**	**12.4**	**6.5**	**0.0**	**19.0**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**71**	**0**	**12.4**	**6.5**	**0.0**	**19.0**	**-**	**-**	**-**	**-**
1/1+1/2	513	513	0	71	0	3.0	0.9	-	3.9	27.1	10.9	0.9	11.8
2/1	373	373	-	-	-	3.1	1.0	-	4.1	39.8	9.3	1.0	10.4
3/1	373	373	-	-	-	2.7	2.3	-	4.9	47.6	8.3	2.3	10.5
4/2+4/1	587	587	-	-	-	3.7	2.3	-	6.1	37.1	13.9	2.3	16.3
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 18.98 Cycle Time (s): 180
PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 18.98

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 2: 'Peds Every Other')

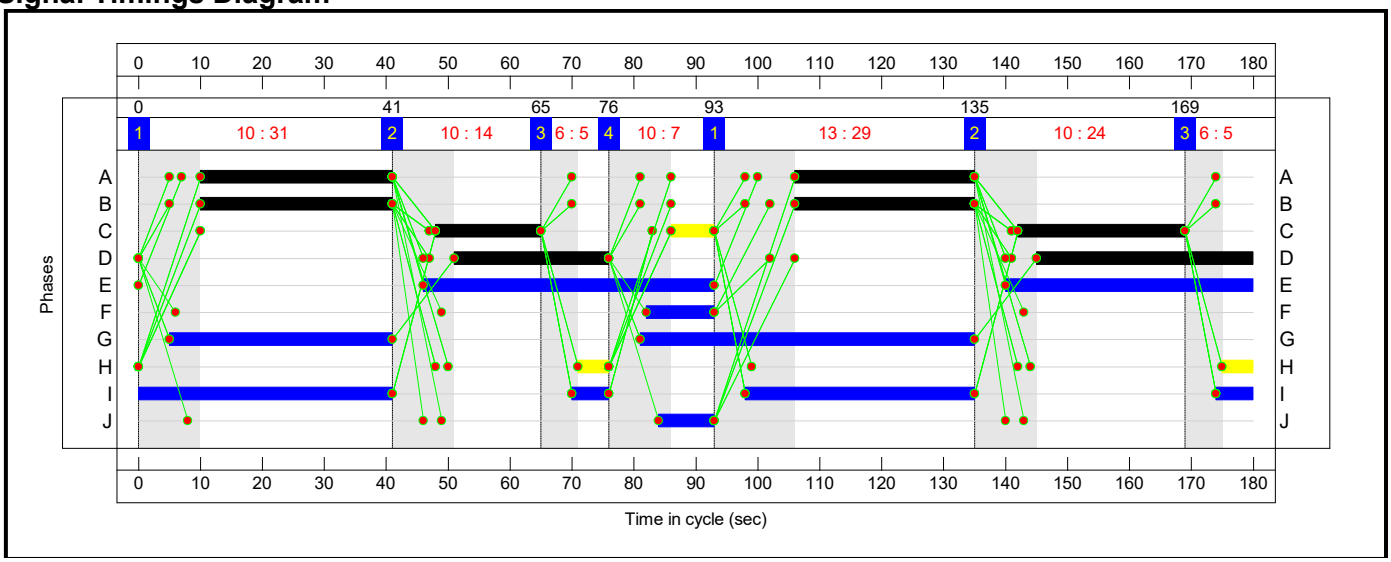
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	31	14	5	7	29	24	5
Change Point	0	41	65	76	93	135	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.3%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.3%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	60	-	425	1839:1822	559+108	63.7 : 63.7%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	60	-	470	2018	695	67.6%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	51	-	469	1981	594	78.9%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	60	-	472	1547:1795	472+116	80.3 : 80.3%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%

Full Input Data And Results

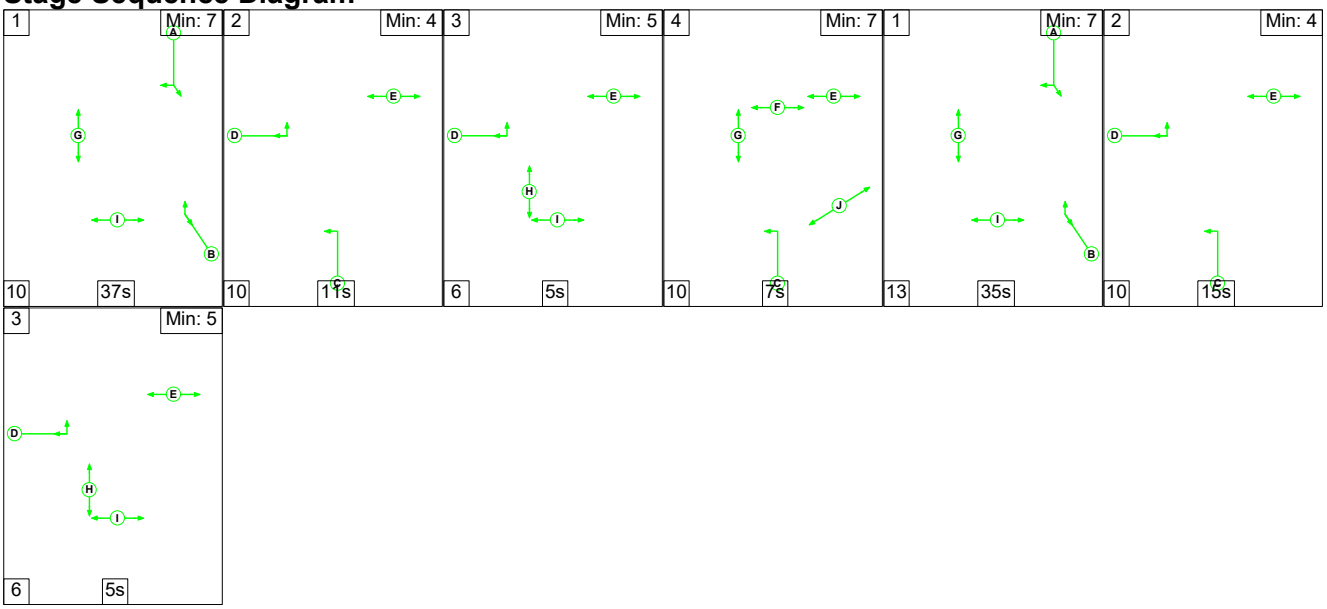
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**69**	**0**	**12.5**	**5.7**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**69**	**0**	**12.5**	**5.7**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
1/1+1/2	425	425	0	69	0	2.8	0.9	-	3.7	31.4	8.6	0.9	9.5
2/1	470	470	-	-	-	3.4	1.0	-	4.4	33.7	11.5	1.0	12.5
3/1	469	469	-	-	-	2.9	1.8	-	4.7	36.0	9.8	1.8	11.6
4/2+4/1	472	472	-	-	-	3.4	2.0	-	5.4	40.8	10.4	2.0	12.4
5/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.1 Total Delay for Signalled Lanes (pcuHr): 18.16 Cycle Time (s): 180
PRC Over All Lanes (%): 12.1 Total Delay Over All Lanes(pcuHr): 18.16

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 2: 'Peds Every Other')

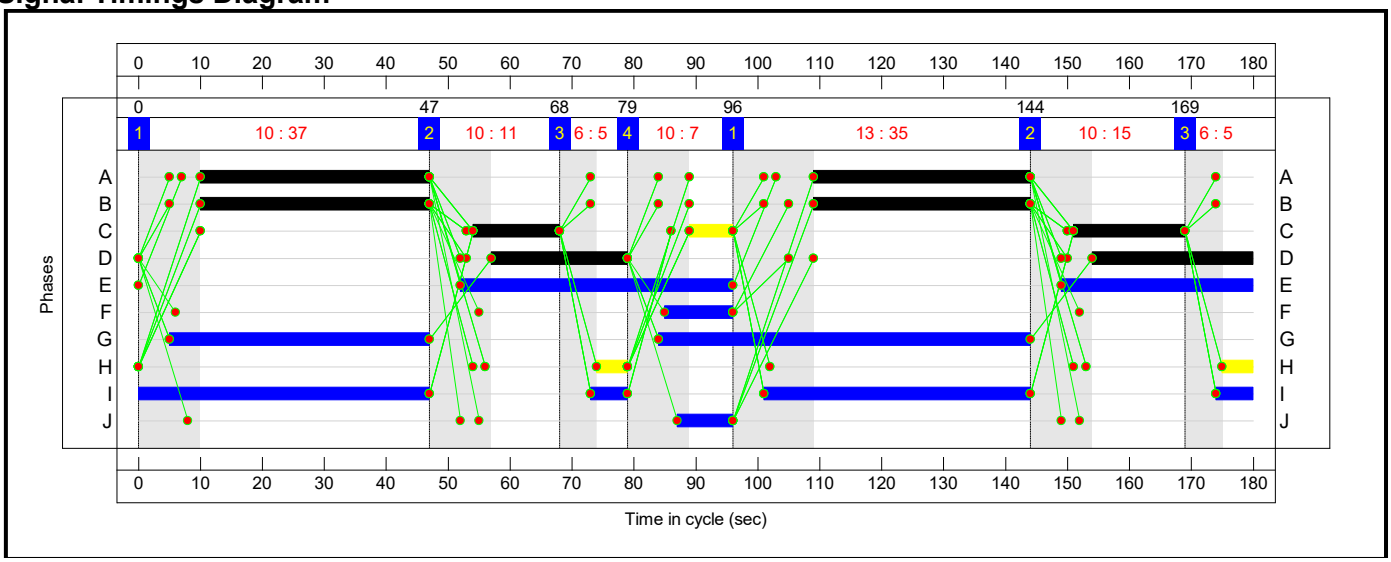
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	37	11	5	7	35	15	5
Change Point	0	47	68	79	96	144	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.2%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.2%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	72	-	518	1839:1822	679+103	66.3 : 66.3%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	48	-	373	2018	561	66.5%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	39	-	372	1981	462	80.5%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	72	-	570	1547:1795	558+135	82.2 : 82.2%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**68**	**0**	**12.4**	**6.2**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**68**	**0**	**12.4**	**6.2**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
1/1+1/2	518	518	0	68	0	3.1	1.0	-	4.0	28.0	11.2	1.0	12.2
2/1	373	373	-	-	-	3.0	1.0	-	4.0	38.8	9.3	1.0	10.3
3/1	372	372	-	-	-	2.6	2.0	-	4.6	44.5	8.1	2.0	10.0
4/2+4/1	570	570	-	-	-	3.6	2.2	-	5.9	37.1	13.4	2.2	15.7
5/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

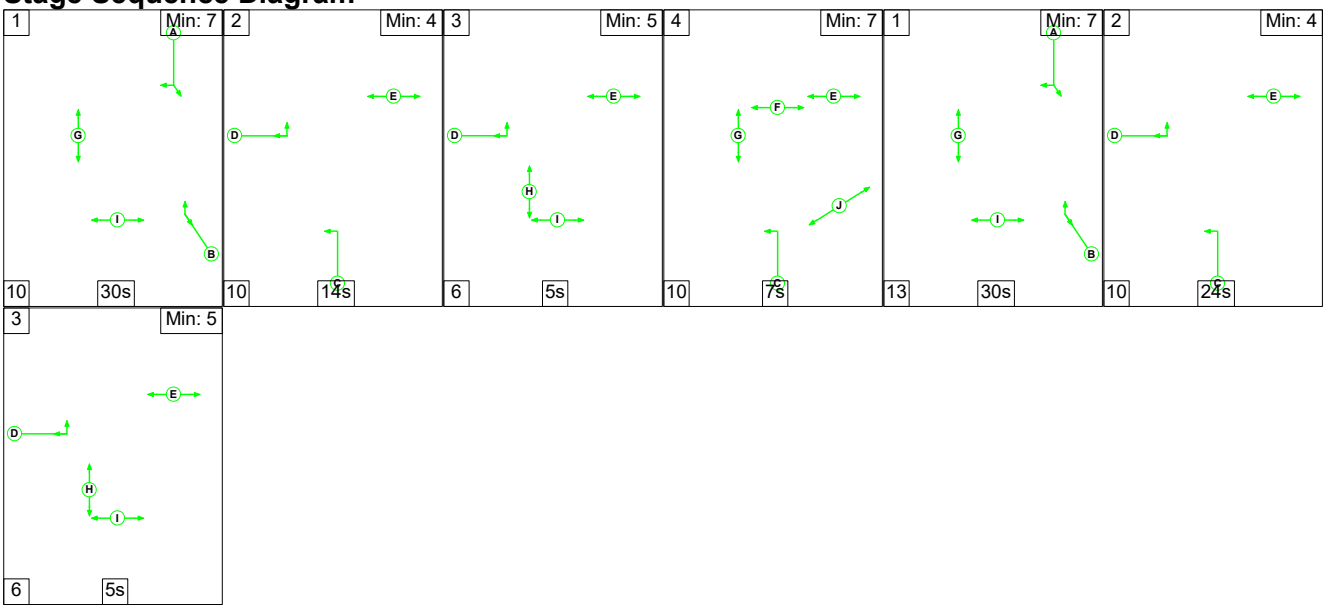
C1 PRC for Signalled Lanes (%): 9.5 Total Delay for Signalled Lanes (pcuHr): 18.52 Cycle Time (s): 180

PRC Over All Lanes (%): 9.5 Total Delay Over All Lanes(pcuHr): 18.52

Full Input Data And Results

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 2: 'Peds Every Other')

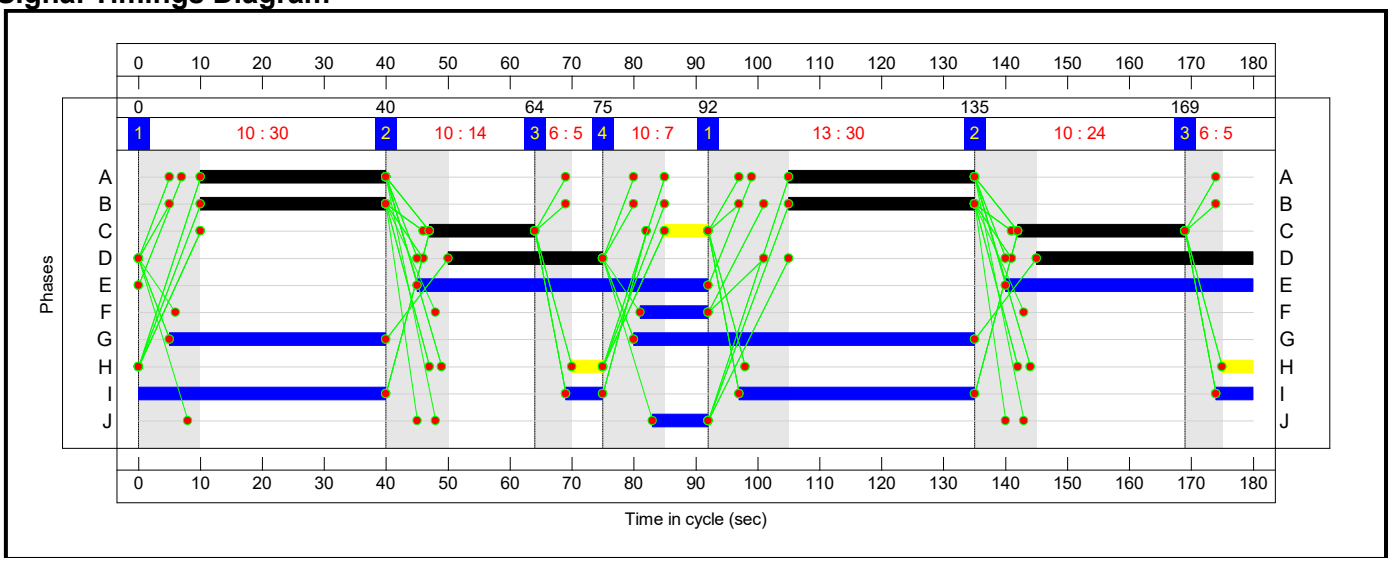
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	30	14	5	7	30	24	5
Change Point	0	40	64	75	92	135	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.0%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.0%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	60	-	428	1839:1822	557+111	64.1 : 64.1%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	60	-	476	2018	695	68.5%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	51	-	475	1981	594	79.9%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	60	-	478	1547:1795	469+121	81.0 : 81.0%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%

Full Input Data And Results

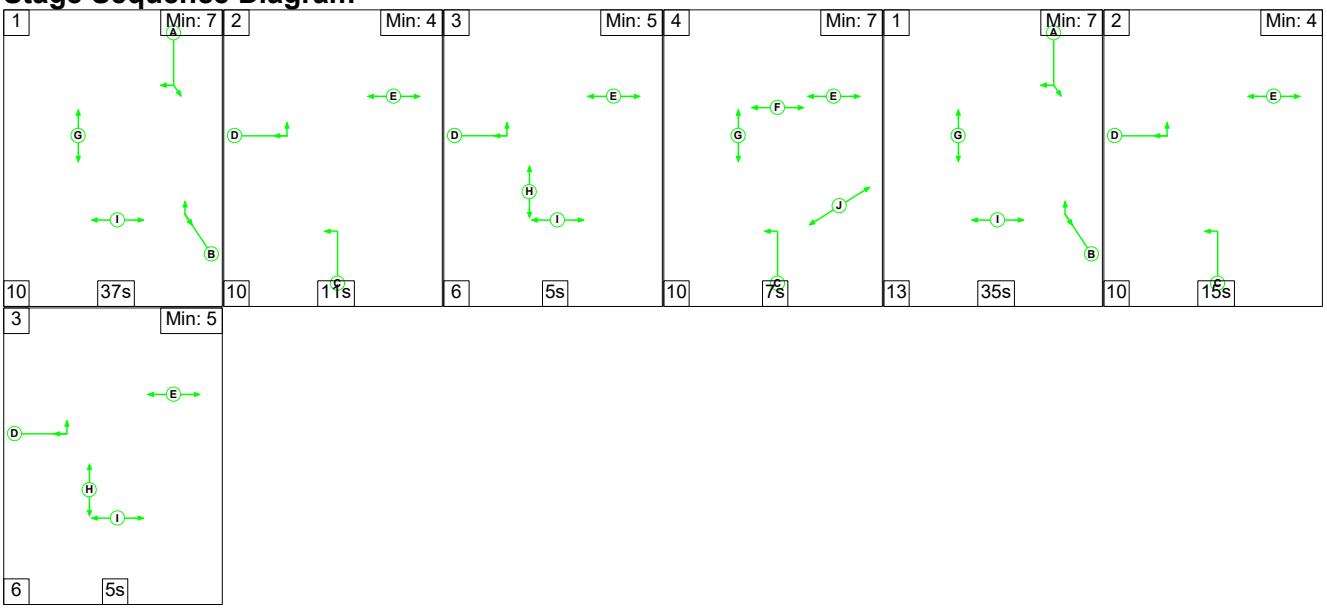
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**71**	**0**	**12.7**	**5.9**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**71**	**0**	**12.7**	**5.9**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
1/1+1/2	428	428	0	71	0	2.9	0.9	-	3.7	31.5	8.6	0.9	9.5
2/1	476	476	-	-	-	3.4	1.1	-	4.5	34.2	11.9	1.1	13.0
3/1	475	475	-	-	-	2.9	1.9	-	4.8	36.7	9.8	1.9	11.7
4/2+4/1	478	478	-	-	-	3.4	2.1	-	5.5	41.3	10.7	2.1	12.7
5/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.2 Total Delay for Signalled Lanes (pcuHr): 18.59 Cycle Time (s): 180
PRC Over All Lanes (%): 11.2 Total Delay Over All Lanes(pcuHr): 18.59

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 2: 'Peds Every Other')

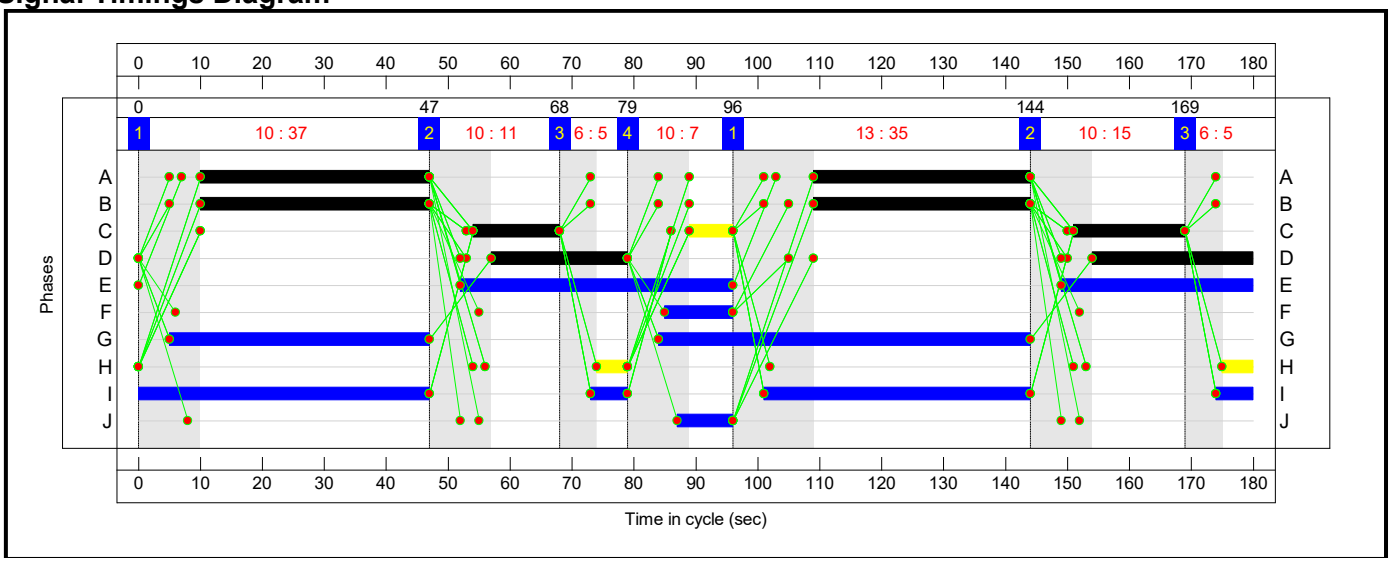
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	37	11	5	7	35	15	5
Change Point	0	47	68	79	96	144	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.2%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.2%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	72	-	539	1839:1822	678+103	69.0 : 69.0%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	48	-	378	2018	561	67.4%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	39	-	372	1981	462	80.5%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	72	-	570	1547:1795	558+135	82.2 : 82.2%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**71**	**0**	**12.6**	**6.3**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**71**	**0**	**12.6**	**6.3**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
1/1+1/2	539	539	0	71	0	3.2	1.1	-	4.3	28.9	11.8	1.1	12.9
2/1	378	378	-	-	-	3.1	1.0	-	4.1	39.2	9.6	1.0	10.6
3/1	372	372	-	-	-	2.6	2.0	-	4.6	44.5	8.1	2.0	10.0
4/2+4/1	570	570	-	-	-	3.6	2.2	-	5.9	37.1	13.4	2.2	15.7
5/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

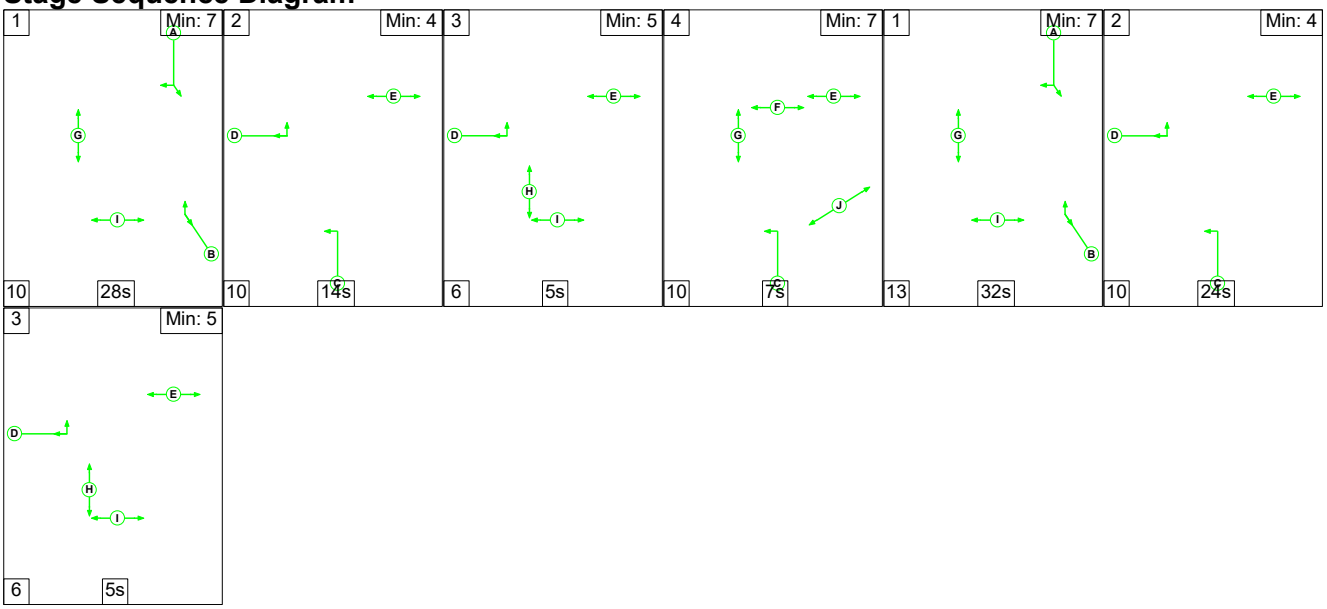
C1 PRC for Signalled Lanes (%): 9.5 Total Delay for Signalled Lanes (pcuHr): 18.91 Cycle Time (s): 180

PRC Over All Lanes (%): 9.5 Total Delay Over All Lanes(pcuHr): 18.91

Full Input Data And Results

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 2: 'Peds Every Other')

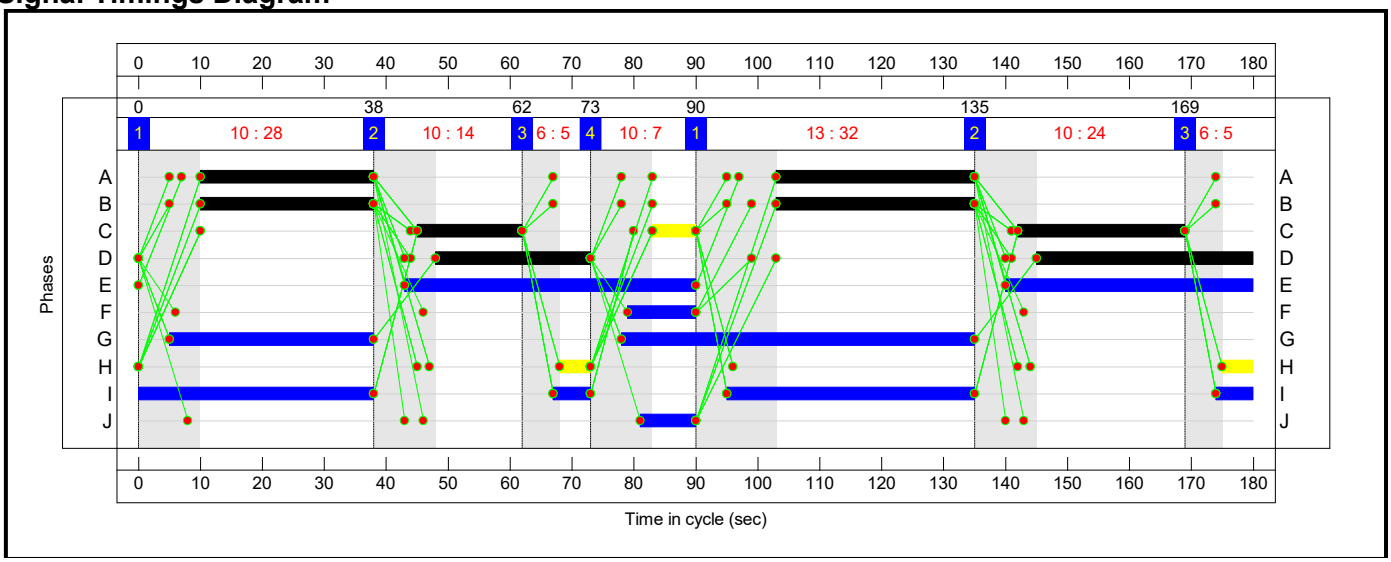
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	28	14	5	7	32	24	5
Change Point	0	38	62	73	90	135	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.1%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.1%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	60	-	435	1839:1822	558+111	65.1 : 65.1%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	60	-	483	2018	695	69.5%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	51	-	487	1981	594	81.9%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	60	-	485	1547:1795	469+122	82.1 : 82.1%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%

Full Input Data And Results

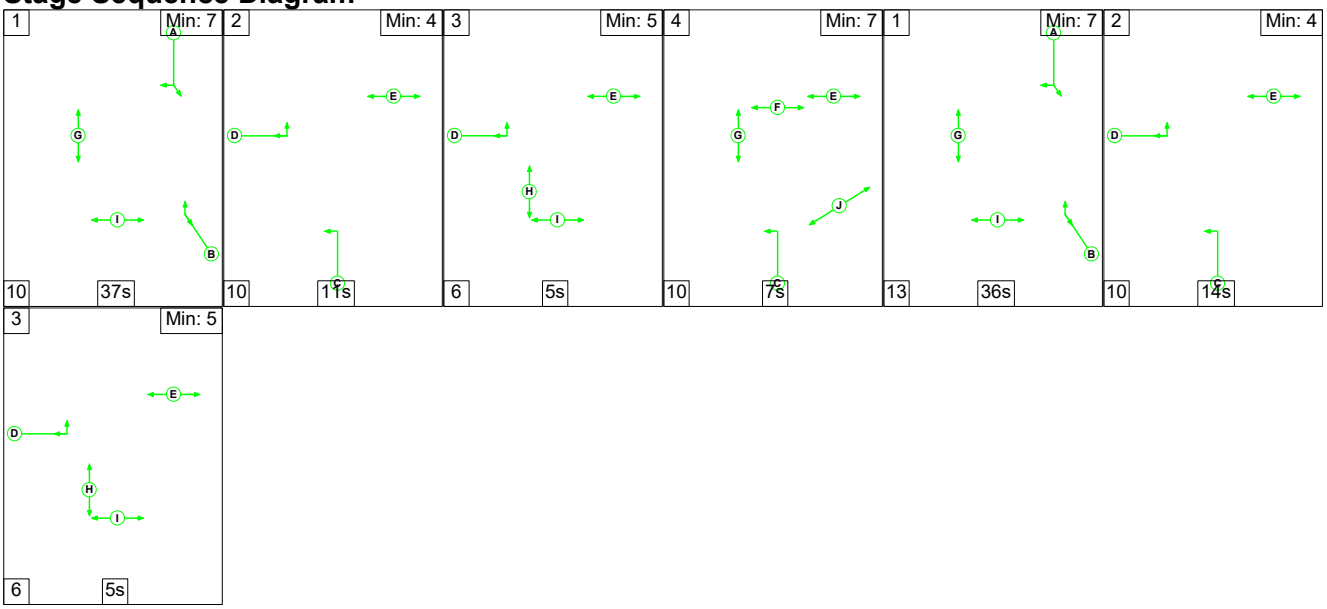
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**72**	**0**	**13.0**	**6.4**	**0.0**	**19.4**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**72**	**0**	**13.0**	**6.4**	**0.0**	**19.4**	**-**	**-**	**-**	**-**
1/1+1/2	435	435	0	72	0	2.9	0.9	-	3.8	31.8	8.8	0.9	9.7
2/1	483	483	-	-	-	3.6	1.1	-	4.7	34.9	12.5	1.1	13.6
3/1	487	487	-	-	-	3.0	2.2	-	5.2	38.3	9.7	2.2	11.9
4/2+4/1	485	485	-	-	-	3.5	2.2	-	5.7	42.3	10.8	2.2	13.0
5/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.6 Total Delay for Signalled Lanes (pcuHr): 19.41 Cycle Time (s): 180
PRC Over All Lanes (%): 9.6 Total Delay Over All Lanes(pcuHr): 19.41

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 2: 'Peds Every Other')

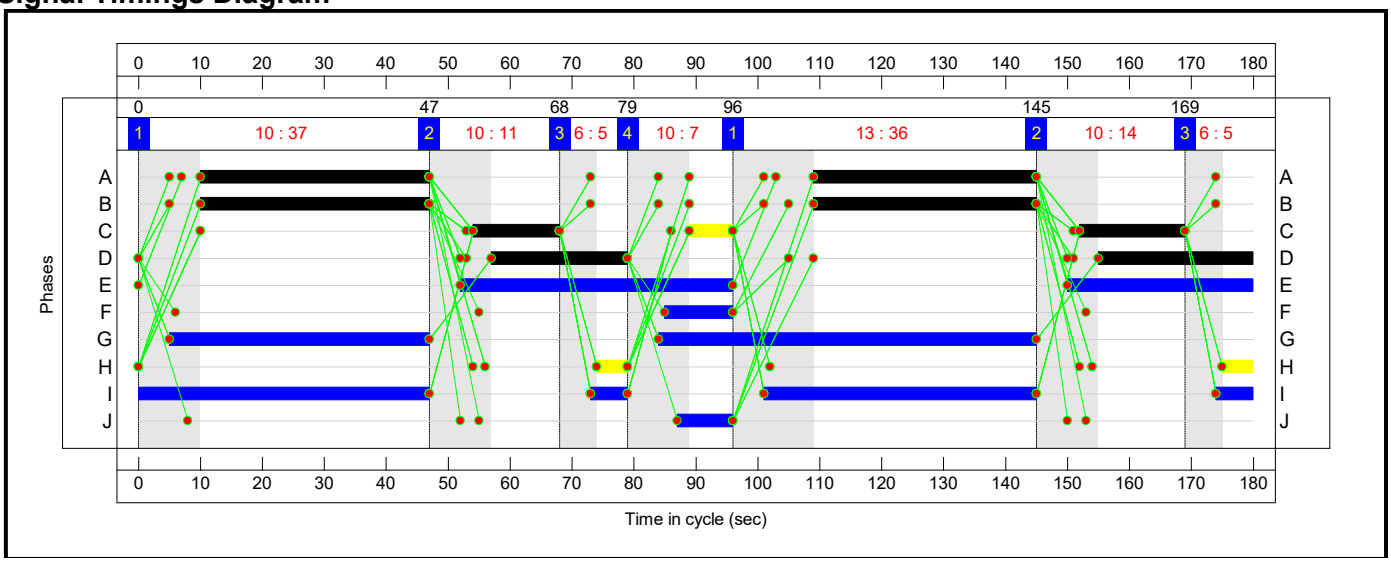
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	37	11	5	7	36	14	5
Change Point	0	47	68	79	96	145	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.4%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.4%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	73	-	542	1839:1822	699+87	68.9 : 68.9%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	47	-	377	2018	549	68.6%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	38	-	375	1981	451	83.1%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	73	-	588	1547:1795	573+123	84.4 : 84.4%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**60**	**0**	**12.8**	**7.1**	**0.0**	**19.9**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**60**	**0**	**12.8**	**7.1**	**0.0**	**19.9**	**-**	**-**	**-**	**-**
1/1+1/2	542	542	0	60	0	3.2	1.1	-	4.3	28.7	12.2	1.1	13.3
2/1	377	377	-	-	-	3.1	1.1	-	4.2	40.2	9.6	1.1	10.7
3/1	375	375	-	-	-	2.7	2.3	-	5.0	48.0	8.1	2.3	10.4
4/2+4/1	588	588	-	-	-	3.8	2.6	-	6.4	39.1	14.3	2.6	16.9
5/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

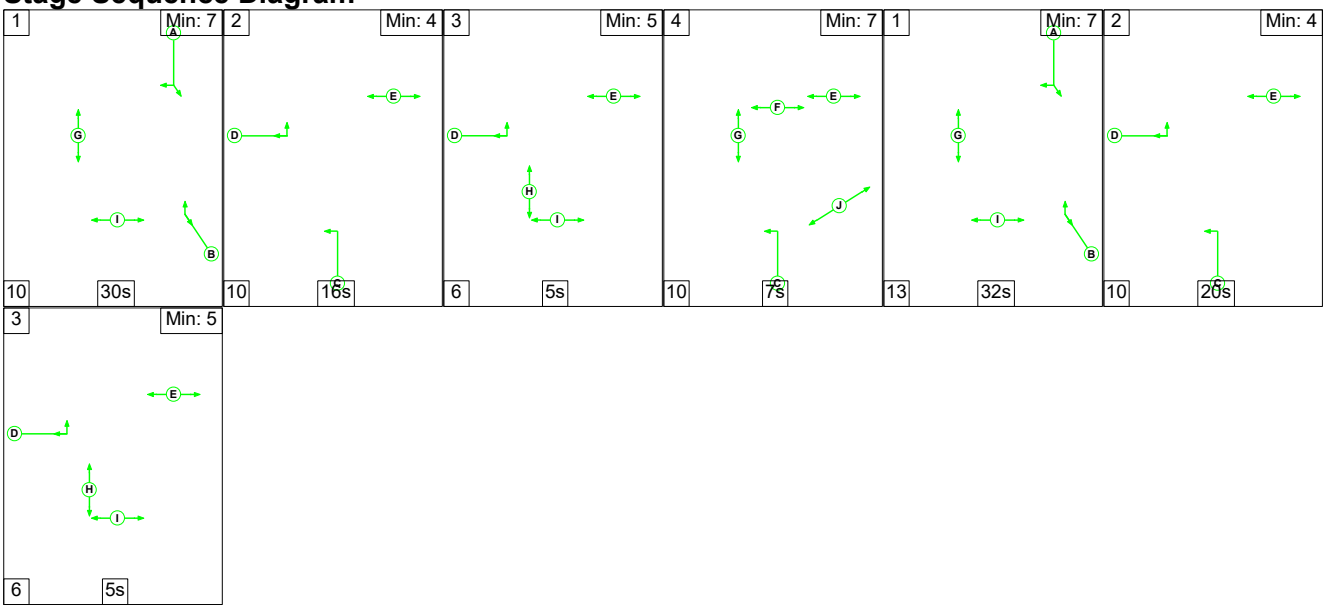
C1 PRC for Signalled Lanes (%): 6.6 Total Delay for Signalled Lanes (pcuHr): 19.93 Cycle Time (s): 180

PRC Over All Lanes (%): 6.6 Total Delay Over All Lanes(pcuHr): 19.93

Full Input Data And Results

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 2: 'Peds Every Other')

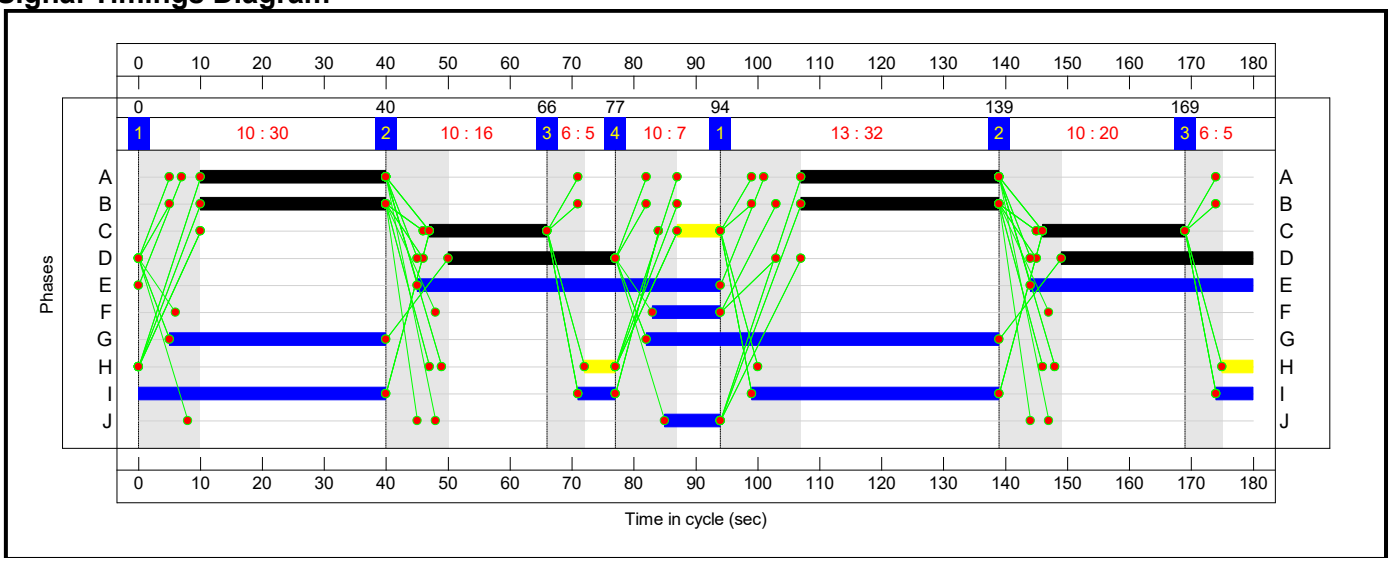
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	30	16	5	7	32	20	5
Change Point	0	40	66	77	94	139	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	62	-	419	1839:1822	580+105	61.2 : 61.2%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	58	-	503	2018	673	74.8%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	49	-	512	1981	572	89.5%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	62	-	540	1547:1795	491+110	89.8 : 89.8%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%

Full Input Data And Results

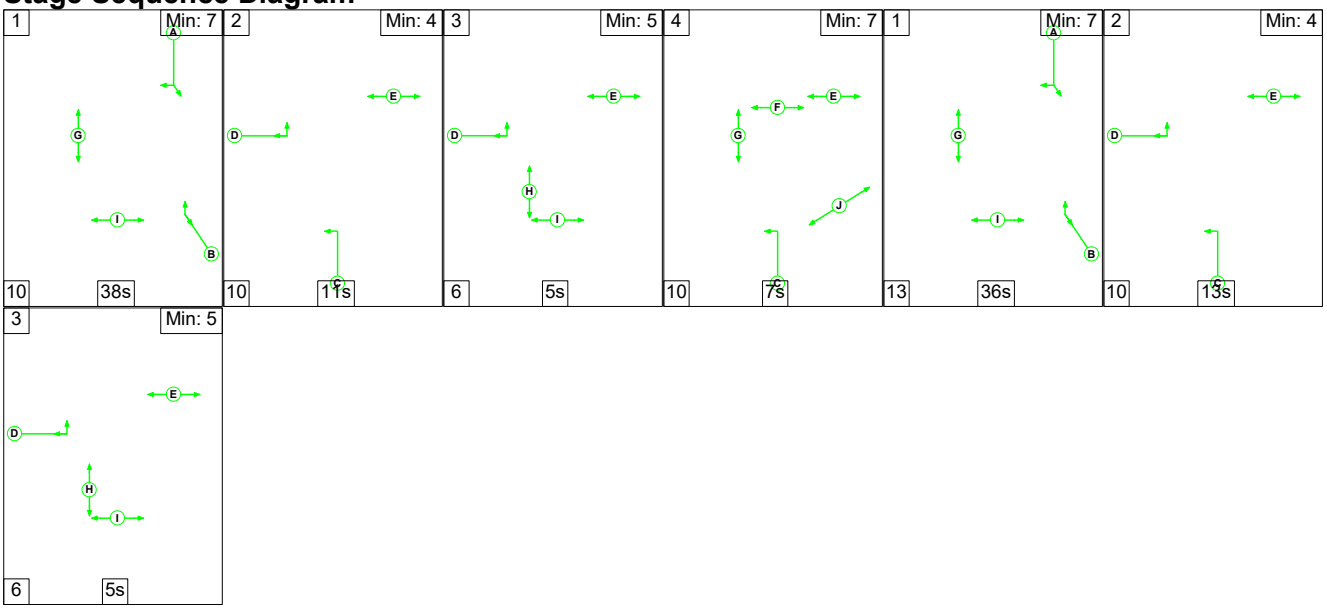
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**64**	**0**	**14.0**	**9.9**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**64**	**0**	**14.0**	**9.9**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
1/1+1/2	419	419	0	64	0	2.7	0.8	-	3.5	30.2	8.8	0.8	9.5
2/1	503	503	-	-	-	3.8	1.5	-	5.3	38.0	13.1	1.5	14.6
3/1	512	512	-	-	-	3.3	3.8	-	7.1	49.9	10.8	3.8	14.6
4/2+4/1	540	540	-	-	-	4.0	3.9	-	7.9	53.0	13.5	3.9	17.4
5/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.3 Total Delay for Signalled Lanes (pcuHr): 23.86 Cycle Time (s): 180
PRC Over All Lanes (%): 0.3 Total Delay Over All Lanes(pcuHr): 23.86

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 2: 'Peds Every Other')

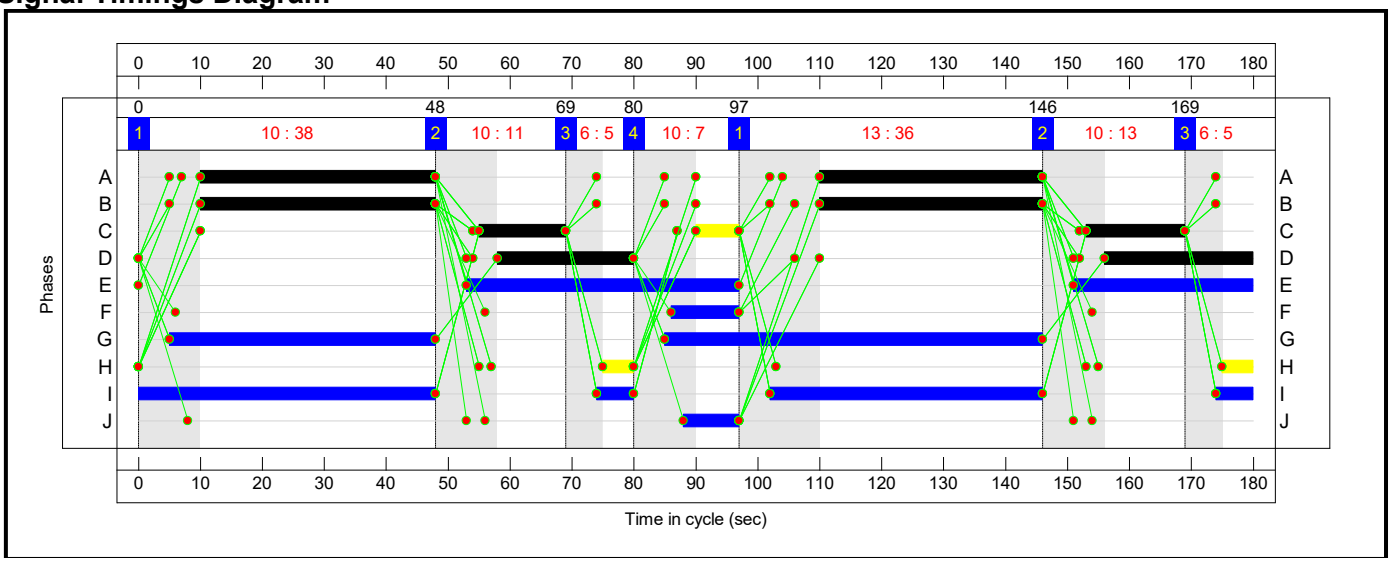
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	38	11	5	7	36	13	5
Change Point	0	48	69	80	97	146	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.7%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.7%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	74	-	550	1839:1822	706+91	69.0 : 69.0%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	46	-	372	2018	538	69.1%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	37	-	373	1981	440	84.7%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	74	-	590	1547:1795	582+123	83.7 : 83.7%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%

Full Input Data And Results

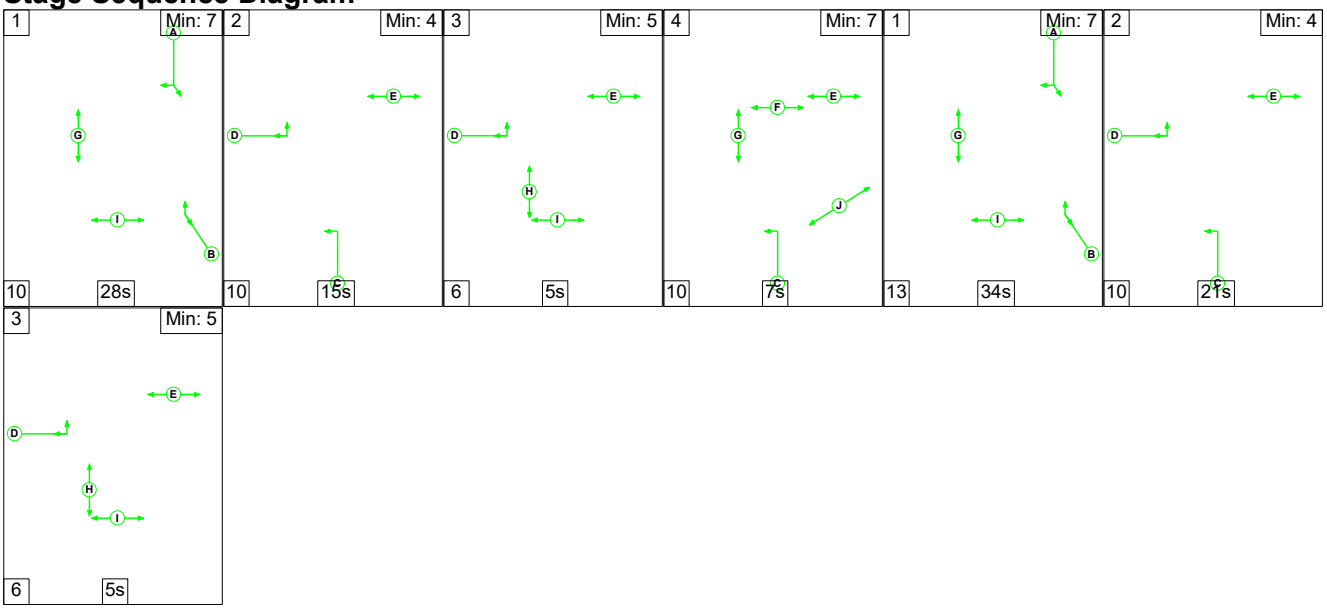
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**63**	**0**	**12.8**	**7.3**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**63**	**0**	**12.8**	**7.3**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
1/1+1/2	550	550	0	63	0	3.2	1.1	-	4.3	28.4	12.3	1.1	13.4
2/1	372	372	-	-	-	3.1	1.1	-	4.2	40.9	9.4	1.1	10.5
3/1	373	373	-	-	-	2.7	2.6	-	5.3	51.1	8.3	2.6	10.9
4/2+4/1	590	590	-	-	-	3.8	2.5	-	6.2	38.0	14.4	2.5	16.9
5/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.2 Total Delay for Signalled Lanes (pcuHr): 20.09 Cycle Time (s): 180
PRC Over All Lanes (%): 6.2 Total Delay Over All Lanes(pcuHr): 20.09

Full Input Data And Results

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 2: 'Peds Every Other')

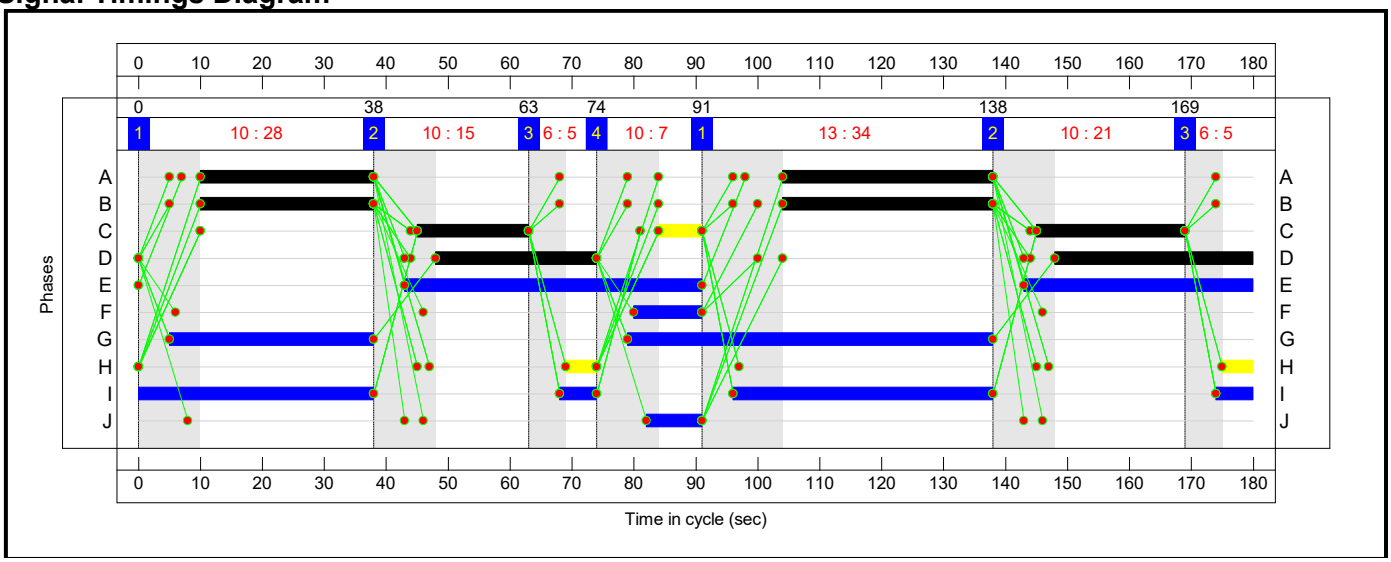
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	28	15	5	7	34	21	5
Change Point	0	38	63	74	91	138	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.7%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.7%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	62	-	409	1839:1822	584+98	59.9 : 59.9%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	58	-	507	2018	673	75.4%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	49	-	515	1981	572	90.0%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	62	-	544	1547:1795	493+107	90.7 : 90.7%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%

Full Input Data And Results

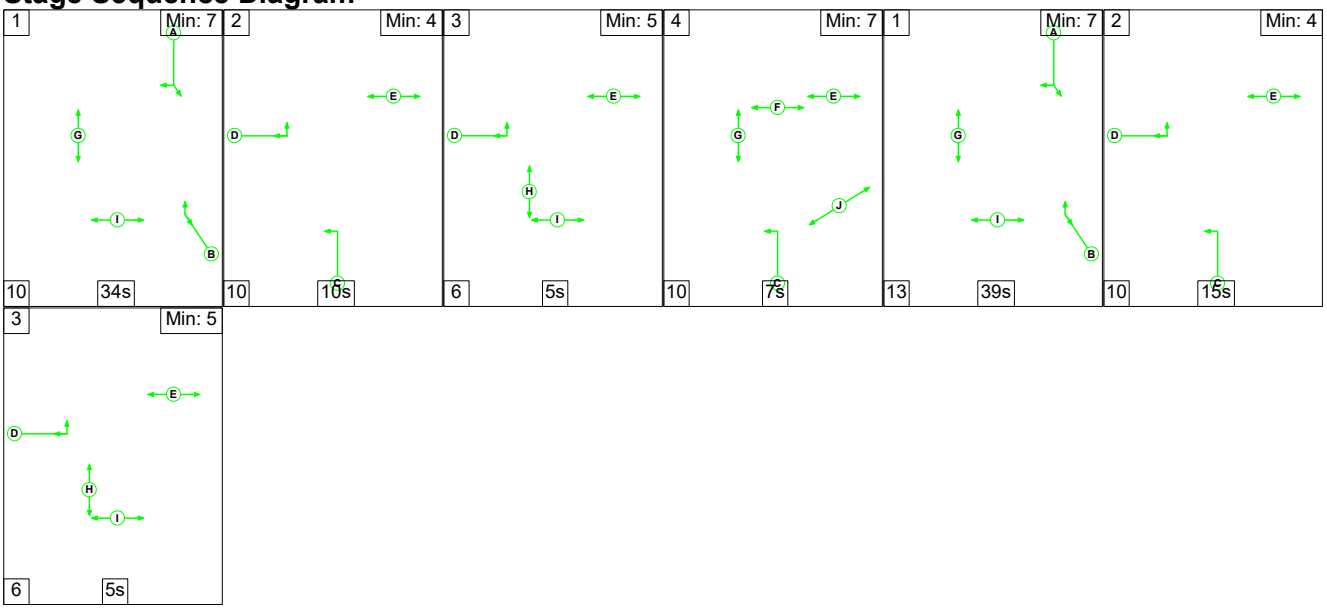
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**59**	**0**	**14.0**	**10.4**	**0.0**	**24.4**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**59**	**0**	**14.0**	**10.4**	**0.0**	**24.4**	**-**	**-**	**-**	**-**
1/1+1/2	409	409	0	59	0	2.6	0.7	-	3.4	29.8	8.4	0.7	9.1
2/1	507	507	-	-	-	3.9	1.5	-	5.4	38.6	13.7	1.5	15.2
3/1	515	515	-	-	-	3.4	4.0	-	7.3	51.2	10.6	4.0	14.5
4/2+4/1	544	544	-	-	-	4.1	4.2	-	8.3	54.9	13.5	4.2	17.7
5/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.7 Total Delay for Signalled Lanes (pcuHr): 24.45 Cycle Time (s): 180
PRC Over All Lanes (%): -0.7 Total Delay Over All Lanes(pcuHr): 24.45

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 2: 'Peds Every Other')

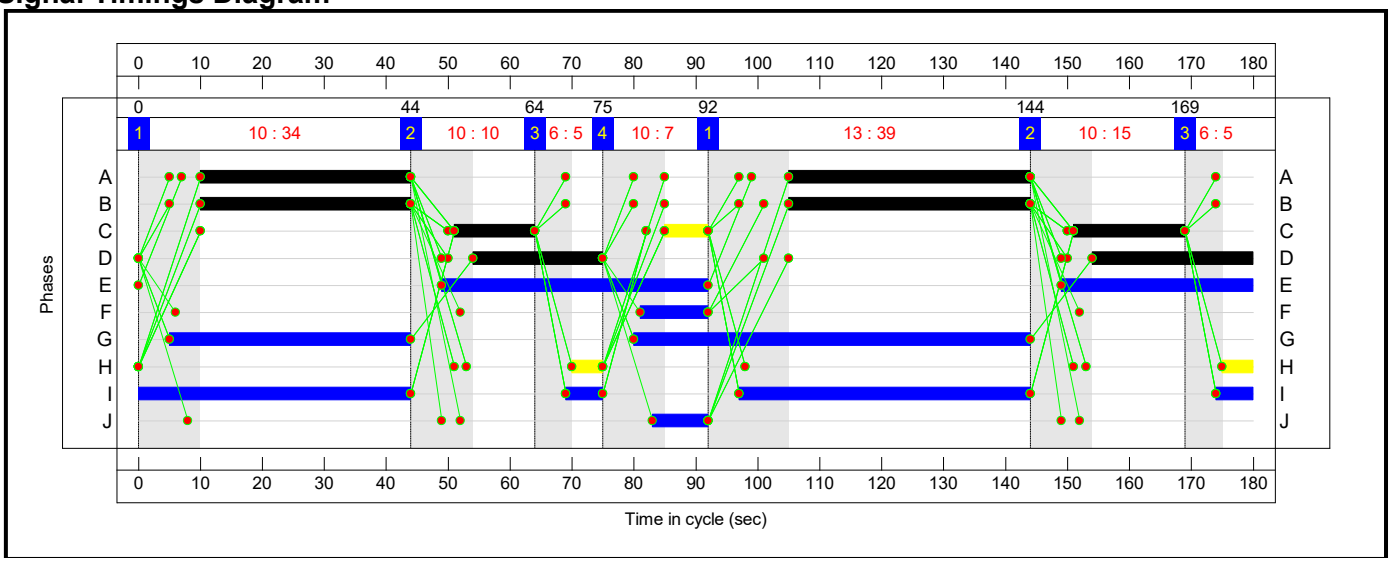
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	34	10	5	7	39	15	5
Change Point	0	44	64	75	92	144	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	73	-	576	1839:1822	703+82	73.4 : 73.4%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	47	-	372	2018	549	67.7%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	38	-	372	1981	451	82.4%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	73	-	584	1547:1795	576+119	84.1 : 84.1%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	1000	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**60**	**0**	**13.0**	**7.1**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**60**	**0**	**13.0**	**7.1**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
1/1+1/2	576	576	0	60	0	3.5	1.4	-	4.9	30.5	13.2	1.4	14.5
2/1	372	372	-	-	-	3.1	1.0	-	4.2	40.3	9.8	1.0	10.9
3/1	372	372	-	-	-	2.7	2.2	-	4.9	47.2	7.7	2.2	10.0
4/2+4/1	584	584	-	-	-	3.7	2.5	-	6.3	38.6	13.9	2.5	16.5
5/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

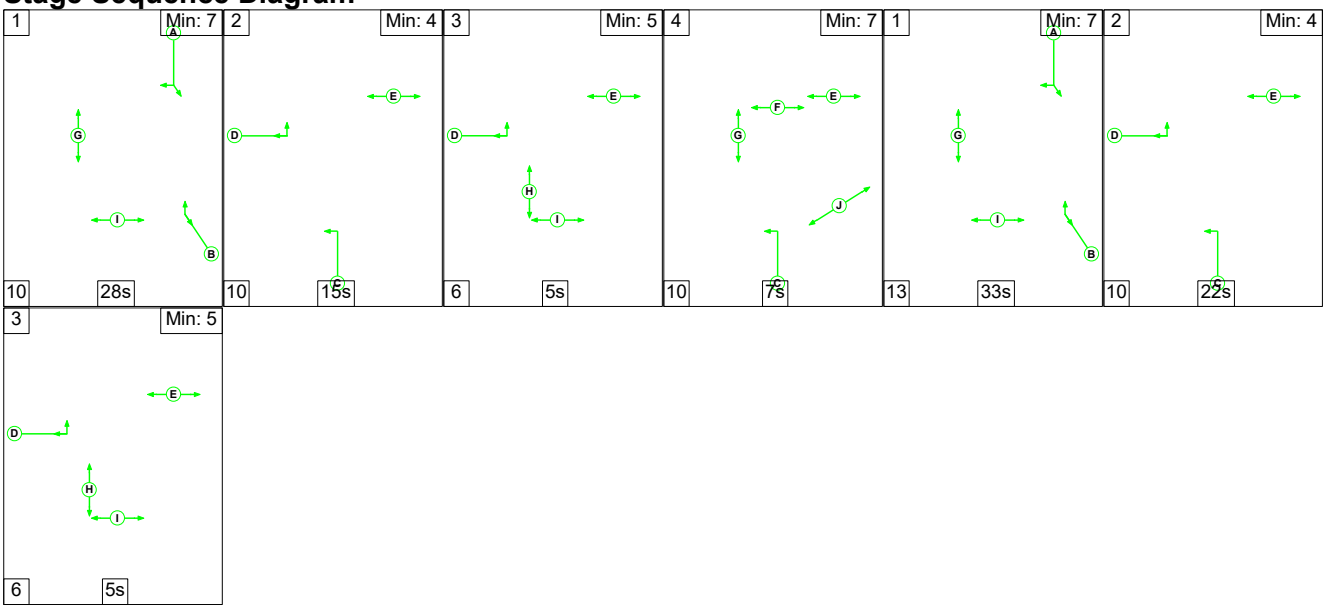
C1 PRC for Signalled Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 20.18 Cycle Time (s): 180

PRC Over All Lanes (%): 7.1 Total Delay Over All Lanes(pcuHr): 20.18

Full Input Data And Results

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 2: 'Peds Every Other')

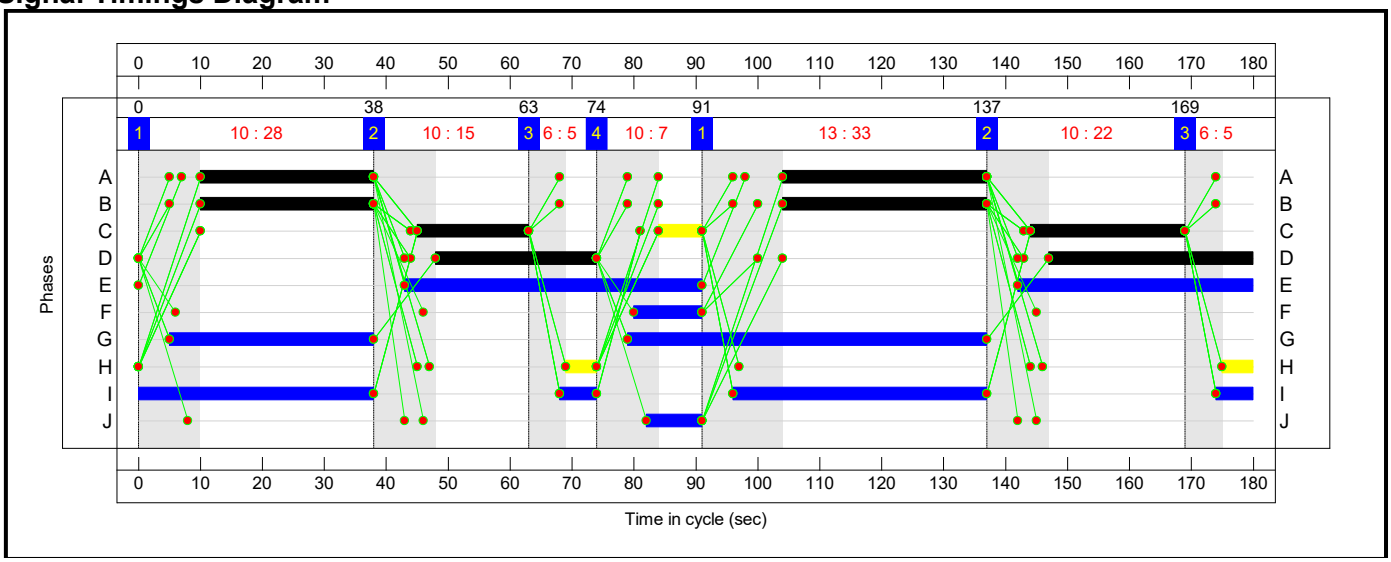
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	28	15	5	7	33	22	5
Change Point	0	38	63	74	91	137	169

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.0%**
B4667 Upper Bond Street/ Hollycroft Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.0%**
1/1+1/2	B4667 Upper Bond Street (Northeast) Ahead Right	U+O	N/A	N/A	A		2	61	-	398	1839:1822	583+86	59.6 : 59.6%
2/1	B4667 Lower Bond Street (Southeast) Ahead Left	U	N/A	N/A	D		2	59	-	517	2018	684	75.6%
3/1	Trinity Lane Left	U	N/A	N/A	C		3	50	-	521	1981	583	89.3%
4/2+4/1	Hollycroft Left Right	U	N/A	N/A	B		2	61	-	531	1547:1795	488+102	90.0 : 90.0%
5/1	B4667 Upper Bond Street (Northeast) - Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
6/1	B4667 Lower Bond Street (Southeast) - Exit	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Hollycroft - Exit	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**51**	**0**	**14.0**	**10.0**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
B4667 Upper Bond Street/ Hollycroft Signals	**-**	**-**	**0**	**51**	**0**	**14.0**	**10.0**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
1/1+1/2	398	398	0	51	0	2.6	0.7	-	3.3	30.2	8.2	0.7	9.0
2/1	517	517	-	-	-	4.0	1.5	-	5.5	38.2	13.8	1.5	15.3
3/1	521	521	-	-	-	3.4	3.7	-	7.1	49.2	10.7	3.7	14.4
4/2+4/1	531	531	-	-	-	4.0	4.0	-	8.0	54.1	13.0	4.0	17.0
5/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.0 Total Delay for Signalled Lanes (pcuHr): 23.93 Cycle Time (s): 180
PRC Over All Lanes (%): -0.0 Total Delay Over All Lanes(pcuHr): 23.93

Appendix S: B590 Trinity Lane / Coventry Road Signals Capacity Modelling Output

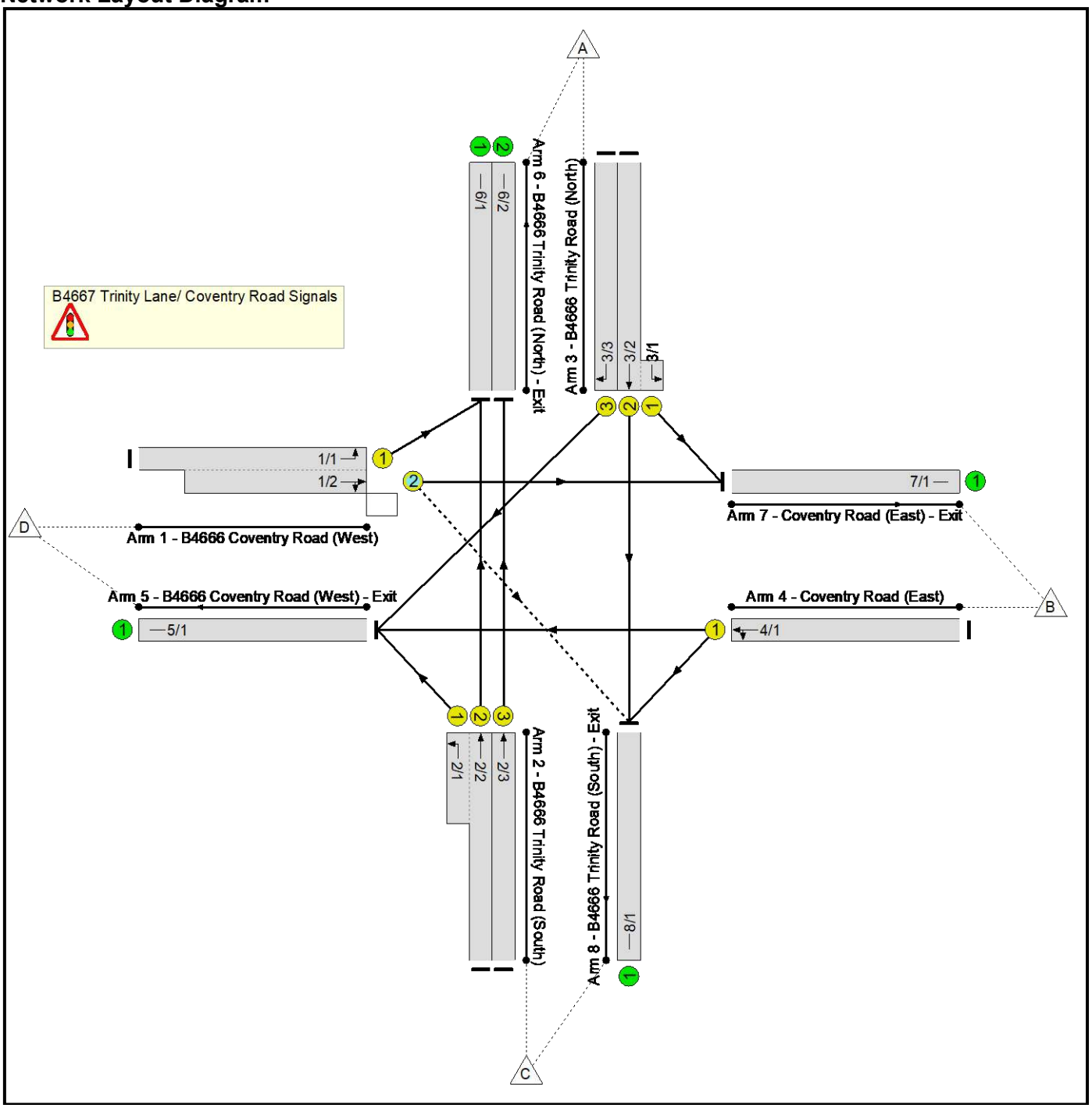
Full Input Data And Results

User and Project Details

Project:	**Normandy Way, Hinckley**
Title:	**B4666 Trinity Road/ Coventry Road**
Location:	
Client:	Miller Homes
Site Ref(s):	8
Additional detail:	Model Built from Application 24/00610/OUT - Appendix P (page 261)
File name:	109523-PEF-ZZ-XX-T.M-H-000008_S2_P1.lsg3x
Author:	J FARRELL
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

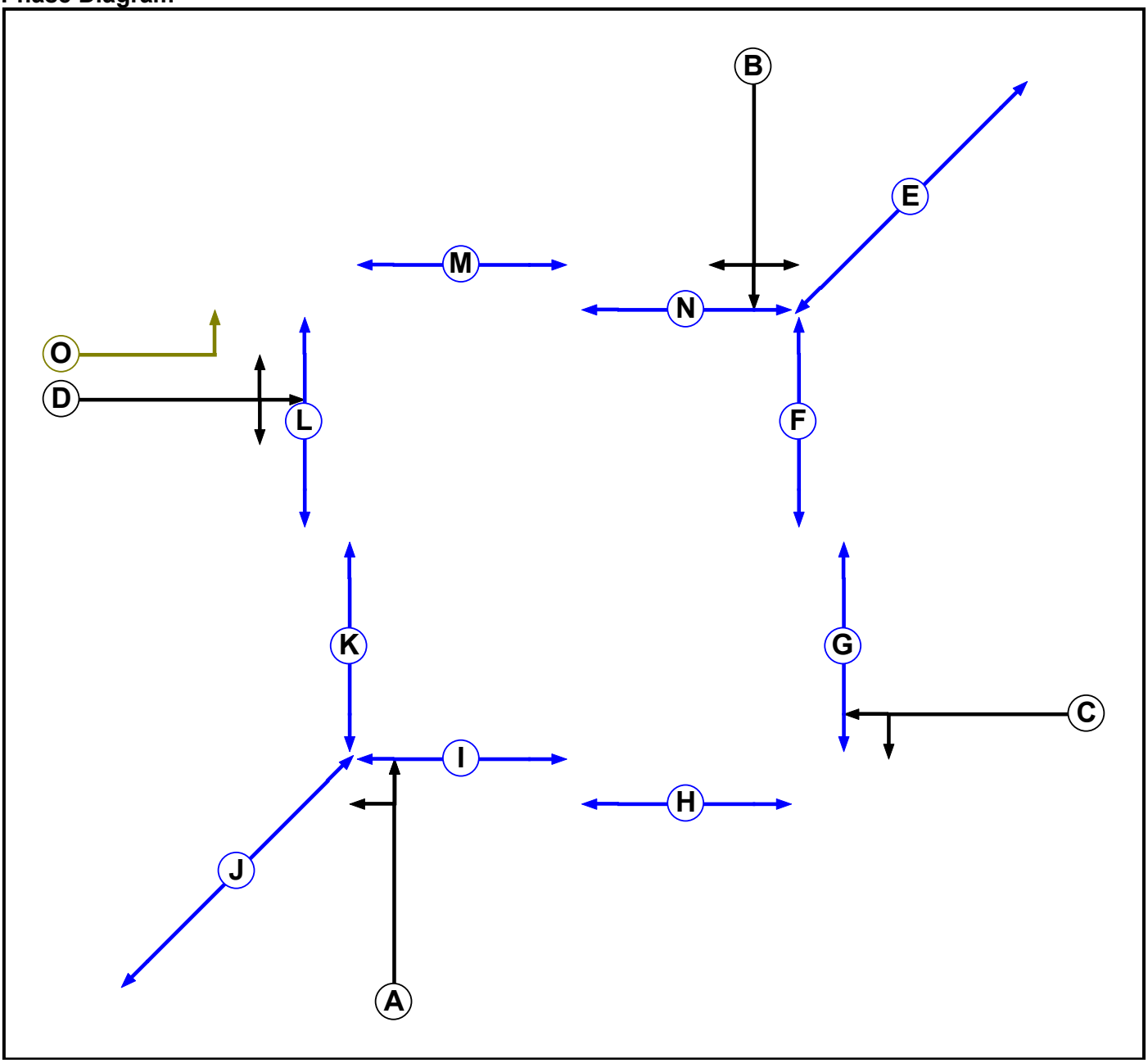
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5
O	Filter	D	4	0

Full Input Data And Results

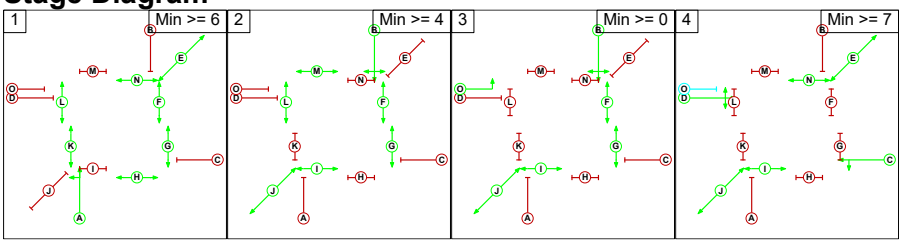
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
A		6	6	6	-	-	-	-	5	5	-	-	7	-	6
B	6		6	6	6	-	-	7	-	-	7	-	-	6	-
C	8	8		-	-	-	7	7	-	-	7	-	-	-	-
D	8	8	-		-	7	-	7	-	-	-	7	7	-	-
E	-	6	-	-		-	-	-	-	-	-	-	-	-	-
F	-	-	-	6	-		-	-	-	-	-	-	-	-	-
G	-	-	6	-	-	-		-	-	-	-	-	-	-	-
H	-	6	6	6	-	-	-		-	-	-	-	-	-	-
I	6	-	-	-	-	-	-	-		-	-	-	-	-	-
J	6	-	-	-	-	-	-	-	-		-	-	-	-	-
K	-	6	6	-	-	-	-	-	-	-		-	-	-	-
L	-	-	-	6	-	-	-	-	-	-	-		-	-	6
M	6	-	-	6	-	-	-	-	-	-	-	-		-	6
N	-	6	-	-	-	-	-	-	-	-	-	-	-		-
O	8	-	-	-	-	-	-	-	-	-	-	7	7	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4
1		7	6	6
2	7		6	6
3	X	X		6
4	8	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4667 Trinity Lane/ Coventry Road Signals											
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 (B4666 Coventry Road (West))	8/1 (Right)	1400	0	4/1	1.10	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: B4667 Trinity Lane/ Coventry Road Signals												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B4666 Coventry Road (West))	U	D O	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	90.00
1/2 (B4666 Coventry Road (West))	O	D	2	3	12.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead Arm 8 Right	Inf 15.00
2/1 (B4666 Trinity Road (South))	U	A	2	3	6.0	Geom	-	3.50	0.00	Y	Arm 5 Left	13.00
2/2 (B4666 Trinity Road (South))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
2/3 (B4666 Trinity Road (South))	U	A	2	3	11.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	12.00
3/1 (B4666 Trinity Road (North))	U	B	2	3	2.0	Geom	-	3.25	0.00	Y	Arm 7 Left	12.00
3/2 (B4666 Trinity Road (North))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
3/3 (B4666 Trinity Road (North))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	20.00
4/1 (Coventry Road (East))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 20.00
5/1 (B4666 Coventry Road (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B4666 Trinity Road (North) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (B4666 Trinity Road (North) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

7/1 (Coventry Road (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B4666 Trinity Road (South) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: 'Furnessed Scenario 2 AM'	08:00	09:00	01:00	
4: 'Furnessed Scenario 2 PM'	17:00	18:00	01:00	
5: 'Furnessed Scenario 3 AM'	08:00	09:00	01:00	
6: 'Furnessed Scenario 3 PM'	17:00	18:00	01:00	
7: 'Furnessed Scenario 4 AM'	08:00	09:00	01:00	
8: 'Furnessed Scenario 4 PM'	17:00	18:00	01:00	
9: 'Furnessed Scenario 5 AM'	08:00	09:00	01:00	
10: 'Furnessed Scenario 5 PM'	17:00	18:00	01:00	
11: 'Furnessed Scenario 6 AM'	08:00	09:00	01:00	
12: 'Furnessed Scenario 6 PM'	17:00	18:00	01:00	
13: 'Furnessed Scenario 7 AM'	08:00	09:00	01:00	
14: 'Furnessed Scenario 7 PM'	17:00	18:00	01:00	
15: 'Furnessed Scenario 8 AM'	08:00	09:00	01:00	
16: 'Furnessed Scenario 8 PM'	17:00	18:00	01:00	
17: 'Furnessed Scenario 9 AM'	08:00	09:00	01:00	
18: 'Furnessed Scenario 9 PM'	17:00	18:00	01:00	
19: 'Furnessed Scenario 10 AM'	08:00	09:00	01:00	
20: 'Furnessed Scenario 10 PM'	17:00	18:00	01:00	
21: 'Furnessed Scenario 11 AM'	08:00	09:00	01:00	
22: 'Furnessed Scenario 11 PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	153	421	312	886
	B	0	0	6	125	131
	C	480	0	0	44	524
	D	278	160	28	0	466
	Tot.	758	313	455	481	2007

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	466(In) 278(Out)
1/2 (short)	188
2/1 (short)	44
2/2 (with short)	303(In) 259(Out)
2/3	221
3/1 (short)	153
3/2 (with short)	574(In) 421(Out)
3/3	312
4/1	131
5/1	481
6/1	537
6/2	221
7/1	313
8/1	455

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	85.1 %	1887	1887
				Arm 8 Right	15.00	14.9 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	95.4 %	1958	1958
				Arm 8 Left	20.00	4.6 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	120	356	239	715
	B	0	0	3	140	143
	C	569	0	0	81	650
	D	291	153	53	0	497
	Tot.	860	273	412	460	2005

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	497(In) 291(Out)
1/2 (short)	206
2/1 (short)	81
2/2 (with short)	383(In) 302(Out)
2/3	267
3/1 (short)	120
3/2 (with short)	476(In) 356(Out)
3/3	239
4/1	143
5/1	460
6/1	593
6/2	267
7/1	273
8/1	412

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	74.3 %	1867	1867
				Arm 8 Right	15.00	25.7 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	97.9 %	1962	1962
				Arm 8 Left	20.00	2.1 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	124	467	303	894
	B	0	0	6	127	133
	C	470	0	0	59	529
	D	304	199	47	0	550
	Tot.	774	323	520	489	2106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Furnessed Scenario 2 AM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	550(In) 304(Out)
1/2 (short)	246
2/1 (short)	59
2/2 (with short)	312(In) 253(Out)
2/3	217
3/1 (short)	124
3/2 (with short)	591(In) 467(Out)
3/3	303
4/1	133
5/1	489
6/1	557
6/2	217
7/1	323
8/1	520

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	80.9 %	1879	1879
				Arm 8 Right	15.00	19.1 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	95.5 %	1958	1958
				Arm 8 Left	20.00	4.5 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	122	356	237	715
	B	0	0	3	140	143
	C	580	0	0	84	664
	D	298	165	56	0	519
	Tot.	878	287	415	461	2041

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Furnessed Scenario 2 PM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	519(In) 298(Out)
1/2 (short)	221
2/1 (short)	84
2/2 (with short)	391(In) 307(Out)
2/3	273
3/1 (short)	122
3/2 (with short)	478(In) 356(Out)
3/3	237
4/1	143
5/1	461
6/1	605
6/2	273
7/1	287
8/1	415

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	74.7 %	1868	1868
				Arm 8 Right	15.00	25.3 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	97.9 %	1962	1962
				Arm 8 Left	20.00	2.1 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	130	480	307	917
	B	0	0	7	129	136
	C	474	0	0	57	531
	D	305	196	46	0	547
	Tot.	779	326	533	493	2131

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Furnessed Scenario 4 AM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	547(In) 305(Out)
1/2 (short)	242
2/1 (short)	57
2/2 (with short)	312(In) 255(Out)
2/3	219
3/1 (short)	130
3/2 (with short)	610(In) 480(Out)
3/3	307
4/1	136
5/1	493
6/1	560
6/2	219
7/1	326
8/1	533

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	81.0 %	1879	1879
				Arm 8 Right	15.00	19.0 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	94.9 %	1957	1957
				Arm 8 Left	20.00	5.1 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	358	243	724
	B	0	0	3	141	144
	C	587	0	0	86	673
	D	300	164	56	0	520
	Tot.	887	287	417	470	2061

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Furnessed Scenario 4 PM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	520(In) 300(Out)
1/2 (short)	220
2/1 (short)	86
2/2 (with short)	396(In) 310(Out)
2/3	277
3/1 (short)	123
3/2 (with short)	481(In) 358(Out)
3/3	243
4/1	144
5/1	470
6/1	610
6/2	277
7/1	287
8/1	417

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	74.5 %	1867	1867
				Arm 8 Right	15.00	25.5 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	97.9 %	1962	1962
				Arm 8 Left	20.00	2.1 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	117	508	308	933
	B	0	0	8	141	149
	C	467	0	0	67	534
	D	317	218	60	0	595
	Tot.	784	335	576	516	2211

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Furnessed Scenario 8 AM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	595(In) 317(Out)
1/2 (short)	278
2/1 (short)	67
2/2 (with short)	318(In) 251(Out)
2/3	216
3/1 (short)	117
3/2 (with short)	625(In) 508(Out)
3/3	308
4/1	149
5/1	516
6/1	568
6/2	216
7/1	335
8/1	576

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	78.4 %	1875	1875
				Arm 8 Right	15.00	21.6 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	94.6 %	1957	1957
				Arm 8 Left	20.00	5.4 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	118	363	217	698
	B	0	0	4	146	150
	C	626	0	0	89	715
	D	300	171	62	0	533
	Tot.	926	289	429	452	2096

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Furnessed Scenario 8 PM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	533(In) 300(Out)
1/2 (short)	233
2/1 (short)	89
2/2 (with short)	417(In) 328(Out)
2/3	298
3/1 (short)	118
3/2 (with short)	481(In) 363(Out)
3/3	217
4/1	150
5/1	452
6/1	628
6/2	298
7/1	289
8/1	429

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	73.4 %	1865	1865
				Arm 8 Right	15.00	26.6 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	97.3 %	1961	1961
				Arm 8 Left	20.00	2.7 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	120	511	307	938
	B	0	0	8	141	149
	C	468	0	0	66	534
	D	314	218	59	0	591
	Tot.	782	338	578	514	2212

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Furnessed Scenario 9 AM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	591(In) 314(Out)
1/2 (short)	277
2/1 (short)	66
2/2 (with short)	317(In) 251(Out)
2/3	217
3/1 (short)	120
3/2 (with short)	631(In) 511(Out)
3/3	307
4/1	149
5/1	514
6/1	565
6/2	217
7/1	338
8/1	578

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	78.7 %	1875	1875
				Arm 8 Right	15.00	21.3 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	94.6 %	1957	1957
				Arm 8 Left	20.00	5.4 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	118	362	214	694
	B	0	0	4	148	152
	C	639	0	0	90	729
	D	299	171	61	0	531
	Tot.	938	289	427	452	2106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Furnessed Scenario 9 PM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	531(In) 299(Out)
1/2 (short)	232
2/1 (short)	90
2/2 (with short)	424(In) 334(Out)
2/3	305
3/1 (short)	118
3/2 (with short)	480(In) 362(Out)
3/3	214
4/1	152
5/1	452
6/1	633
6/2	305
7/1	289
8/1	427

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	73.7 %	1866	1866
				Arm 8 Right	15.00	26.3 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	97.4 %	1961	1961
				Arm 8 Left	20.00	2.6 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	118	519	301	938
	B	0	0	8	142	150
	C	469	0	0	66	535
	D	310	220	61	0	591
	Tot.	779	338	588	509	2214

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Furnessed Scenario 11 AM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	591(In) 310(Out)
1/2 (short)	281
2/1 (short)	66
2/2 (with short)	318(In) 252(Out)
2/3	217
3/1 (short)	118
3/2 (with short)	637(In) 519(Out)
3/3	301
4/1	150
5/1	509
6/1	562
6/2	217
7/1	338
8/1	588

Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	78.3 %	1874	1874
				Arm 8 Right	15.00	21.7 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	94.7 %	1957	1957
				Arm 8 Left	20.00	5.3 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	119	363	211	693
	B	0	0	4	151	155
	C	649	0	0	90	739
	D	295	171	61	0	527
	Tot.	944	290	428	452	2114

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Furnessed Scenario 11 PM
Junction: B4667 Trinity Lane/ Coventry Road Signals	
1/1 (with short)	527(In) 295(Out)
1/2 (short)	232
2/1 (short)	90
2/2 (with short)	429(In) 339(Out)
2/3	310
3/1 (short)	119
3/2 (with short)	482(In) 363(Out)
3/3	211
4/1	155
5/1	452
6/1	634
6/2	310
7/1	290
8/1	428

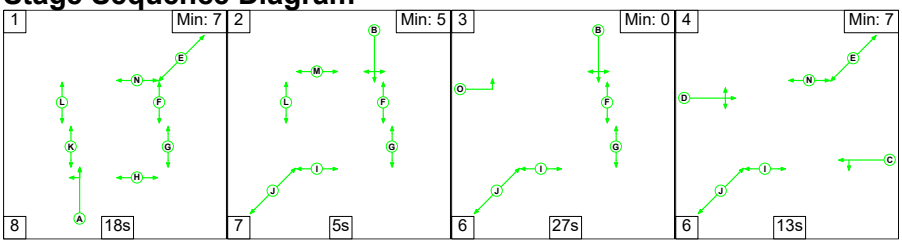
Full Input Data And Results

Lane Saturation Flows

Junction: B4667 Trinity Lane/ Coventry Road Signals								
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 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 6 Left	90.00	100.0 %	1884	1884
1/2 (B4666 Coventry Road (West))	3.00	0.00	Y	Arm 7 Ahead	Inf	73.7 %	1866	1866
				Arm 8 Right	15.00	26.3 %		
2/1 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 5 Left	13.00	100.0 %	1762	1762
2/2 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/3 (B4666 Trinity Road (South))	3.50	0.00	Y	Arm 6 Ahead	12.00	100.0 %	1747	1747
3/1 (B4666 Trinity Road (North))	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
3/2 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
3/3 (B4666 Trinity Road (North))	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
4/1 (Coventry Road (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	97.4 %	1961	1961
				Arm 8 Left	20.00	2.6 %		
5/1 (B4666 Coventry Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4666 Trinity Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B4666 Trinity Road (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Coventry Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B4666 Trinity Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

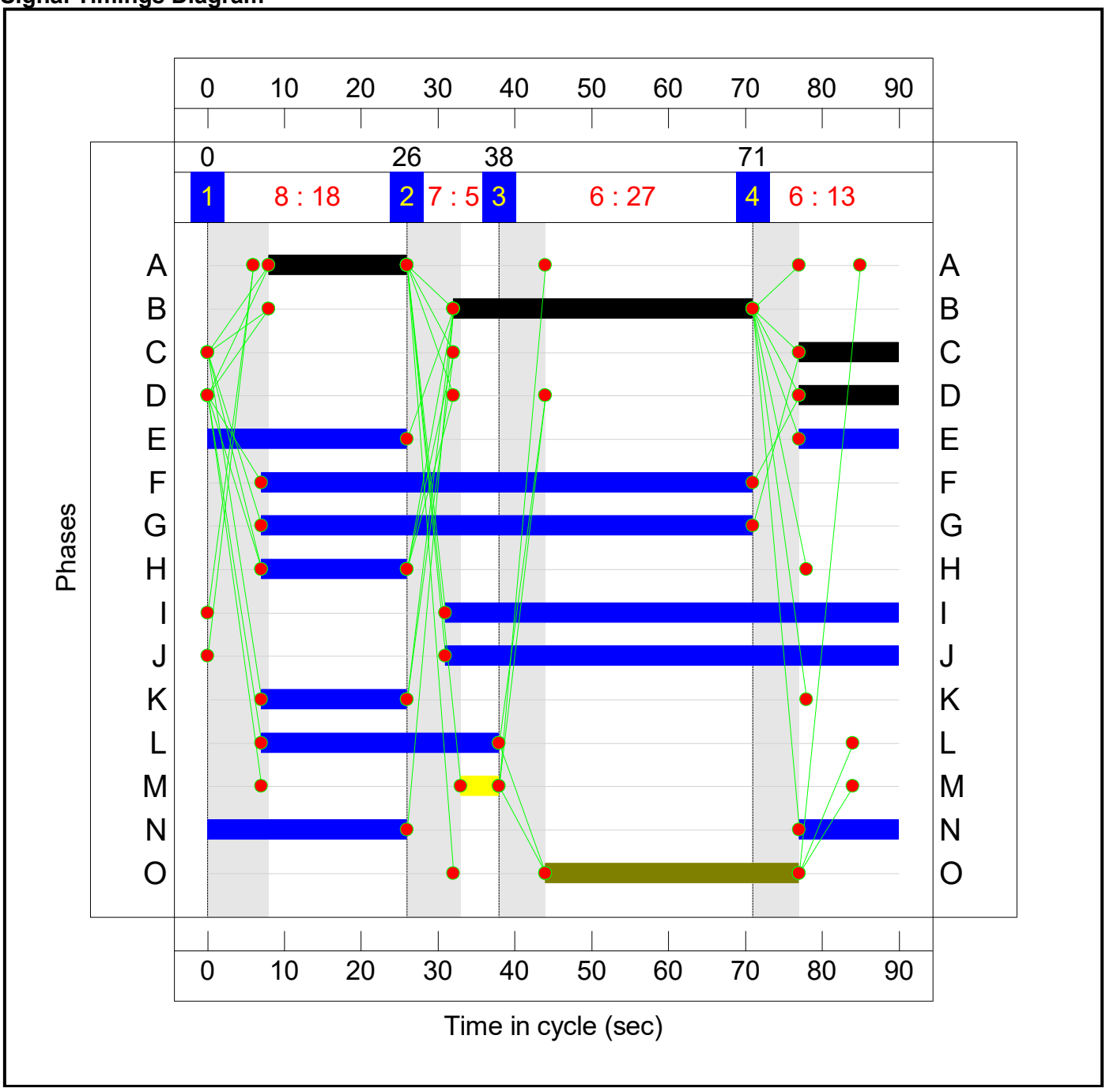


Full Input Data And Results

Stage Timings

Stage	1	2	3	4
Duration	18	5	27	13
Change Point	0	26	38	71

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.0%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.0%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	46:13	33	466	1884:1887	434+294	64.0 : 64.0%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	18	-	303	1965:1762	387+66	67.0 : 67.0%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	18	-	221	1747	369	59.9%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	39	-	574	1965:1724	636+231	66.2 : 66.2%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	39	-	312	1828	812	38.4%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	13	-	131	1958	305	43.0%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%

Full Input Data And Results

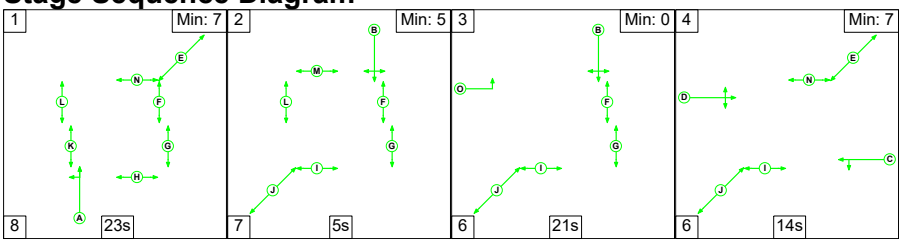
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**28**	**0**	**0**	**13.2**	**4.3**	**0.0**	**17.5**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**28**	**0**	**0**	**13.2**	**4.3**	**0.0**	**17.5**	**-**	**-**	**-**	**-**
1/1+1/2	466	466	28	0	0	2.8	0.9	0.0	3.7	28.6	4.4	0.9	5.3
2/2+2/1	303	303	-	-	-	2.7	1.0	-	3.7	43.6	5.8	1.0	6.8
2/3	221	221	-	-	-	2.0	0.7	-	2.7	44.1	5.0	0.7	5.7
3/2+3/1	574	574	-	-	-	3.0	1.0	-	4.0	25.1	10.4	1.0	11.4
3/3	312	312	-	-	-	1.5	0.3	-	1.8	20.3	5.2	0.3	5.5
4/1	131	131	-	-	-	1.3	0.4	-	1.6	44.7	2.9	0.4	3.3
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.4 Total Delay for Signalled Lanes (pcuHr): 17.48 Cycle Time (s): 90
PRC Over All Lanes (%): 34.4 Total Delay Over All Lanes(pcuHr): 17.48

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

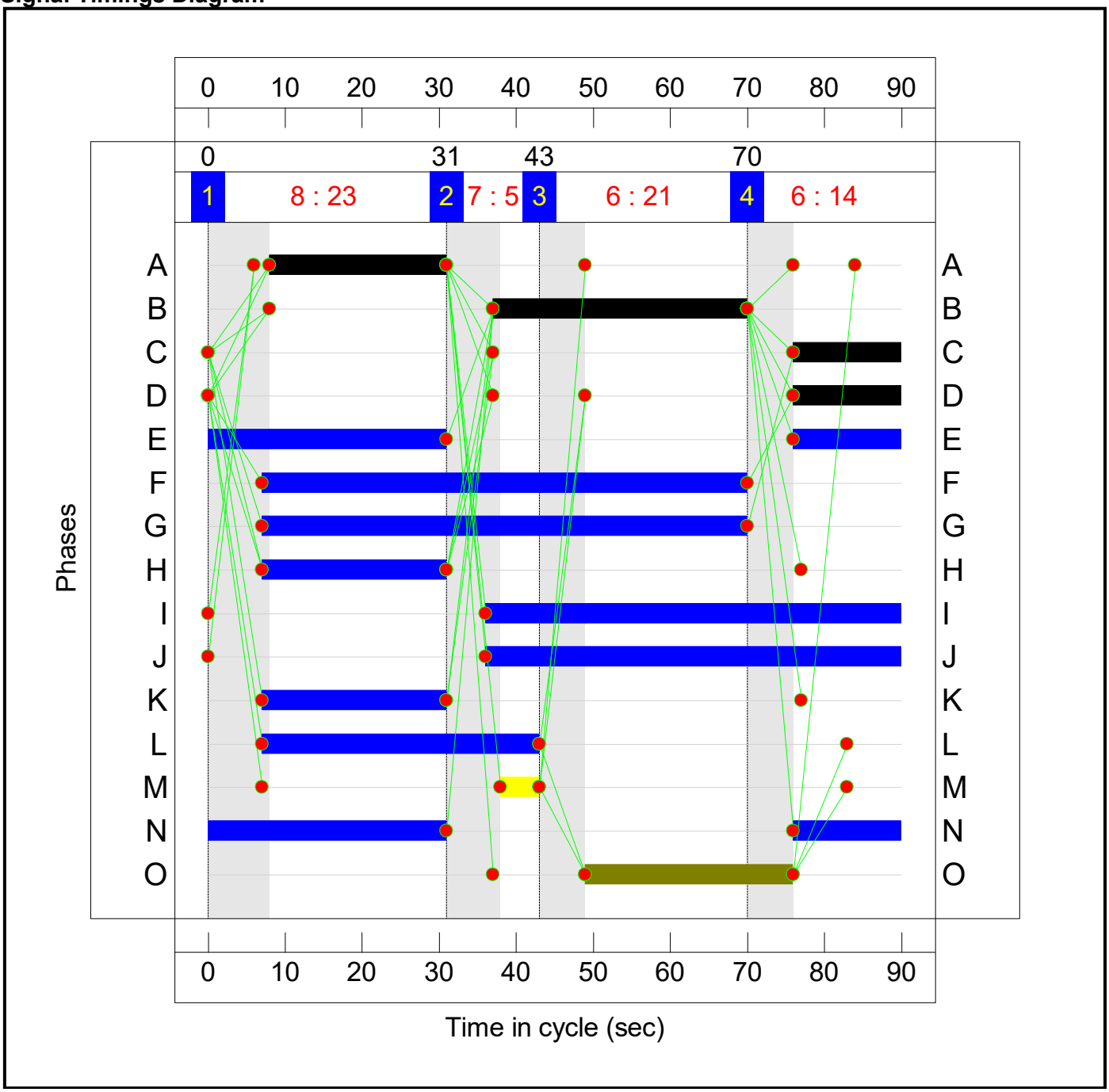
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	23	5	21	14
Change Point	0	31	43	70

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.2%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.2%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	41:14	27	497	1884:1867	440+311	66.2 : 66.2%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	23	-	383	1965:1762	458+123	65.9 : 65.9%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	23	-	267	1747	466	57.3%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	33	-	476	1965:1724	553+186	64.4 : 64.4%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	33	-	239	1828	691	34.6%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	14	-	143	1962	327	43.7%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%

Full Input Data And Results

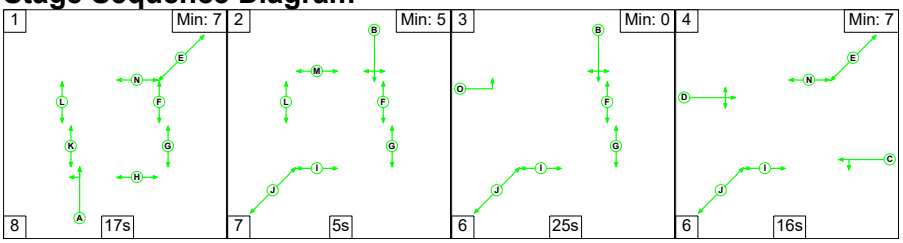
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**53**	**0**	**0**	**14.0**	**4.1**	**0.0**	**18.1**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**53**	**0**	**0**	**14.0**	**4.1**	**0.0**	**18.1**	**-**	**-**	**-**	**-**
1/1+1/2	497	497	53	0	0	3.2	1.0	0.0	4.3	30.8	4.8	1.0	5.8
2/2+2/1	383	383	-	-	-	3.0	1.0	-	3.9	37.0	6.7	1.0	7.7
2/3	267	267	-	-	-	2.1	0.7	-	2.8	37.6	5.7	0.7	6.4
3/2+3/1	476	476	-	-	-	3.0	0.9	-	3.9	29.2	9.0	0.9	9.9
3/3	239	239	-	-	-	1.3	0.3	-	1.6	24.0	4.2	0.3	4.5
4/1	143	143	-	-	-	1.3	0.4	-	1.7	43.5	3.2	0.4	3.6
5/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 35.9 Total Delay for Signalled Lanes (pcuHr): 18.15 Cycle Time (s): 90
PRC Over All Lanes (%): 35.9 Total Delay Over All Lanes(pcuHr): 18.15

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

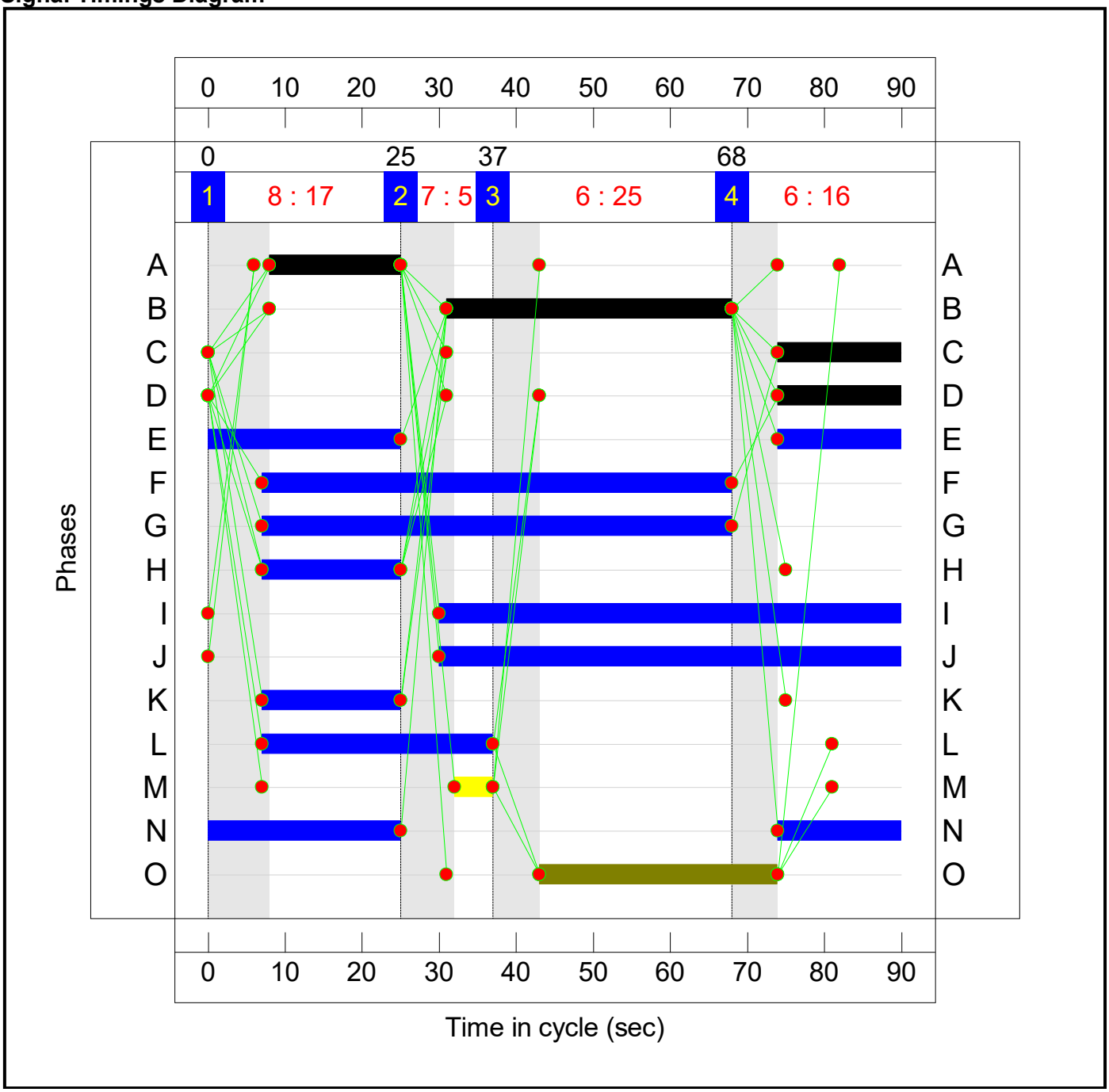
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	17	5	25	16
Change Point	0	25	37	68

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.9%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.9%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	47:16	31	550	1884:1879	439+355	69.3 : 69.3%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	17	-	312	1965:1762	361+84	70.0 : 70.0%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	17	-	217	1747	349	62.1%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	37	-	591	1965:1724	650+173	71.9 : 71.9%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	37	-	303	1828	772	39.3%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	16	-	133	1958	370	36.0%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%

Full Input Data And Results

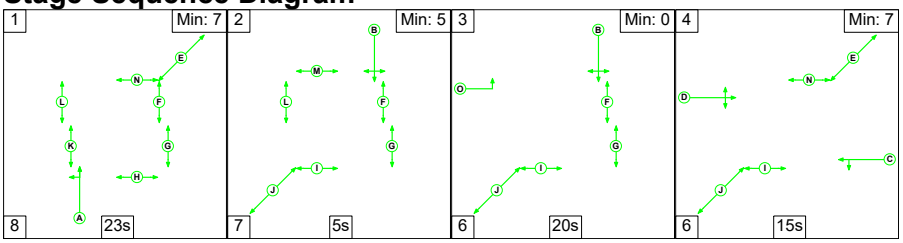
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**47**	**0**	**0**	**14.3**	**4.9**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**47**	**0**	**0**	**14.3**	**4.9**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
1/1+1/2	550	550	47	0	0	3.3	1.1	0.0	4.5	29.2	5.7	1.1	6.8
2/2+2/1	312	312	-	-	-	2.8	1.1	-	4.0	45.7	5.8	1.1	6.9
2/3	217	217	-	-	-	2.0	0.8	-	2.8	46.3	4.9	0.8	5.8
3/2+3/1	591	591	-	-	-	3.5	1.3	-	4.7	28.8	11.6	1.3	12.9
3/3	303	303	-	-	-	1.5	0.3	-	1.8	21.8	5.2	0.3	5.5
4/1	133	133	-	-	-	1.2	0.3	-	1.5	39.4	2.9	0.3	3.2
5/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 25.2 Total Delay for Signalled Lanes (pcuHr): 19.23 Cycle Time (s): 90
PRC Over All Lanes (%): 25.2 Total Delay Over All Lanes(pcuHr): 19.23

Full Input Data And Results

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

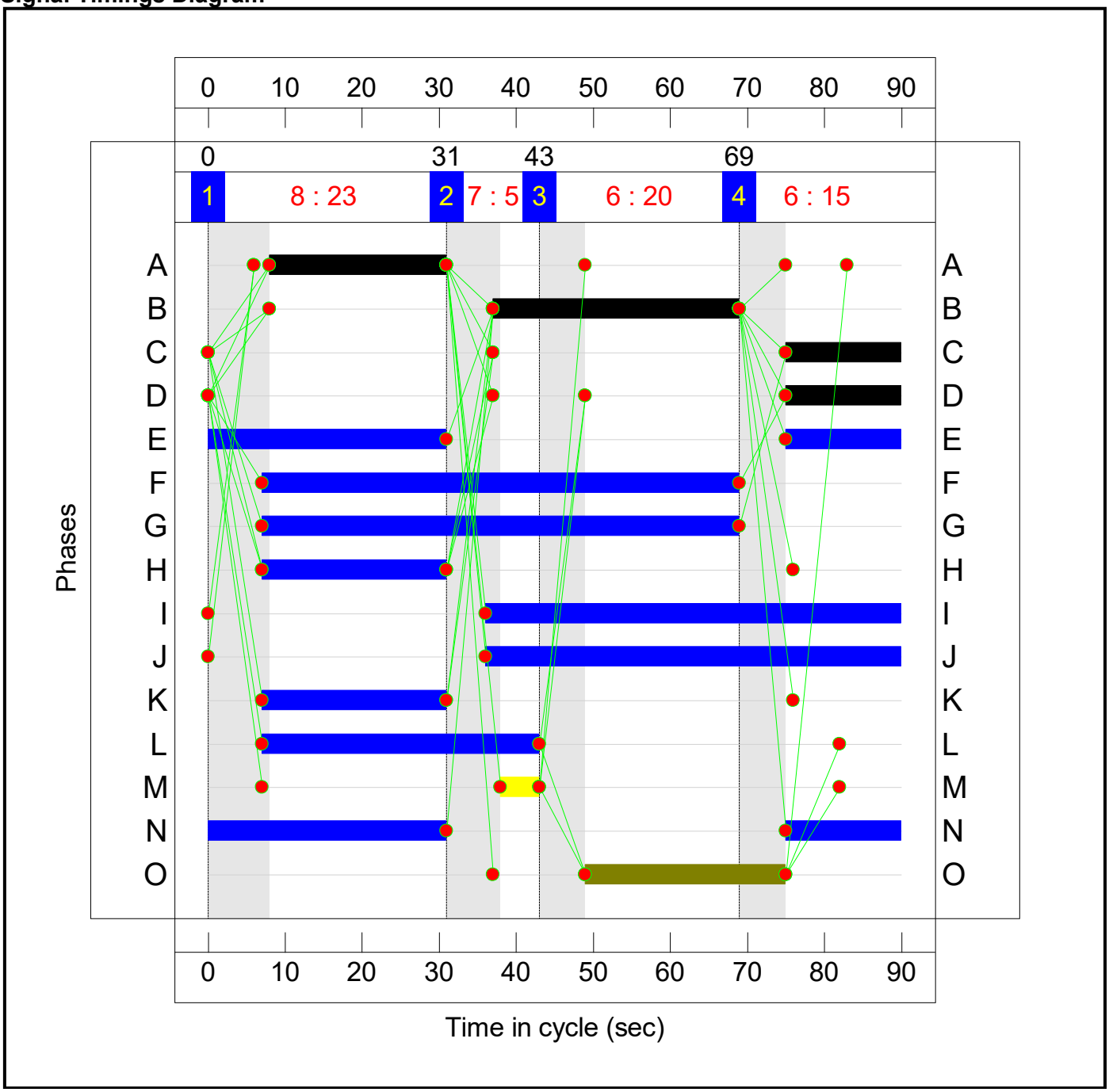
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	23	5	20	15
Change Point	0	31	43	69

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	41:15	26	519	1884:1868	448+332	66.5 : 66.5%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	23	-	391	1965:1762	457+125	67.1 : 67.1%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	23	-	273	1747	466	58.6%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	32	-	478	1965:1724	535+183	66.5 : 66.5%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	32	-	237	1828	670	35.4%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	15	-	143	1962	349	41.0%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%

Full Input Data And Results

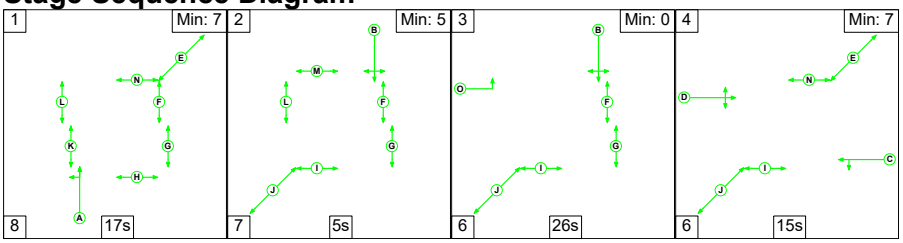
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**56**	**0**	**0**	**14.4**	**4.3**	**0.0**	**18.7**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**56**	**0**	**0**	**14.4**	**4.3**	**0.0**	**18.7**	**-**	**-**	**-**	**-**
1/1+1/2	519	519	56	0	0	3.4	1.0	0.0	4.4	30.6	5.1	1.0	6.1
2/2+2/1	391	391	-	-	-	3.0	1.0	-	4.1	37.4	6.8	1.0	7.8
2/3	273	273	-	-	-	2.2	0.7	-	2.9	38.0	5.9	0.7	6.6
3/2+3/1	478	478	-	-	-	3.1	1.0	-	4.1	30.7	9.1	1.0	10.1
3/3	237	237	-	-	-	1.4	0.3	-	1.6	24.9	4.3	0.3	4.6
4/1	143	143	-	-	-	1.3	0.3	-	1.7	41.5	3.1	0.3	3.5
5/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.1 Total Delay for Signalled Lanes (pcuHr): 18.70 Cycle Time (s): 90
PRC Over All Lanes (%): 34.1 Total Delay Over All Lanes(pcuHr): 18.70

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

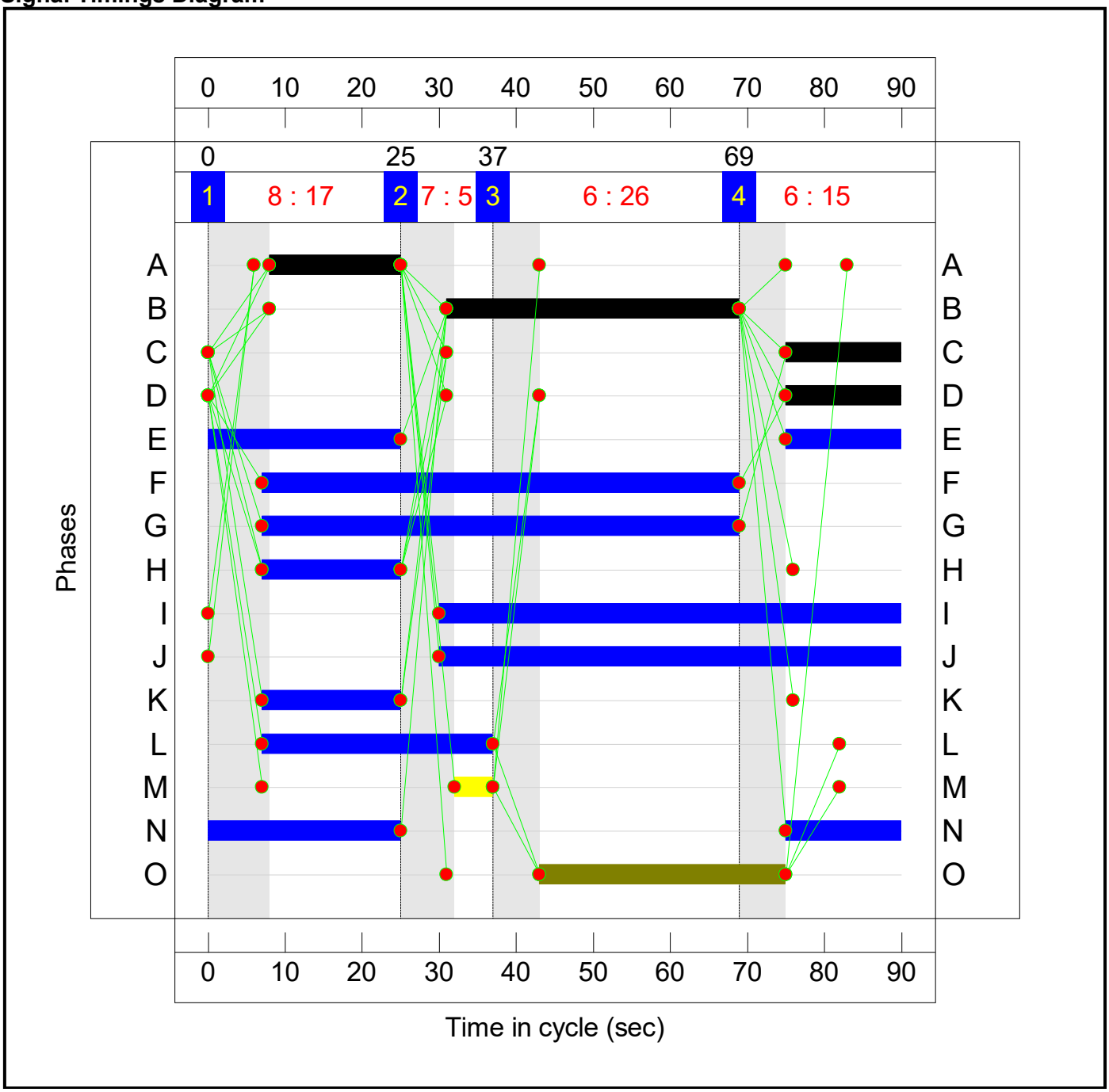
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	17	5	26	15
Change Point	0	25	37	69

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.4%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.4%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	47:15	32	547	1884:1879	421+334	72.4 : 72.4%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	17	-	312	1965:1762	362+81	70.4 : 70.4%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	17	-	219	1747	349	62.7%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	38	-	610	1965:1724	664+180	72.3 : 72.3%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	38	-	307	1828	792	38.8%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	15	-	136	1957	348	39.1%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%

Full Input Data And Results

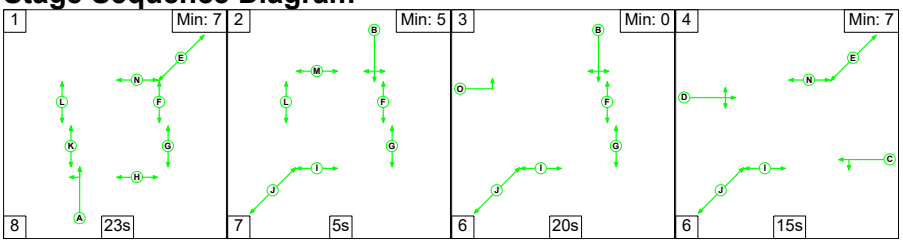
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**46**	**0**	**0**	**14.4**	**5.2**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**46**	**0**	**0**	**14.4**	**5.2**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
1/1+1/2	547	547	46	0	0	3.3	1.3	0.0	4.7	30.7	5.6	1.3	6.9
2/2+2/1	312	312	-	-	-	2.8	1.2	-	4.0	46.0	5.8	1.2	7.0
2/3	219	219	-	-	-	2.0	0.8	-	2.8	46.6	5.0	0.8	5.8
3/2+3/1	610	610	-	-	-	3.5	1.3	-	4.8	28.2	11.8	1.3	13.1
3/3	307	307	-	-	-	1.5	0.3	-	1.8	21.1	5.2	0.3	5.5
4/1	136	136	-	-	-	1.2	0.3	-	1.6	41.2	3.0	0.3	3.3
5/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.2 Total Delay for Signalled Lanes (pcuHr): 19.61 Cycle Time (s): 90
PRC Over All Lanes (%): 24.2 Total Delay Over All Lanes(pcuHr): 19.61

Full Input Data And Results

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

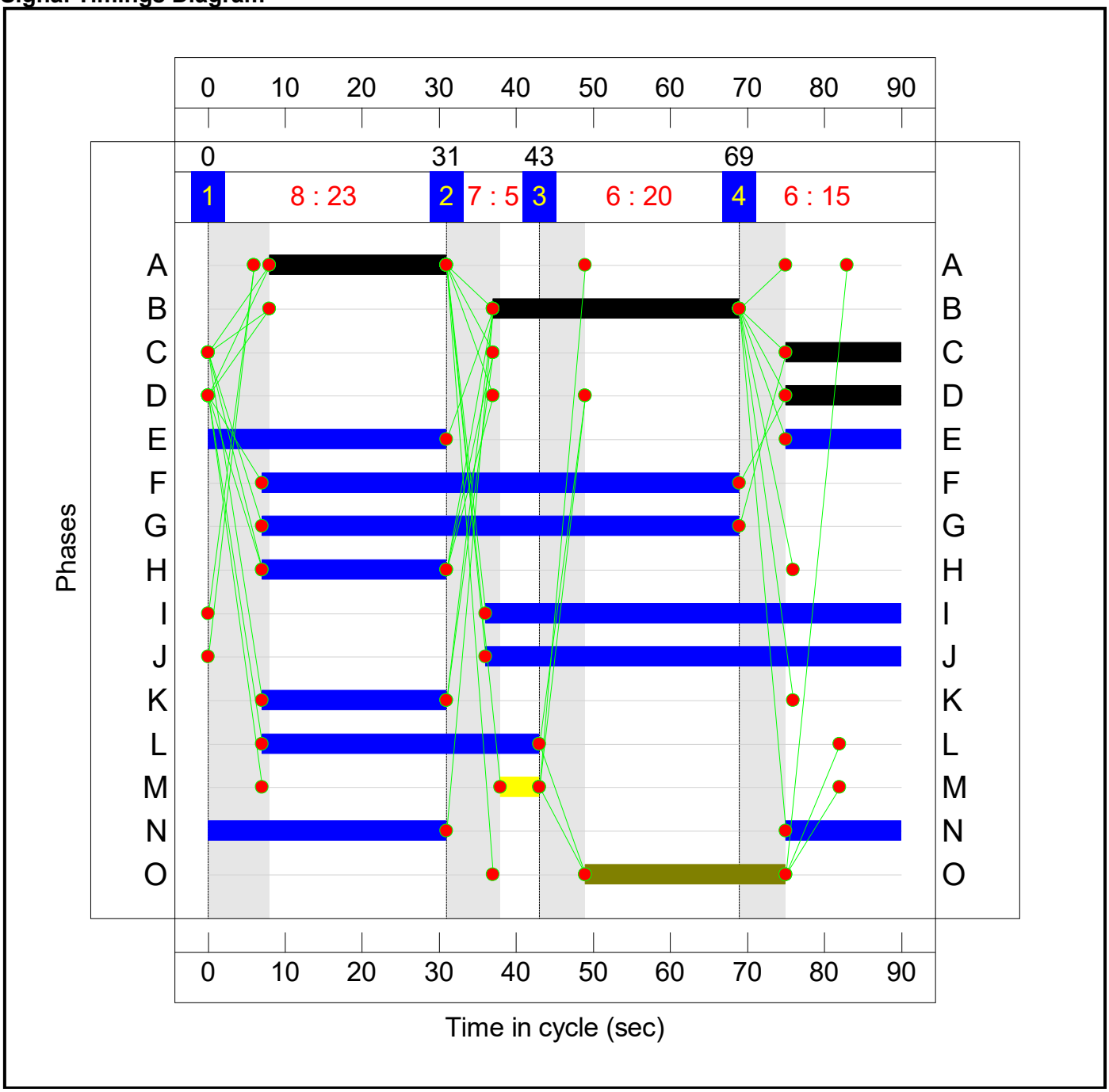
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	23	5	20	15
Change Point	0	31	43	69

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	41:15	26	520	1884:1867	453+332	66.3 : 66.3%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	23	-	396	1965:1762	457+127	67.9 : 67.9%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	23	-	277	1747	466	59.5%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	32	-	481	1965:1724	535+184	66.9 : 66.9%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	32	-	243	1828	670	36.3%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	15	-	144	1962	349	41.3%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%

Full Input Data And Results

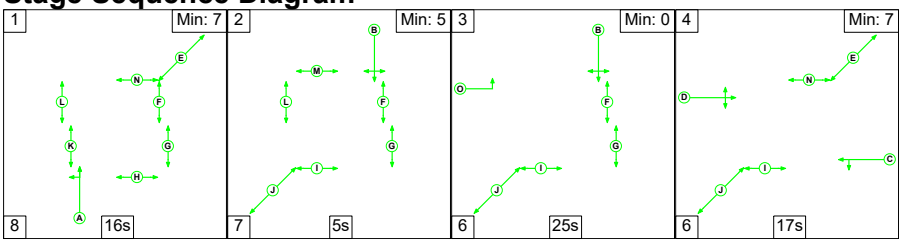
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**56**	**0**	**0**	**14.5**	**4.4**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**56**	**0**	**0**	**14.5**	**4.4**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
1/1+1/2	520	520	56	0	0	3.4	1.0	0.0	4.4	30.4	5.1	1.0	6.0
2/2+2/1	396	396	-	-	-	3.1	1.0	-	4.1	37.6	6.9	1.0	8.0
2/3	277	277	-	-	-	2.2	0.7	-	2.9	38.2	6.0	0.7	6.7
3/2+3/1	481	481	-	-	-	3.1	1.0	-	4.1	30.8	9.2	1.0	10.2
3/3	243	243	-	-	-	1.4	0.3	-	1.7	25.0	4.4	0.3	4.7
4/1	144	144	-	-	-	1.3	0.4	-	1.7	41.6	3.2	0.4	3.5
5/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 32.6 Total Delay for Signalled Lanes (pcuHr): 18.94 Cycle Time (s): 90
PRC Over All Lanes (%): 32.6 Total Delay Over All Lanes(pcuHr): 18.94

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

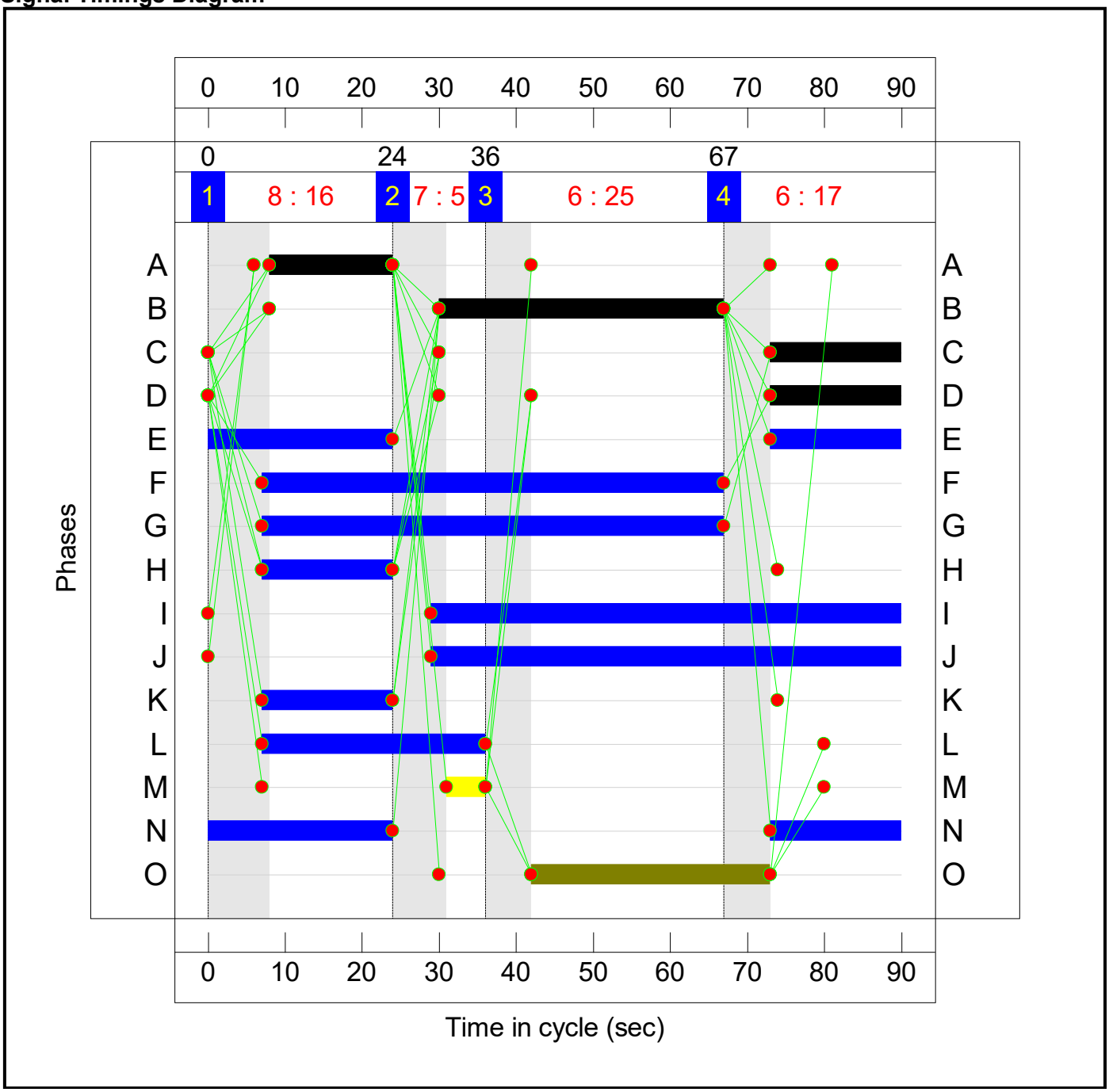
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	16	5	25	17
Change Point	0	24	36	67

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.0%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.0%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	48:17	31	595	1884:1875	428+375	74.1 : 74.1%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	16	-	318	1965:1762	341+91	73.6 : 73.6%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	16	-	216	1747	330	65.5%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	37	-	625	1965:1724	668+154	76.0 : 76.0%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	37	-	308	1828	772	39.9%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	17	-	149	1957	391	38.1%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%

Full Input Data And Results

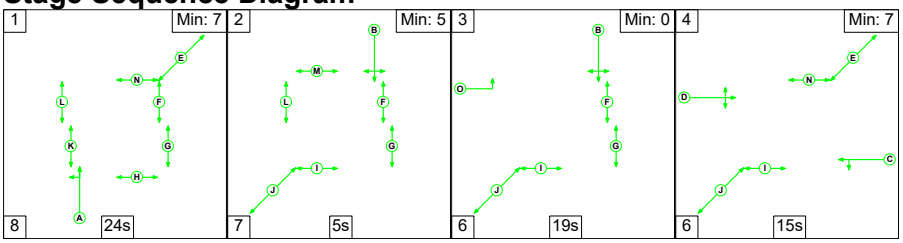
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**60**	**0**	**0**	**15.2**	**5.9**	**0.0**	**21.1**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**60**	**0**	**0**	**15.2**	**5.9**	**0.0**	**21.1**	**-**	**-**	**-**	**-**
1/1+1/2	595	595	60	0	0	3.6	1.4	0.0	5.0	30.5	6.5	1.4	7.9
2/2+2/1	318	318	-	-	-	2.9	1.4	-	4.3	48.7	5.8	1.4	7.1
2/3	216	216	-	-	-	2.0	0.9	-	3.0	49.3	5.0	0.9	5.9
3/2+3/1	625	625	-	-	-	3.8	1.6	-	5.3	30.8	12.7	1.6	14.3
3/3	308	308	-	-	-	1.5	0.3	-	1.9	21.9	5.3	0.3	5.6
4/1	149	149	-	-	-	1.3	0.3	-	1.6	38.6	3.2	0.3	3.5
5/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 18.3 Total Delay for Signalled Lanes (pcuHr): 21.13 Cycle Time (s): 90
PRC Over All Lanes (%): 18.3 Total Delay Over All Lanes(pcuHr): 21.13

Full Input Data And Results

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

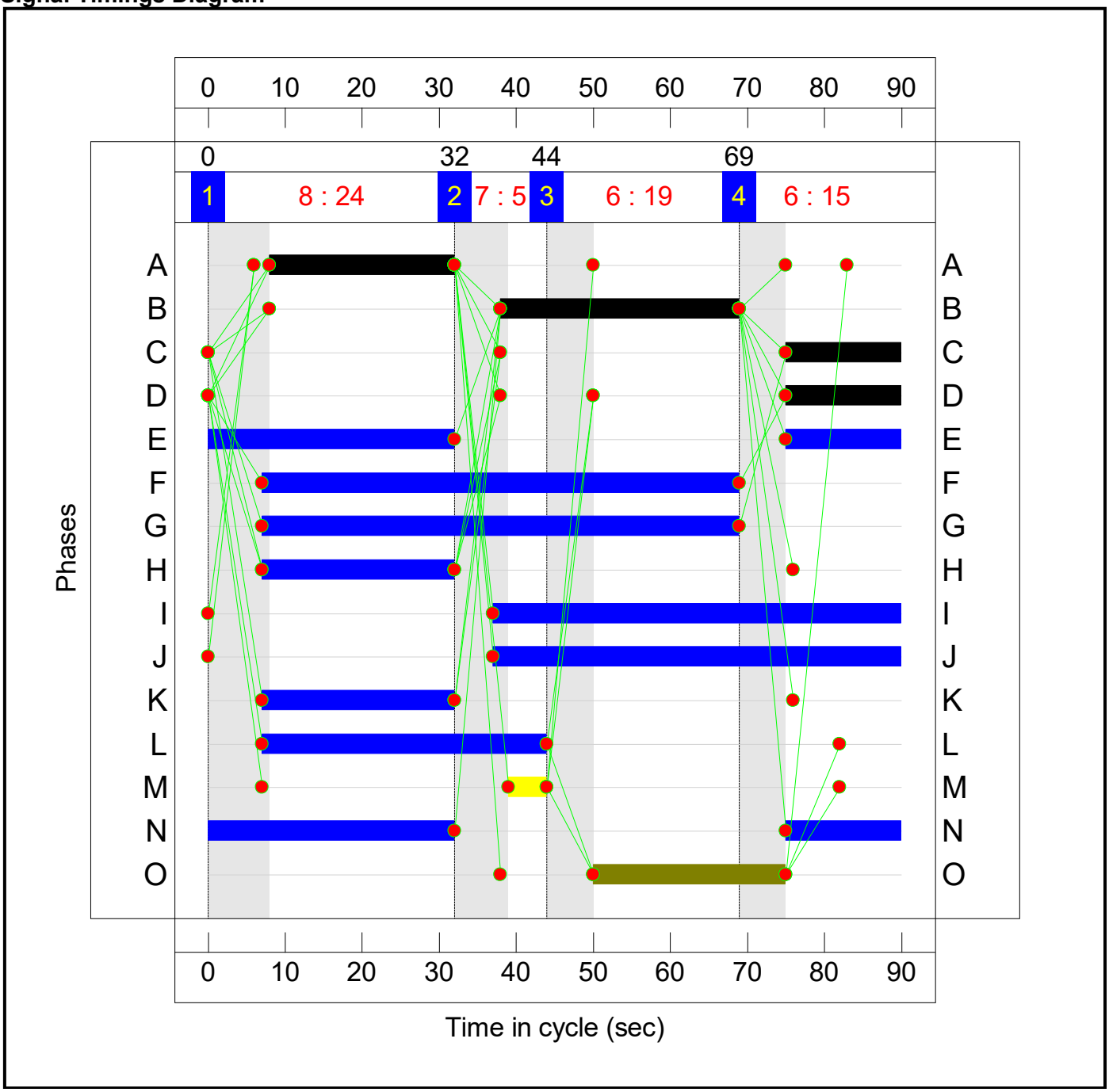
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	5	19	15
Change Point	0	32	44	69

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	40:15	25	533	1884:1865	427+332	70.3 : 70.3%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	24	-	417	1965:1762	475+129	69.1 : 69.1%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	24	-	298	1747	485	61.4%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	31	-	481	1965:1724	526+171	69.0 : 69.0%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	31	-	217	1828	650	33.4%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	15	-	150	1961	349	43.0%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%

Full Input Data And Results

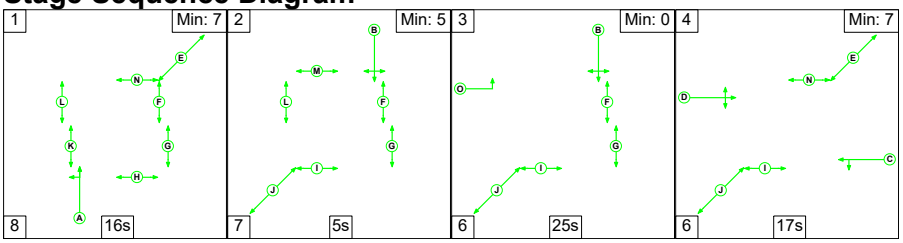
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**62**	**0**	**0**	**15.0**	**4.8**	**0.0**	**19.8**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**62**	**0**	**0**	**15.0**	**4.8**	**0.0**	**19.8**	**-**	**-**	**-**	**-**
1/1+1/2	533	533	62	0	0	3.6	1.2	0.0	4.8	32.4	5.4	1.2	6.6
2/2+2/1	417	417	-	-	-	3.2	1.1	-	4.3	37.2	7.4	1.1	8.5
2/3	298	298	-	-	-	2.3	0.8	-	3.1	37.8	6.5	0.8	7.2
3/2+3/1	481	481	-	-	-	3.2	1.1	-	4.3	32.4	9.5	1.1	10.6
3/3	217	217	-	-	-	1.3	0.3	-	1.5	25.4	3.9	0.3	4.2
4/1	150	150	-	-	-	1.4	0.4	-	1.7	42.0	3.3	0.4	3.7
5/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 28.1 Total Delay for Signalled Lanes (pcuHr): 19.84 Cycle Time (s): 90
PRC Over All Lanes (%): 28.1 Total Delay Over All Lanes(pcuHr): 19.84

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

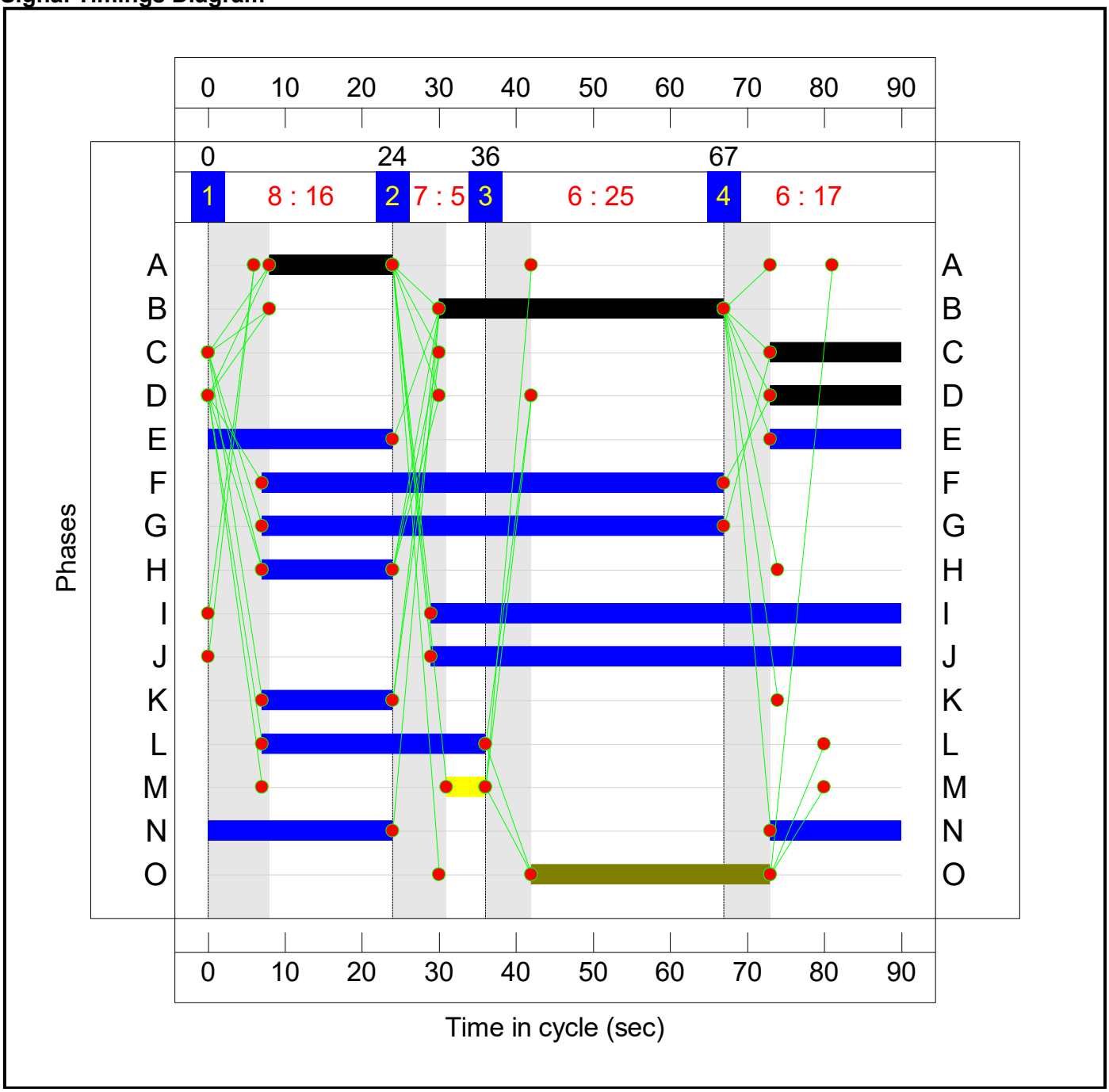
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	16	5	25	17
Change Point	0	24	36	67

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.8%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.8%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	48:17	31	591	1884:1875	425+375	73.9 : 73.9%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	16	-	317	1965:1762	341+90	73.5 : 73.5%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	16	-	217	1747	330	65.8%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	37	-	631	1965:1724	666+156	76.8 : 76.8%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	37	-	307	1828	772	39.8%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	17	-	149	1957	391	38.1%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%

Full Input Data And Results

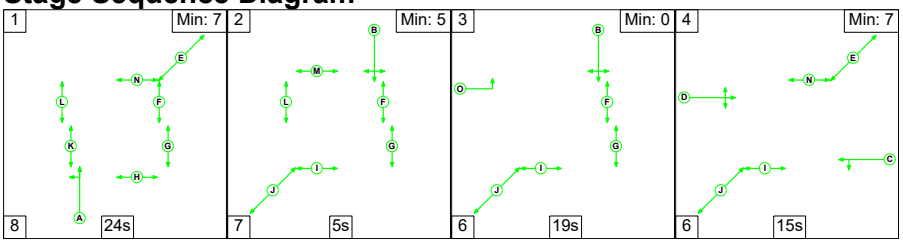
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**59**	**0**	**0**	**15.2**	**6.0**	**0.0**	**21.2**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**59**	**0**	**0**	**15.2**	**6.0**	**0.0**	**21.2**	**-**	**-**	**-**	**-**
1/1+1/2	591	591	59	0	0	3.6	1.4	0.0	5.0	30.5	6.5	1.4	7.9
2/2+2/1	317	317	-	-	-	2.9	1.4	-	4.3	48.7	5.8	1.4	7.1
2/3	217	217	-	-	-	2.0	0.9	-	3.0	49.5	5.0	0.9	5.9
3/2+3/1	631	631	-	-	-	3.8	1.6	-	5.5	31.1	12.9	1.6	14.5
3/3	307	307	-	-	-	1.5	0.3	-	1.9	21.9	5.3	0.3	5.6
4/1	149	149	-	-	-	1.3	0.3	-	1.6	38.6	3.2	0.3	3.5
5/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.2 Total Delay for Signalled Lanes (pcuHr): 21.20 Cycle Time (s): 90
PRC Over All Lanes (%): 17.2 Total Delay Over All Lanes(pcuHr): 21.20

Full Input Data And Results

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

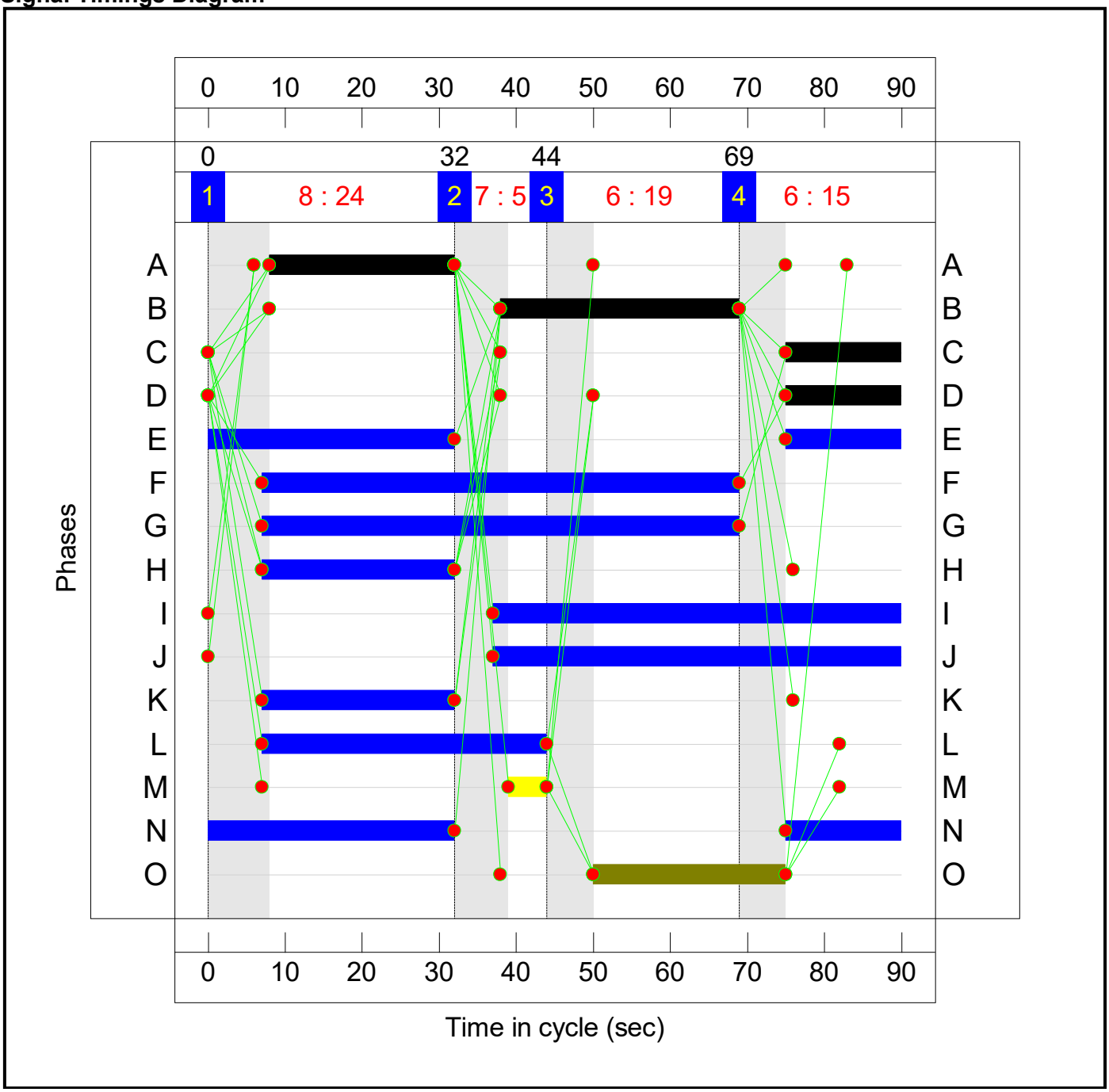
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	5	19	15
Change Point	0	32	44	69

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	40:15	25	531	1884:1866	428+332	69.9 : 69.9%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	24	-	424	1965:1762	475+128	70.3 : 70.3%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	24	-	305	1747	485	62.9%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	31	-	480	1965:1724	526+171	68.9 : 68.9%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	31	-	214	1828	650	32.9%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	15	-	152	1961	349	43.6%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%

Full Input Data And Results

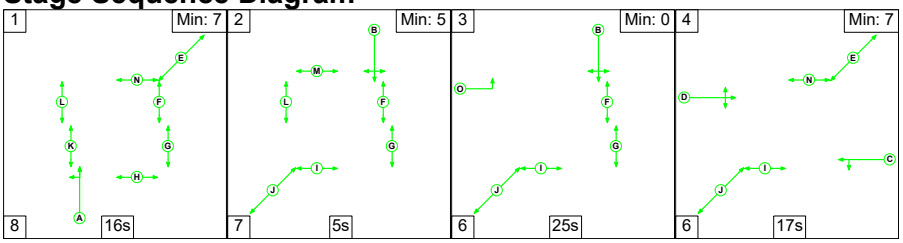
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**61**	**0**	**0**	**15.1**	**4.9**	**0.1**	**20.0**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**61**	**0**	**0**	**15.1**	**4.9**	**0.1**	**20.0**	**-**	**-**	**-**	**-**
1/1+1/2	531	531	61	0	0	3.6	1.2	0.1	4.8	32.3	5.4	1.2	6.6
2/2+2/1	424	424	-	-	-	3.3	1.2	-	4.4	37.7	7.7	1.2	8.9
2/3	305	305	-	-	-	2.4	0.8	-	3.2	38.3	6.6	0.8	7.4
3/2+3/1	480	480	-	-	-	3.2	1.1	-	4.3	32.4	9.5	1.1	10.6
3/3	214	214	-	-	-	1.3	0.2	-	1.5	25.3	3.9	0.2	4.1
4/1	152	152	-	-	-	1.4	0.4	-	1.8	42.1	3.4	0.4	3.8
5/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 28.0 Total Delay for Signalled Lanes (pcuHr): 20.04 Cycle Time (s): 90
PRC Over All Lanes (%): 28.0 Total Delay Over All Lanes(pcuHr): 20.04

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

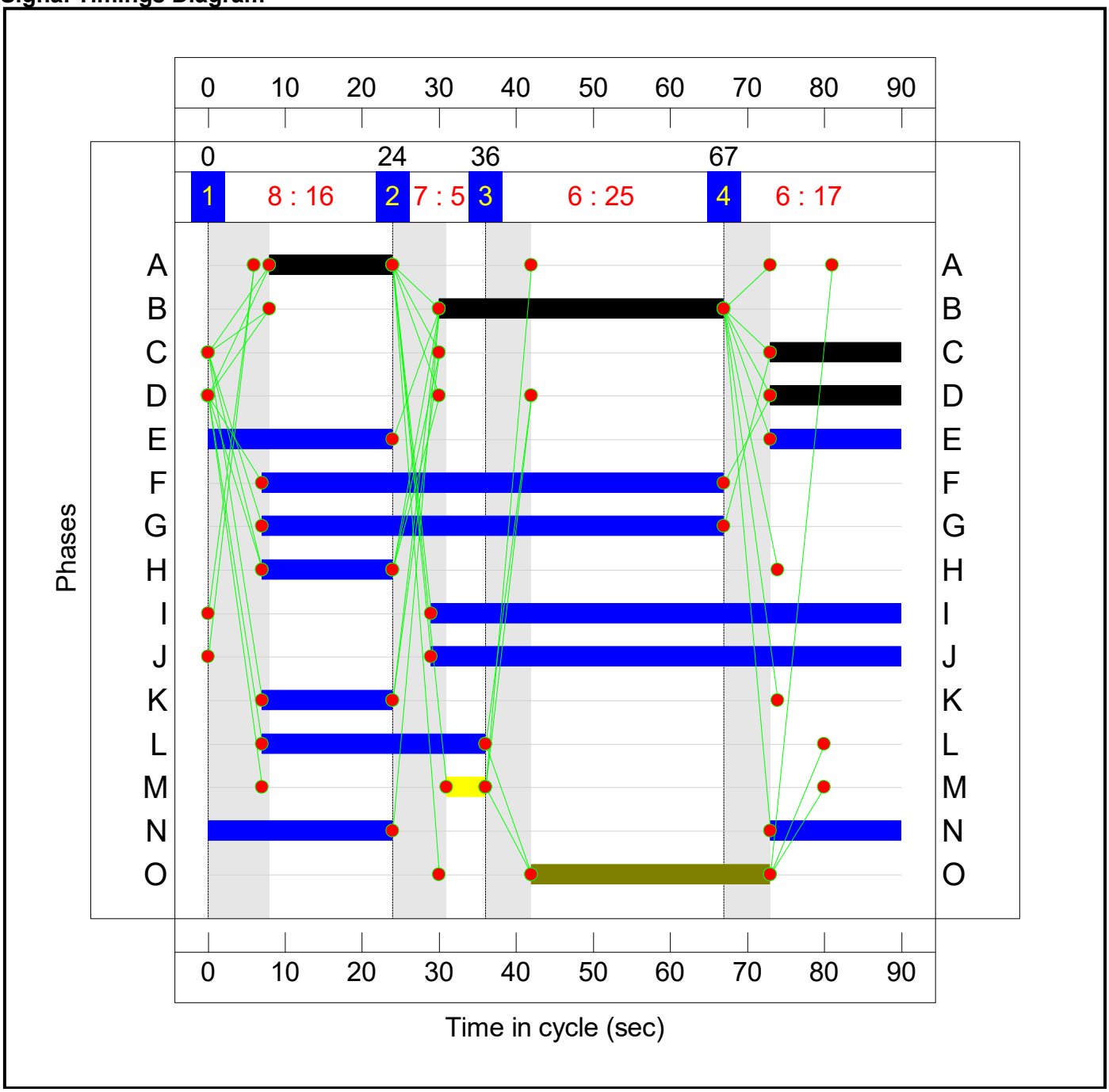
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	16	5	25	17
Change Point	0	24	36	67

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.5%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.5%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	48:17	31	591	1884:1874	413+375	75.0 : 75.0%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	16	-	318	1965:1762	341+89	73.8 : 73.8%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	16	-	217	1747	330	65.8%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	37	-	637	1965:1724	670+152	77.5 : 77.5%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	37	-	301	1828	772	39.0%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	17	-	150	1957	391	38.3%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%

Full Input Data And Results

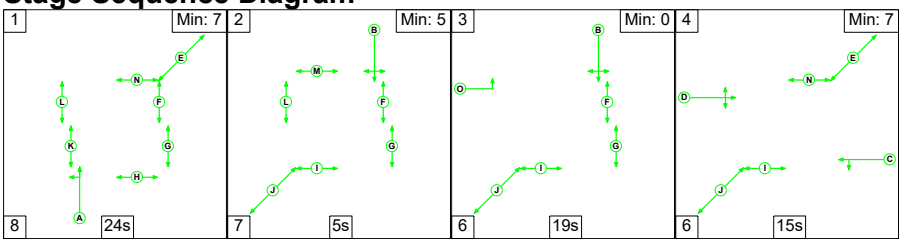
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**61**	**0**	**0**	**15.3**	**6.1**	**0.0**	**21.4**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**61**	**0**	**0**	**15.3**	**6.1**	**0.0**	**21.4**	**-**	**-**	**-**	**-**
1/1+1/2	591	591	61	0	0	3.6	1.5	0.0	5.1	31.2	6.6	1.5	8.0
2/2+2/1	318	318	-	-	-	2.9	1.4	-	4.3	48.9	5.8	1.4	7.2
2/3	217	217	-	-	-	2.0	0.9	-	3.0	49.5	5.0	0.9	5.9
3/2+3/1	637	637	-	-	-	3.9	1.7	-	5.6	31.5	13.0	1.7	14.7
3/3	301	301	-	-	-	1.5	0.3	-	1.8	21.8	5.2	0.3	5.5
4/1	150	150	-	-	-	1.3	0.3	-	1.6	38.6	3.2	0.3	3.5
5/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 16.1 Total Delay for Signalled Lanes (pcuHr): 21.43 Cycle Time (s): 90
PRC Over All Lanes (%): 16.1 Total Delay Over All Lanes(pcuHr): 21.43

Full Input Data And Results

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

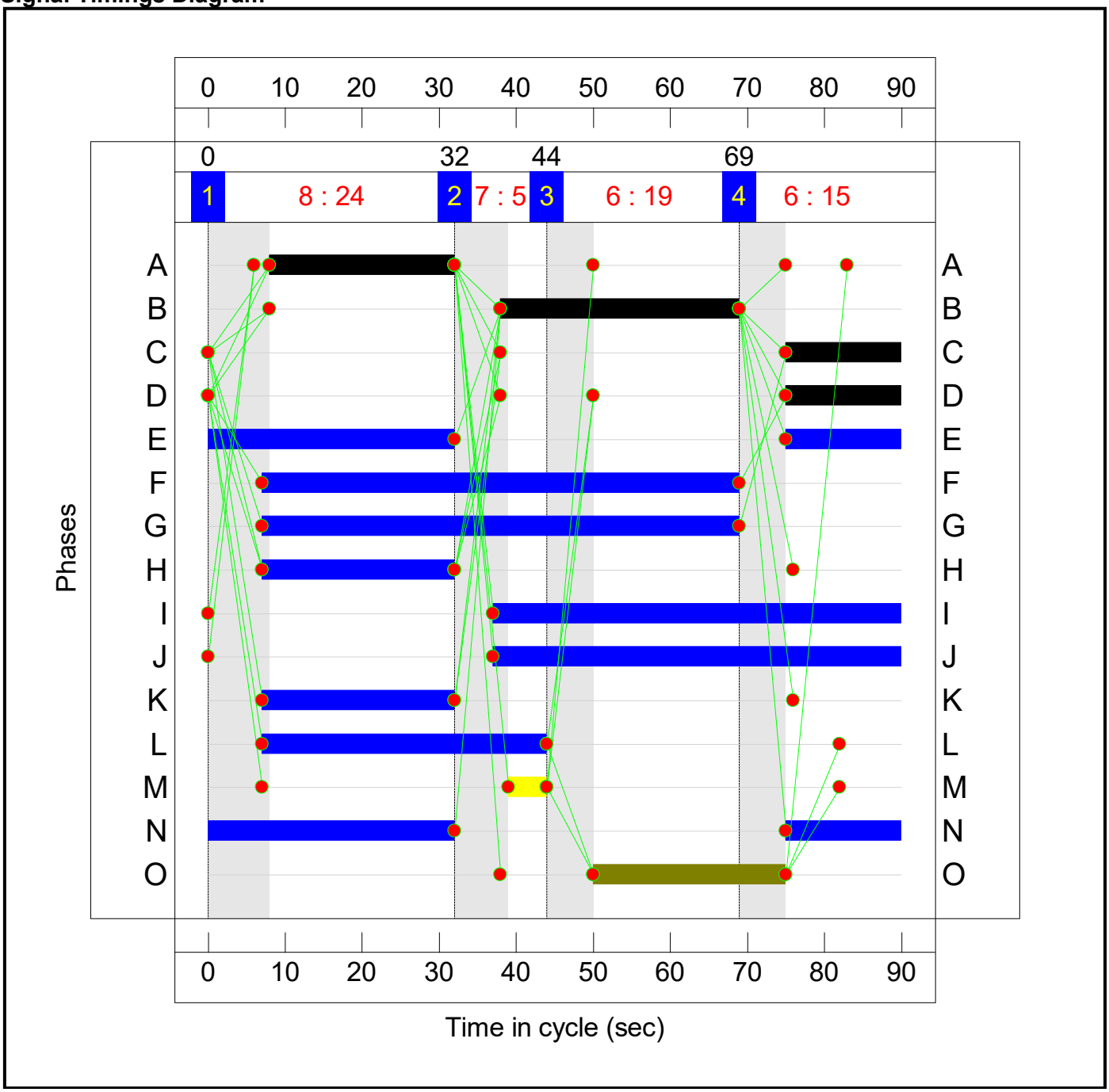
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	5	19	15
Change Point	0	32	44	69

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
1/1+1/2	B4666 Coventry Road (West) Left Ahead Right	U+O	N/A	N/A	D	O	1	40:15	25	527	1884:1866	422+332	69.9 : 69.9%
2/2+2/1	B4666 Trinity Road (South) Left Ahead	U	N/A	N/A	A		1	24	-	429	1965:1762	476+126	71.2 : 71.2%
2/3	B4666 Trinity Road (South) Ahead	U	N/A	N/A	A		1	24	-	310	1747	485	63.9%
3/2+3/1	B4666 Trinity Road (North) Left Ahead	U	N/A	N/A	B		1	31	-	482	1965:1724	525+172	69.1 : 69.1%
3/3	B4666 Trinity Road (North) Right	U	N/A	N/A	B		1	31	-	211	1828	650	32.5%
4/1	Coventry Road (East) Ahead Left	U	N/A	N/A	C		1	15	-	155	1961	349	44.5%
5/1	B4666 Coventry Road (West) - Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
6/1	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
6/2	B4666 Trinity Road (North) - Exit	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
7/1	Coventry Road (East) - Exit	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
8/1	B4666 Trinity Road (South) - Exit	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4666 Trinity Road/ Coventry Road	**-**	**-**	**61**	**0**	**0**	**15.2**	**5.0**	**0.1**	**20.3**	**-**	**-**	**-**	**-**
B4667 Trinity Lane/ Coventry Road Signals	**-**	**-**	**61**	**0**	**0**	**15.2**	**5.0**	**0.1**	**20.3**	**-**	**-**	**-**	**-**
1/1+1/2	527	527	61	0	0	3.5	1.2	0.1	4.7	32.4	5.4	1.2	6.6
2/2+2/1	429	429	-	-	-	3.3	1.2	-	4.5	38.1	7.8	1.2	9.0
2/3	310	310	-	-	-	2.5	0.9	-	3.3	38.7	6.8	0.9	7.7
3/2+3/1	482	482	-	-	-	3.2	1.1	-	4.3	32.5	9.5	1.1	10.6
3/3	211	211	-	-	-	1.2	0.2	-	1.5	25.2	3.8	0.2	4.0
4/1	155	155	-	-	-	1.4	0.4	-	1.8	42.3	3.4	0.4	3.8
5/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 26.3 Total Delay for Signalled Lanes (pcuHr): 20.27 Cycle Time (s): 90
PRC Over All Lanes (%): 26.3 Total Delay Over All Lanes(pcuHr): 20.27

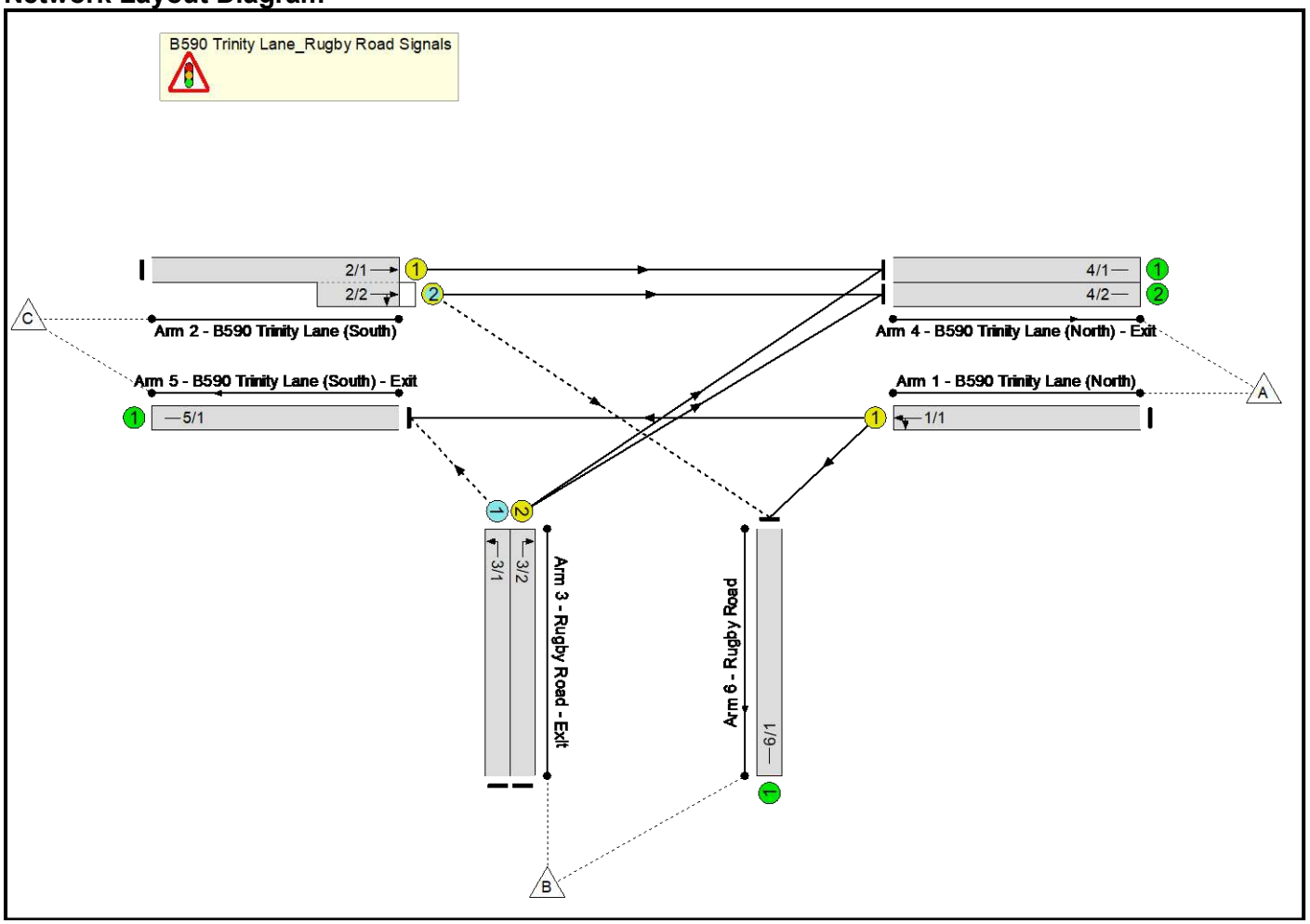
Appendix T: B590 Trinity Lane / Rugby Road Signals Capacity Modelling Output

Full Input Data And Results

User and Project Details

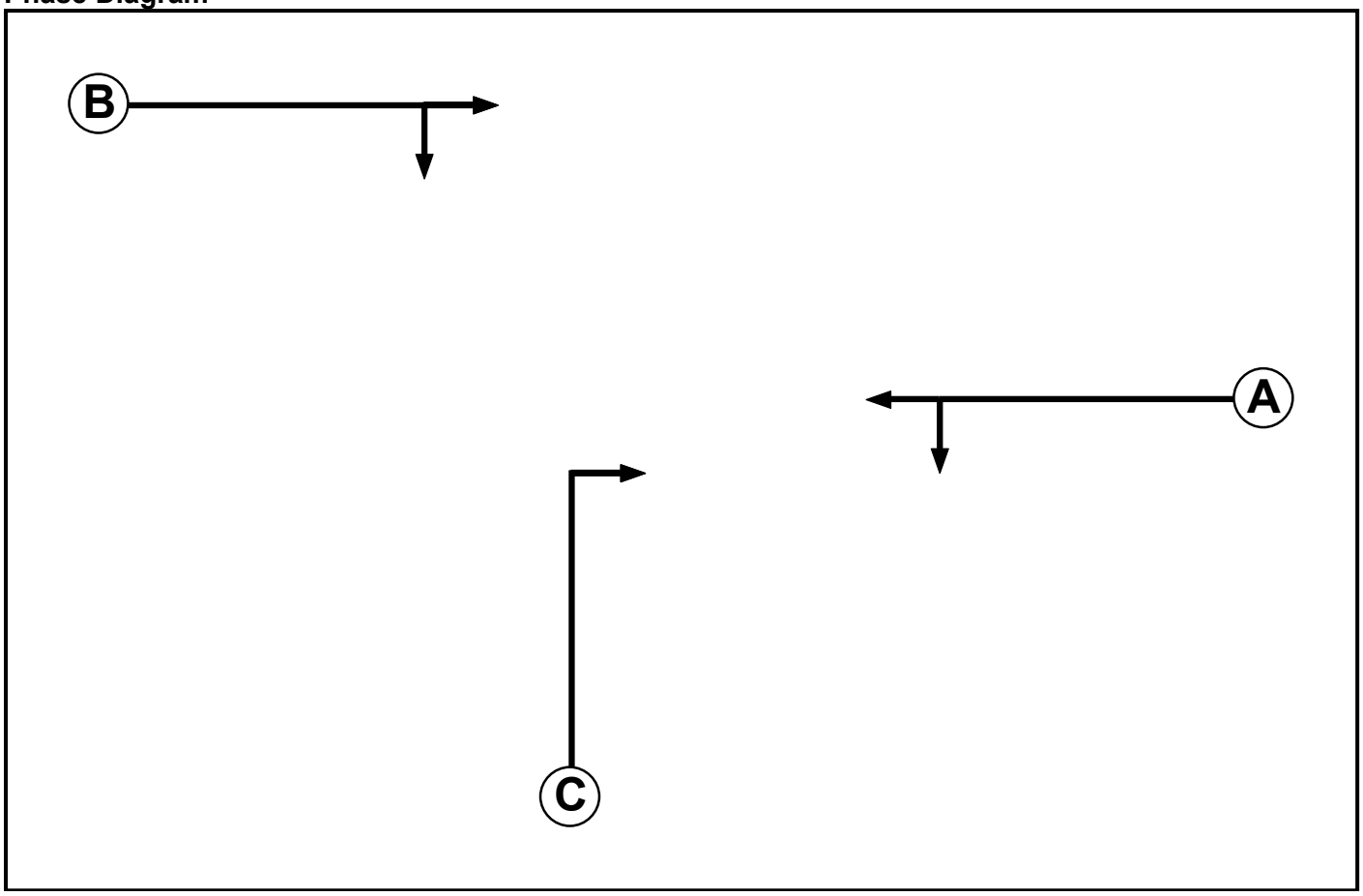
Project:	**Normandy Way, Hinckley**
Title:	**B590 Trinity Lane/ Rugby Road Signals**
Location:	
Client:	Miller Homes
Site Ref(s):	9
Additional detail:	Model Built from Application 24/00610/OUT - Appendix P (page 261)
File name:	109523-PEF-ZZ-XX-T.M-H-000009_S2_P1.lsg3x
Author:	J FARRELL
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7

Phase Intergreens Matrix

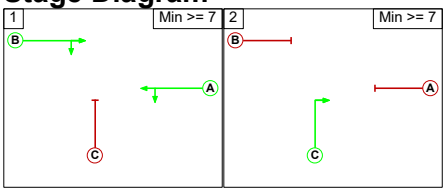
		Starting Phase		
		A	B	C
Terminating Phase	A		-	5
	B	-		5
	C	6	6	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage 1	To Stage 2
1		5
2	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B590 Trinity Lane_Rugby Road Signals											
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)**
2/2 (B590 Trinity Lane (South))	6/1 (Right)	1400	0	1/1	1.10	All	1.00	-	0.50	1	2.00
3/1 (Rugby Road - Exit)	5/1 (Left)	1439	0	1/1	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: B590 Trinity Lane_Rugby Road Signals												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B590 Trinity Lane (North))	U	A	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	12.00
2/1 (B590 Trinity Lane (South))	U	B	2	3	15.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
2/2 (B590 Trinity Lane (South))	O	B	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Right	30.00
3/1 (Rugby Road - Exit)	O		2	3	60.0	User	1800	-	-	-	-	-
3/2 (Rugby Road - Exit)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	12.00
4/1 (B590 Trinity Lane (North) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (B590 Trinity Lane (North) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (B590 Trinity Lane (South) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Rugby Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: 'Furnessed Scenario 2 AM'	08:00	09:00	01:00	
4: 'Furnessed Scenario 2 PM'	17:00	18:00	01:00	
5: 'Furnessed Scenario 3 AM'	08:00	09:00	01:00	
6: 'Furnessed Scenario 3 PM'	17:00	18:00	01:00	
7: 'Furnessed Scenario 4 AM'	08:00	09:00	01:00	
8: 'Furnessed Scenario 4 PM'	17:00	18:00	01:00	
9: 'Furnessed Scenario 5 AM'	08:00	09:00	01:00	
10: 'Furnessed Scenario 5 PM'	17:00	18:00	01:00	
11: 'Furnessed Scenario 6 AM'	08:00	09:00	01:00	
12: 'Furnessed Scenario 6 PM'	17:00	18:00	01:00	
13: 'Furnessed Scenario 7 AM'	08:00	09:00	01:00	
14: 'Furnessed Scenario 7 PM'	17:00	18:00	01:00	
15: 'Furnessed Scenario 8 AM'	08:00	09:00	01:00	
16: 'Furnessed Scenario 8 PM'	17:00	18:00	01:00	
17: 'Furnessed Scenario 9 AM'	08:00	09:00	01:00	
18: 'Furnessed Scenario 9 PM'	17:00	18:00	01:00	
19: 'Furnessed Scenario 10 AM'	08:00	09:00	01:00	
20: 'Furnessed Scenario 10 PM'	17:00	18:00	01:00	
21: 'Furnessed Scenario 11 AM'	08:00	09:00	01:00	
22: 'Furnessed Scenario 11 PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	5	447	452
	B	79	0	93	172
	C	462	38	0	500
	Tot.	541	43	540	1124

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	452
2/1 (with short)	500(In) 353(Out)
2/2 (short)	147
3/1	93
3/2	79
4/1	392
4/2	149
5/1	540
6/1	43

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	98.9 %	1912	1912
				Arm 6 Left	12.00	1.1 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	74.1 %	1940	1940
				Arm 6 Right	30.00	25.9 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	26	385	411
	B	133	0	141	274
	C	501	64	0	565
	Tot.	634	90	526	1250

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	411
2/1 (with short)	565(In) 422(Out)
2/2 (short)	143
3/1	141
3/2	133
4/1	488
4/2	146
5/1	526
6/1	90

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	93.7 %	1900	1900
				Arm 6 Left	12.00	6.3 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	55.2 %	1922	1922
				Arm 6 Right	30.00	44.8 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	5	513	518
	B	76	0	95	171
	C	468	36	0	504
	Tot.	544	41	608	1193

Traffic Lane Flows

Lane	Scenario 3: Furnessed Scenario 2 AM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	518
2/1 (with short)	504(In) 358(Out)
2/2 (short)	146
3/1	95
3/2	76
4/1	396
4/2	148
5/1	608
6/1	41

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	99.0 %	1913	1913
				Arm 6 Left	12.00	1.0 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	75.3 %	1941	1941
				Arm 6 Right	30.00	24.7 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	26	390	416
	B	135	0	140	275
	C	515	63	0	578
	Tot.	650	89	530	1269

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Furnessed Scenario 2 PM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	416
2/1 (with short)	578(In) 434(Out)
2/2 (short)	144
3/1	140
3/2	135
4/1	501
4/2	149
5/1	530
6/1	89

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	93.8 %	1900	1900
				Arm 6 Left	12.00	6.3 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	56.3 %	1923	1923
				Arm 6 Right	30.00	43.8 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	5	525	530
	B	76	0	95	171
	C	471	35	0	506
	Tot.	547	40	620	1207

Traffic Lane Flows

Lane	Scenario 5: Furnessed Scenario 4 AM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	530
2/1 (with short)	506(In) 357(Out)
2/2 (short)	149
3/1	95
3/2	76
4/1	395
4/2	152
5/1	620
6/1	40

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	99.1 %	1913	1913
				Arm 6 Left	12.00	0.9 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	76.5 %	1942	1942
				Arm 6 Right	30.00	23.5 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	26	391	417
	B	136	0	141	277
	C	523	64	0	587
	Tot.	659	90	532	1281

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Furnessed Scenario 4 PM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	417
2/1 (with short)	587(In) 446(Out)
2/2 (short)	141
3/1	141
3/2	136
4/1	514
4/2	145
5/1	532
6/1	90

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	93.8 %	1900	1900
				Arm 6 Left	12.00	6.2 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	54.6 %	1921	1921
				Arm 6 Right	30.00	45.4 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	5	569	574
	B	75	0	94	169
	C	475	36	0	511
	Tot.	550	41	663	1254

Traffic Lane Flows

Lane	Scenario 7: Furnessed Scenario 8 AM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	574
2/1 (with short)	511(In) 366(Out)
2/2 (short)	145
3/1	94
3/2	75
4/1	403
4/2	147
5/1	663
6/1	41

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	99.1 %	1913	1913
				Arm 6 Left	12.00	0.9 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	75.2 %	1941	1941
				Arm 6 Right	30.00	24.8 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	25	403	428
	B	135	0	139	274
	C	569	64	0	633
	Tot.	704	89	542	1335

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Furnessed Scenario 8 PM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	428
2/1 (with short)	633(In) 479(Out)
2/2 (short)	154
3/1	139
3/2	135
4/1	546
4/2	158
5/1	542
6/1	89

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	94.2 %	1901	1901
				Arm 6 Left	12.00	5.8 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	58.4 %	1925	1925
				Arm 6 Right	30.00	41.6 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	5	571	576
	B	75	0	94	169
	C	474	35	0	509
	Tot.	549	40	665	1254

Traffic Lane Flows

Lane	Scenario 9: Furnessed Scenario 9 AM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	576
2/1 (with short)	509(In) 365(Out)
2/2 (short)	144
3/1	94
3/2	75
4/1	402
4/2	147
5/1	665
6/1	40

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	99.1 %	1913	1913
				Arm 6 Left	12.00	0.9 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	75.7 %	1941	1941
				Arm 6 Right	30.00	24.3 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	24	404	428
	B	135	0	141	276
	C	581	65	0	646
	Tot.	716	89	545	1350

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Furnessed Scenario 9 PM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	428
2/1 (with short)	646(In) 490(Out)
2/2 (short)	156
3/1	141
3/2	135
4/1	557
4/2	159
5/1	545
6/1	89

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	94.4 %	1902	1902
				Arm 6 Left	12.00	5.6 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	58.3 %	1925	1925
				Arm 6 Right	30.00	41.7 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	5	580	585
	B	74	0	94	168
	C	476	35	0	511
	Tot.	550	40	674	1264

Traffic Lane Flows

Lane	Scenario 11: Furnessed Scenario 11 AM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	585
2/1 (with short)	511(In) 358(Out)
2/2 (short)	153
3/1	94
3/2	74
4/1	395
4/2	155
5/1	674
6/1	40

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	99.1 %	1913	1913
				Arm 6 Left	12.00	0.9 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	77.1 %	1943	1943
				Arm 6 Right	30.00	22.9 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	24	405	429
	B	137	0	140	277
	C	591	65	0	656
	Tot.	728	89	545	1362

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Furnessed Scenario 11 PM
Junction: B590 Trinity Lane_Rugby Road Signals	
1/1	429
2/1 (with short)	656(In) 499(Out)
2/2 (short)	157
3/1	140
3/2	137
4/1	567
4/2	161
5/1	545
6/1	89

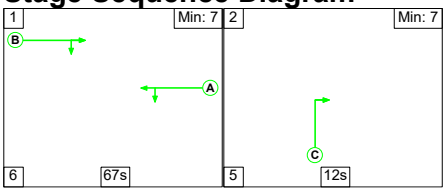
Lane Saturation Flows

Junction: B590 Trinity Lane_Rugby Road Signals								
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 (B590 Trinity Lane (North))	3.00	0.00	Y	Arm 5 Ahead	Inf	94.4 %	1902	1902
				Arm 6 Left	12.00	5.6 %		
2/1 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/2 (B590 Trinity Lane (South))	3.50	0.00	Y	Arm 4 Ahead	Inf	58.6 %	1925	1925
				Arm 6 Right	30.00	41.4 %		
3/1 (Rugby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Rugby Road - Exit)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
4/1 (B590 Trinity Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B590 Trinity Lane (North) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (B590 Trinity Lane (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rugby Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

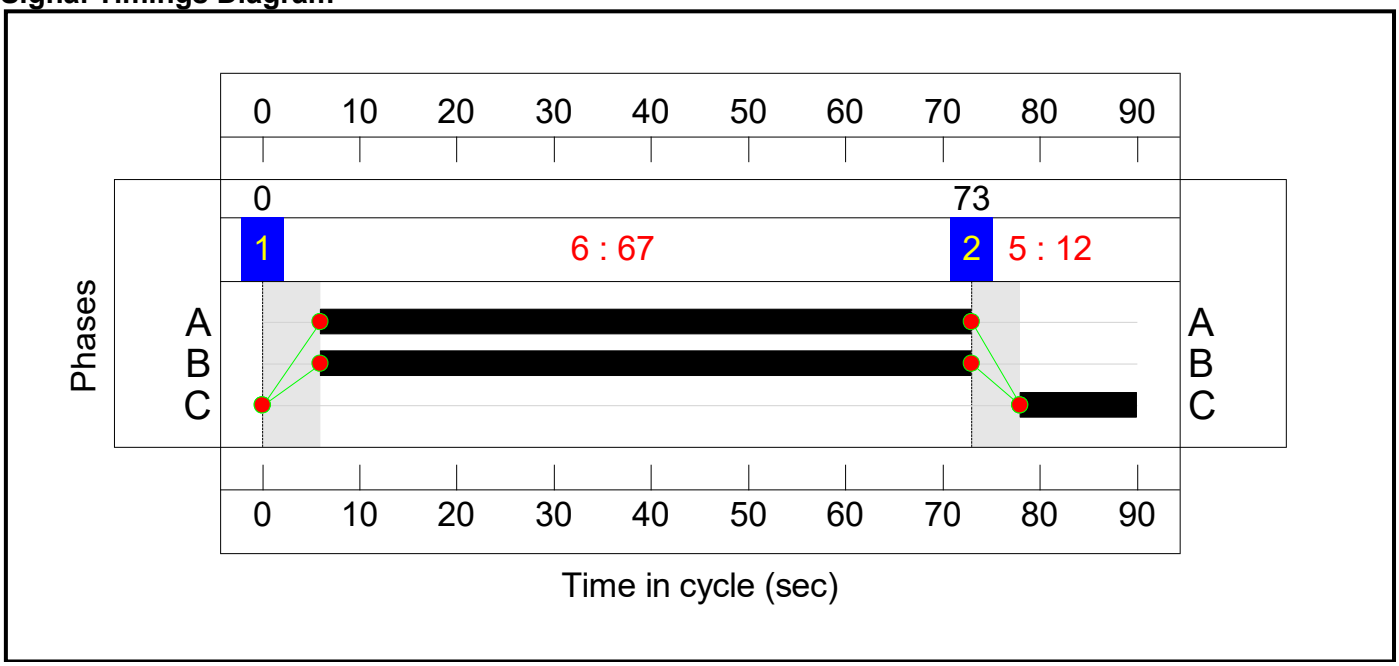
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	67	12
Change Point	0	73

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**31.9%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**31.9%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	67	-	452	1912	1445	31.3%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	67	-	500	1965:1940	1106+461	31.9 : 31.9%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	93	1800	993	9.4%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	12	-	79	1724	249	31.7%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%

Full Input Data And Results

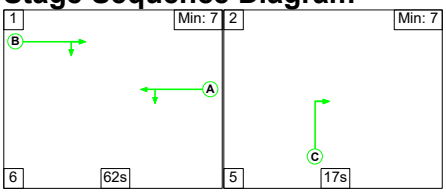
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**108**	**23**	**0**	**1.7**	**0.7**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**108**	**23**	**0**	**1.7**	**0.7**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
1/1	452	452	-	-	-	0.4	0.2	-	0.7	5.3	3.5	0.2	3.7
2/1+2/2	500	500	38	0	0	0.5	0.2	0.0	0.7	5.1	2.5	0.2	2.8
3/1	93	93	70	23	0	0.0	0.1	-	0.1	2.3	0.2	0.1	0.2
3/2	79	79	-	-	-	0.8	0.2	-	1.0	45.1	1.8	0.2	2.0
4/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 182.0 Total Delay for Signalled Lanes (pcuHr): 2.37 Cycle Time (s): 90
PRC Over All Lanes (%): 182.0 Total Delay Over All Lanes(pcuHr): 2.43

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

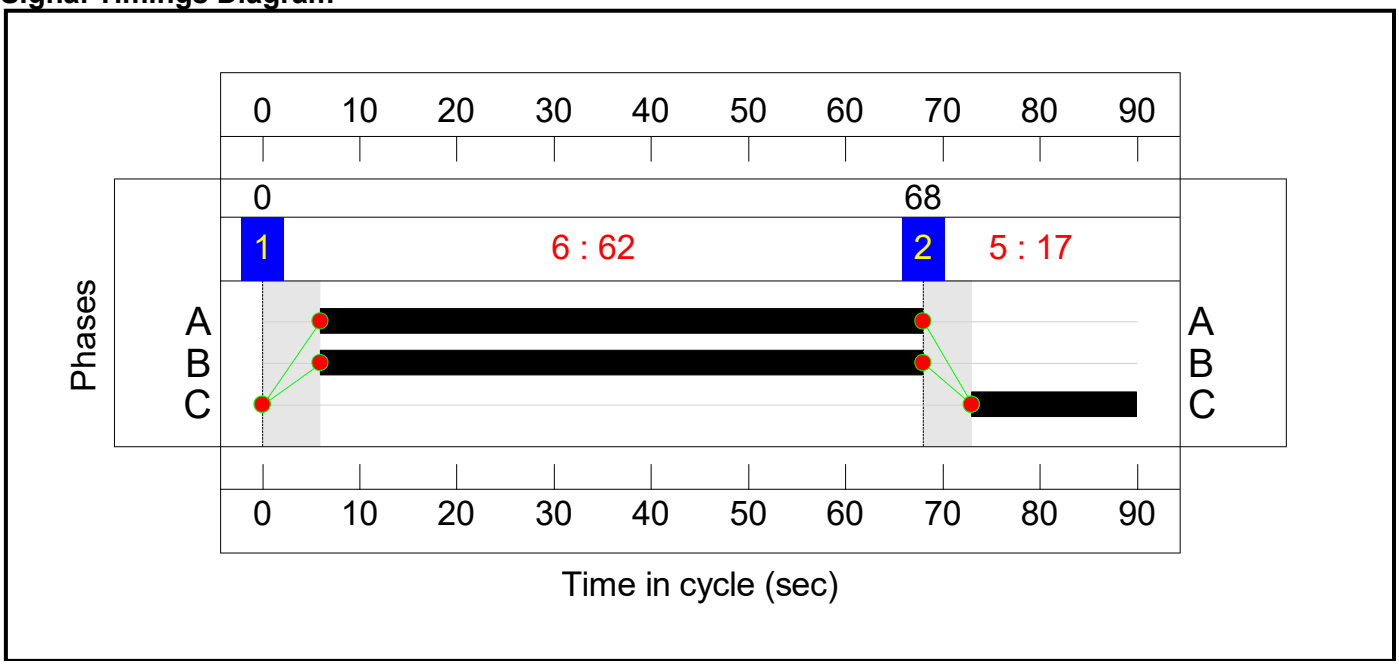
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	62	17
Change Point	0	68

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**39.2%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**39.2%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	62	-	411	1900	1330	30.9%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	62	-	565	1965:1922	1076+364	39.2 : 39.2%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	141	1800	1040	13.6%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	17	-	133	1724	345	38.6%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	90	Inf	Inf	0.0%

Full Input Data And Results

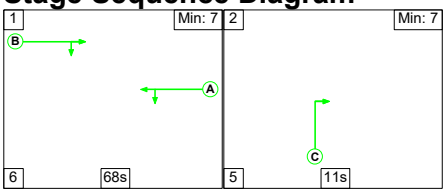
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**162**	**42**	**1**	**2.6**	**0.9**	**0.0**	**3.6**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**162**	**42**	**1**	**2.6**	**0.9**	**0.0**	**3.6**	**-**	**-**	**-**	**-**
1/1	411	411	-	-	-	0.6	0.2	-	0.8	7.1	3.9	0.2	4.1
2/1+2/2	565	565	63	0	1	0.8	0.3	0.0	1.2	7.5	4.0	0.3	4.3
3/1	141	141	99	42	0	0.0	0.1	-	0.1	2.4	0.4	0.1	0.4
3/2	133	133	-	-	-	1.2	0.3	-	1.5	39.7	2.9	0.3	3.2
4/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 129.4 Total Delay for Signalled Lanes (pcuHr): 3.46 Cycle Time (s): 90
PRC Over All Lanes (%): 129.4 Total Delay Over All Lanes(pcuHr): 3.56

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

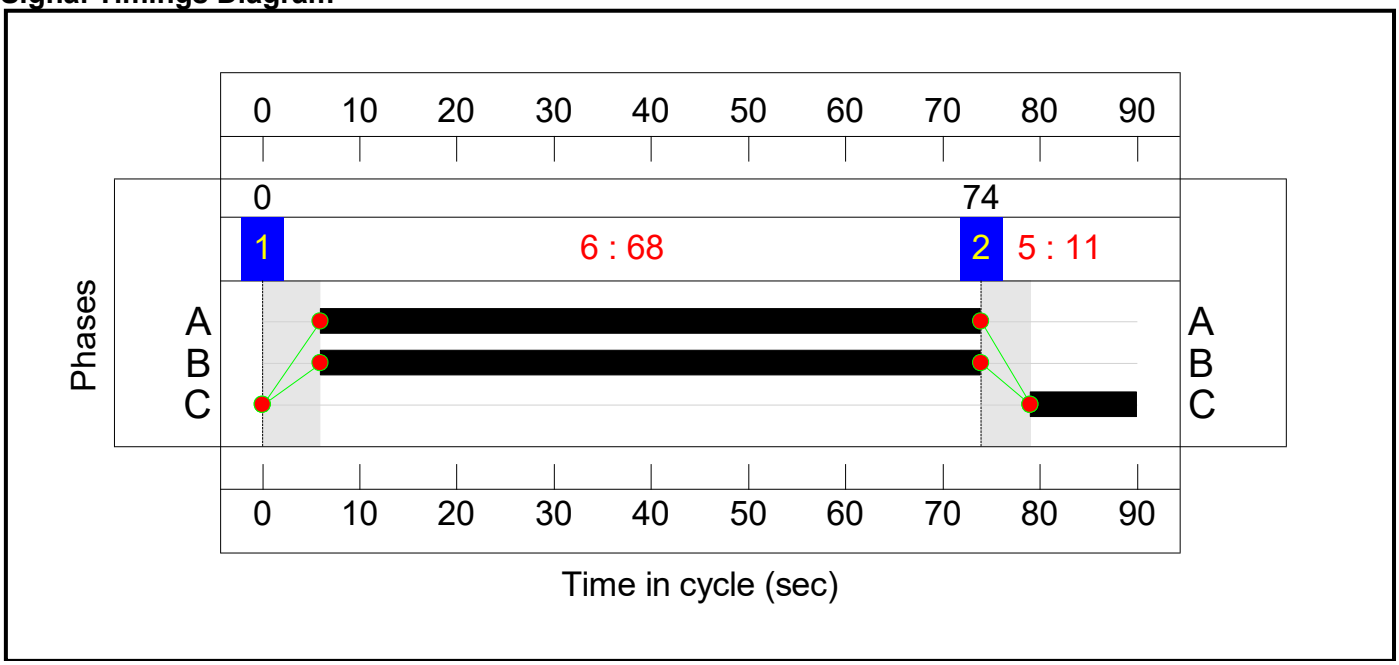
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	68	11
Change Point	0	74

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**35.3%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**35.3%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	68	-	518	1913	1467	35.3%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	68	-	504	1965:1941	1127+460	31.8 : 31.8%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	95	1800	928	10.2%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	11	-	76	1724	230	33.1%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%

Full Input Data And Results

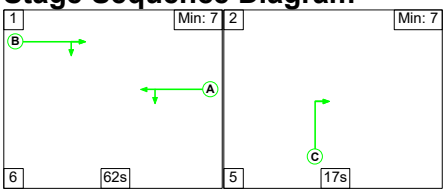
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**108**	**22**	**0**	**1.7**	**0.8**	**0.0**	**2.5**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**108**	**22**	**0**	**1.7**	**0.8**	**0.0**	**2.5**	**-**	**-**	**-**	**-**
1/1	518	518	-	-	-	0.5	0.3	-	0.8	5.3	4.0	0.3	4.3
2/1+2/2	504	504	36	0	0	0.4	0.2	0.0	0.7	4.8	2.5	0.2	2.7
3/1	95	95	73	22	0	0.0	0.1	-	0.1	2.6	0.2	0.1	0.3
3/2	76	76	-	-	-	0.7	0.2	-	1.0	47.0	1.7	0.2	2.0
4/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 154.8 Total Delay for Signalled Lanes (pcuHr): 2.43 Cycle Time (s): 90
PRC Over All Lanes (%): 154.8 Total Delay Over All Lanes(pcuHr): 2.50

Full Input Data And Results

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

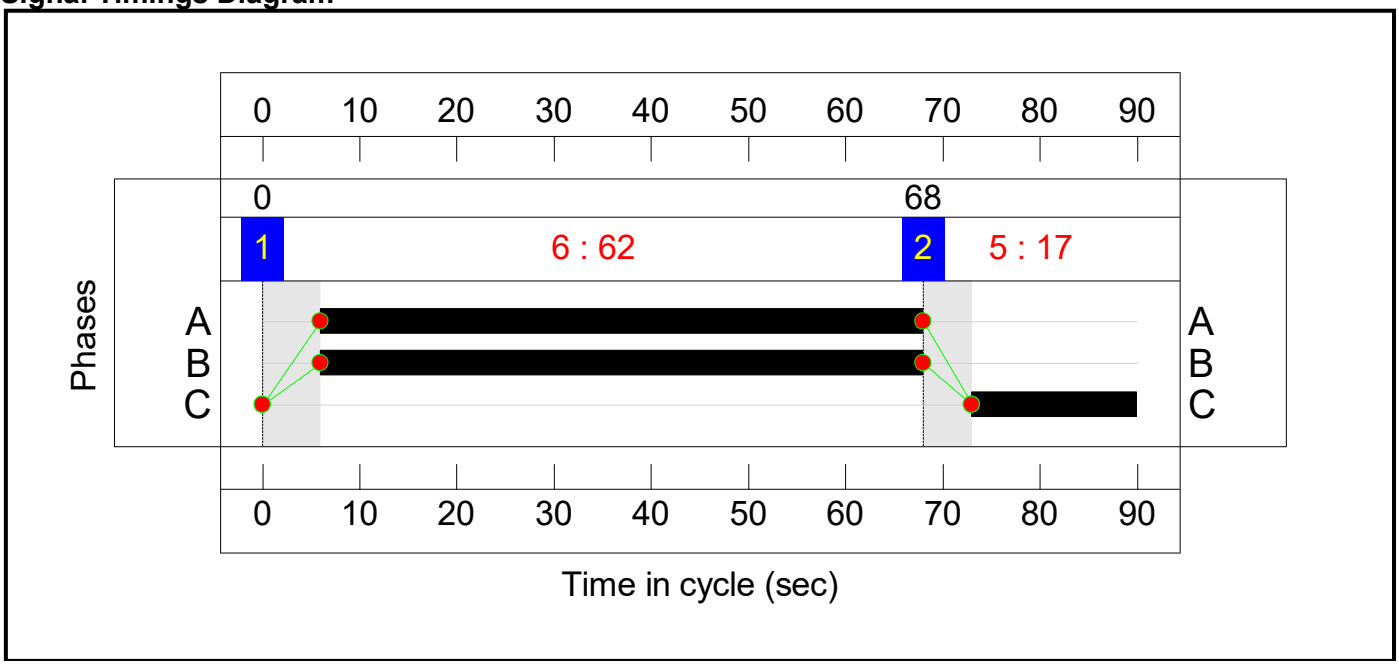
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	62	17
Change Point	0	68

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**40.2%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**40.2%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	62	-	416	1900	1330	31.3%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	62	-	578	1965:1923	1080+358	40.2 : 40.2%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	140	1800	1035	13.5%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	17	-	135	1724	345	39.2%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

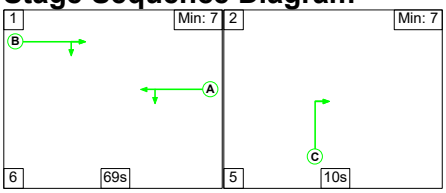
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**160**	**42**	**1**	**2.6**	**1.0**	**0.1**	**3.6**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**160**	**42**	**1**	**2.6**	**1.0**	**0.1**	**3.6**	**-**	**-**	**-**	**-**
1/1	416	416	-	-	-	0.6	0.2	-	0.8	7.2	3.9	0.2	4.2
2/1+2/2	578	578	62	0	1	0.8	0.3	0.1	1.2	7.6	4.1	0.3	4.4
3/1	140	140	98	42	0	0.0	0.1	-	0.1	2.4	0.4	0.1	0.4
3/2	135	135	-	-	-	1.2	0.3	-	1.5	39.8	2.9	0.3	3.2
4/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 124.1 Total Delay for Signalled Lanes (pcuHr): 3.54 Cycle Time (s): 90
PRC Over All Lanes (%): 124.1 Total Delay Over All Lanes(pcuHr): 3.64

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

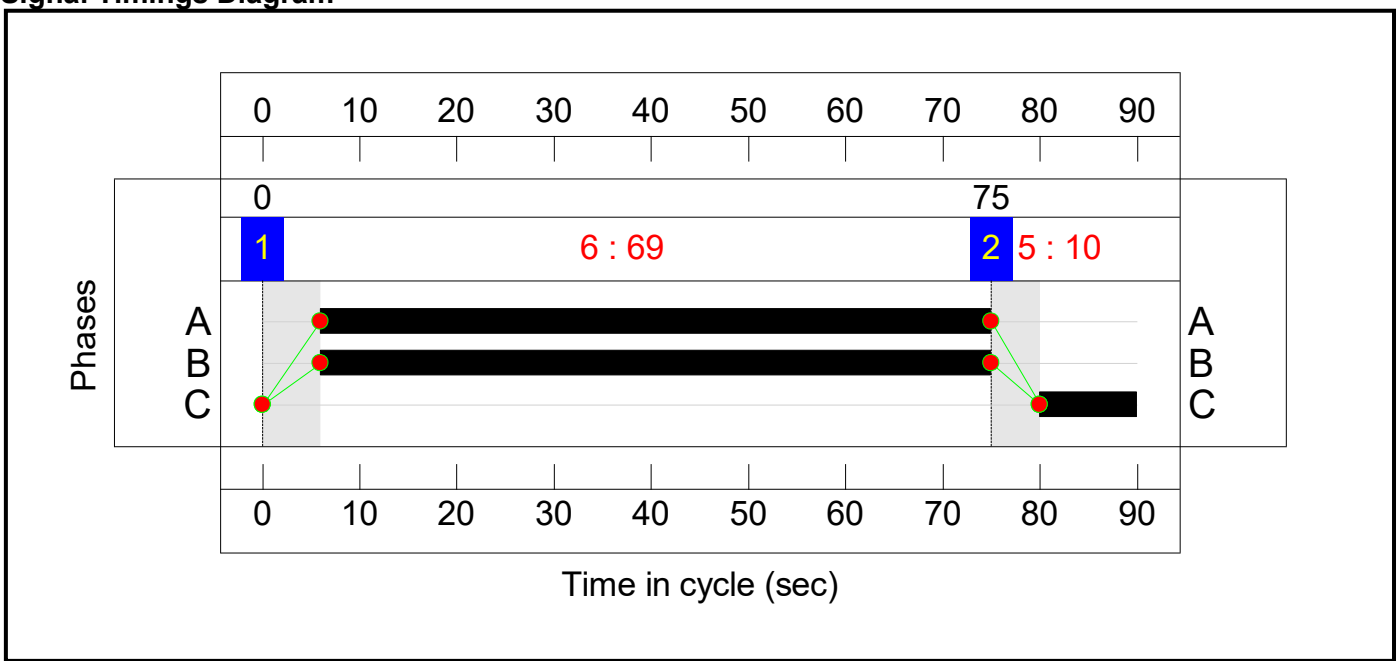
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	69	10
Change Point	0	75

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**36.1%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**36.1%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	69	-	530	1913	1488	35.6%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	69	-	506	1965:1942	1136+474	31.4 : 31.4%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	95	1800	913	10.4%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	10	-	76	1724	211	36.1%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%

Full Input Data And Results

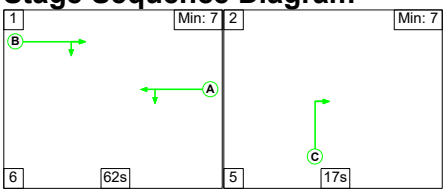
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**108**	**21**	**0**	**1.6**	**0.8**	**0.0**	**2.5**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**108**	**21**	**0**	**1.6**	**0.8**	**0.0**	**2.5**	**-**	**-**	**-**	**-**
1/1	530	530	-	-	-	0.5	0.3	-	0.7	5.0	4.0	0.3	4.3
2/1+2/2	506	506	35	0	0	0.4	0.2	0.0	0.6	4.5	2.4	0.2	2.6
3/1	95	95	74	21	0	0.0	0.1	-	0.1	2.6	0.2	0.1	0.3
3/2	76	76	-	-	-	0.8	0.3	-	1.0	49.6	1.7	0.3	2.0
4/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 149.5 Total Delay for Signalled Lanes (pcuHr): 2.41 Cycle Time (s): 90
PRC Over All Lanes (%): 149.5 Total Delay Over All Lanes(pcuHr): 2.48

Full Input Data And Results

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

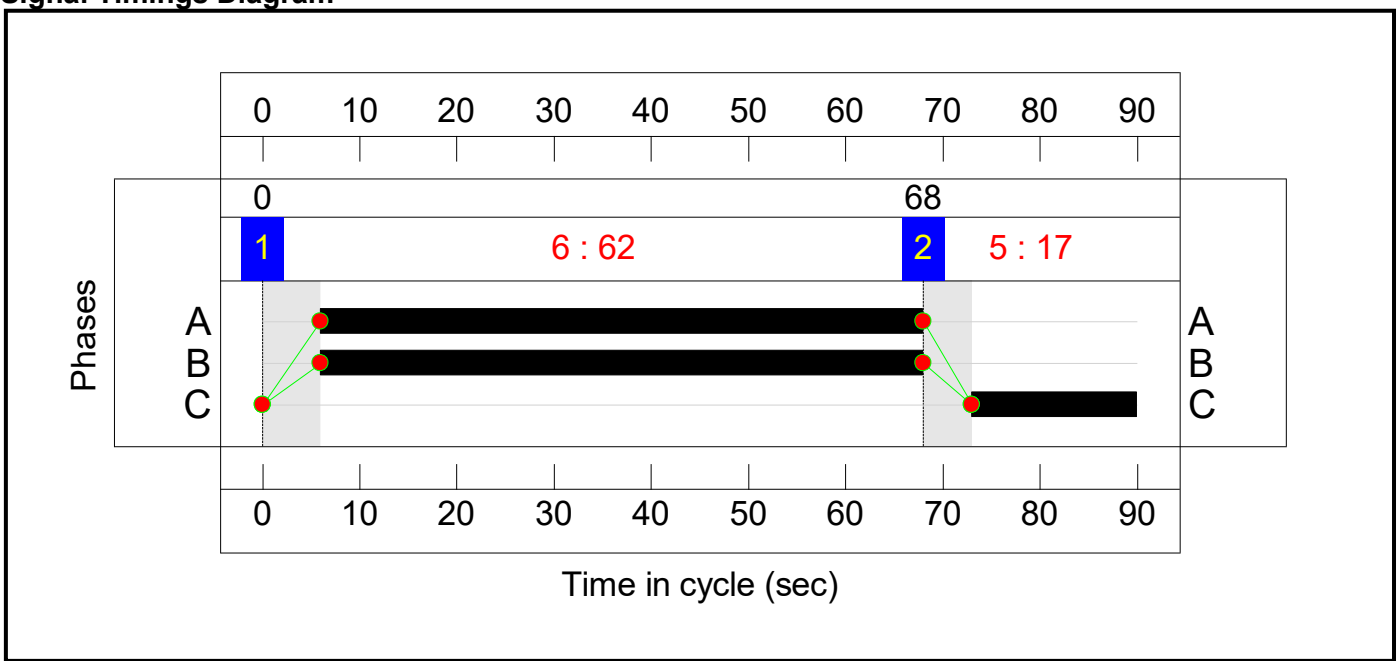
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	62	17
Change Point	0	68

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**40.9%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**40.9%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	62	-	417	1900	1330	31.4%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	62	-	587	1965:1921	1091+345	40.9 : 40.9%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	141	1800	1034	13.6%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	17	-	136	1724	345	39.4%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	90	Inf	Inf	0.0%

Full Input Data And Results

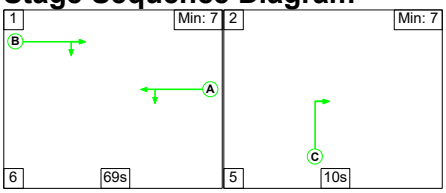
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**162**	**42**	**1**	**2.7**	**1.0**	**0.1**	**3.7**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**162**	**42**	**1**	**2.7**	**1.0**	**0.1**	**3.7**	**-**	**-**	**-**	**-**
1/1	417	417	-	-	-	0.6	0.2	-	0.8	7.2	3.9	0.2	4.2
2/1+2/2	587	587	63	0	1	0.9	0.3	0.1	1.3	7.7	4.2	0.3	4.6
3/1	141	141	99	42	0	0.0	0.1	-	0.1	2.4	0.4	0.1	0.4
3/2	136	136	-	-	-	1.2	0.3	-	1.5	39.9	2.9	0.3	3.3
4/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 120.1 Total Delay for Signalled Lanes (pcuHr): 3.59 Cycle Time (s): 90
PRC Over All Lanes (%): 120.1 Total Delay Over All Lanes(pcuHr): 3.68

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

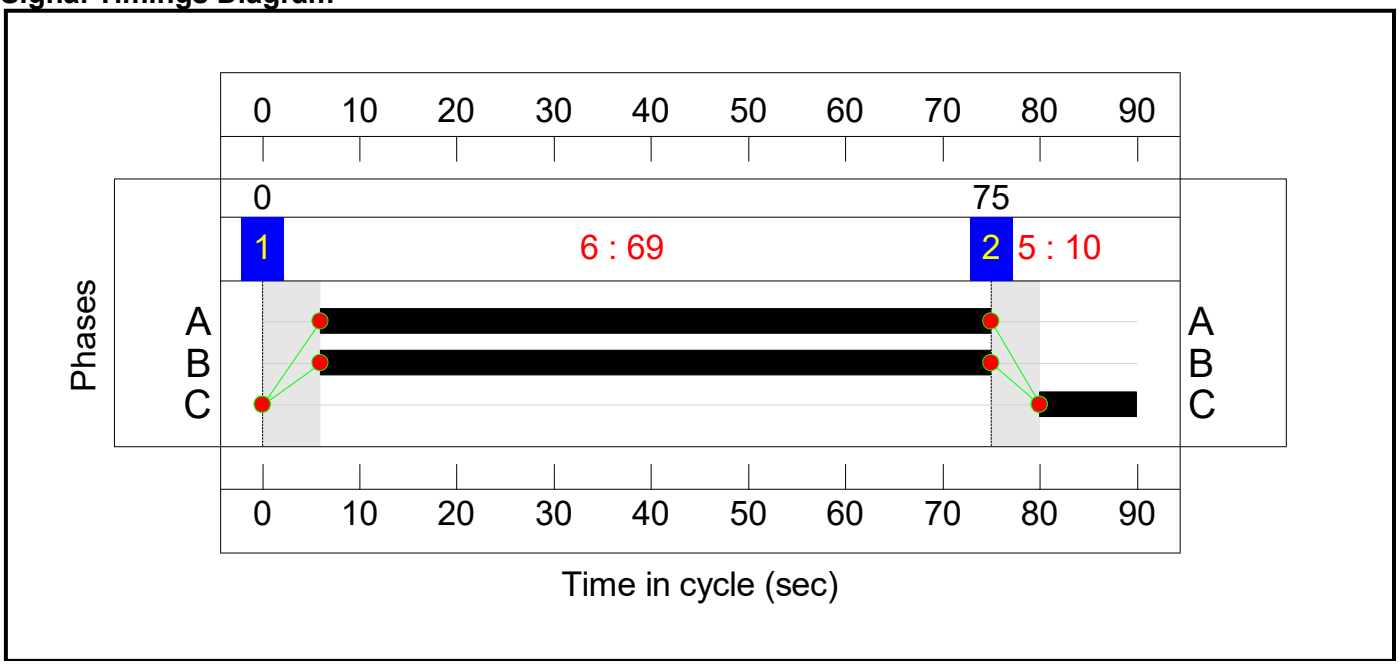
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	69	10
Change Point	0	75

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**38.6%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**38.6%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	69	-	574	1913	1488	38.6%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	69	-	511	1965:1941	1151+456	31.8 : 31.8%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	94	1800	871	10.8%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	10	-	75	1724	211	35.6%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**109**	**21**	**0**	**1.7**	**0.9**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**109**	**21**	**0**	**1.7**	**0.9**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
1/1	574	574	-	-	-	0.5	0.3	-	0.8	5.1	4.5	0.3	4.8
2/1+2/2	511	511	36	0	0	0.4	0.2	0.0	0.7	4.6	2.4	0.2	2.7
3/1	94	94	73	21	0	0.0	0.1	-	0.1	2.8	0.3	0.1	0.3
3/2	75	75	-	-	-	0.8	0.3	-	1.0	49.5	1.7	0.3	2.0
4/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 133.3
PRC Over All Lanes (%): 133.3

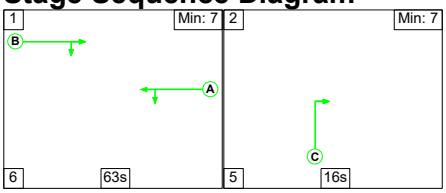
Total Delay for Signalled Lanes (pcuHr): 2.50
Total Delay Over All Lanes(pcuHr): 2.58

Cycle Time (s): 90

Full Input Data And Results

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

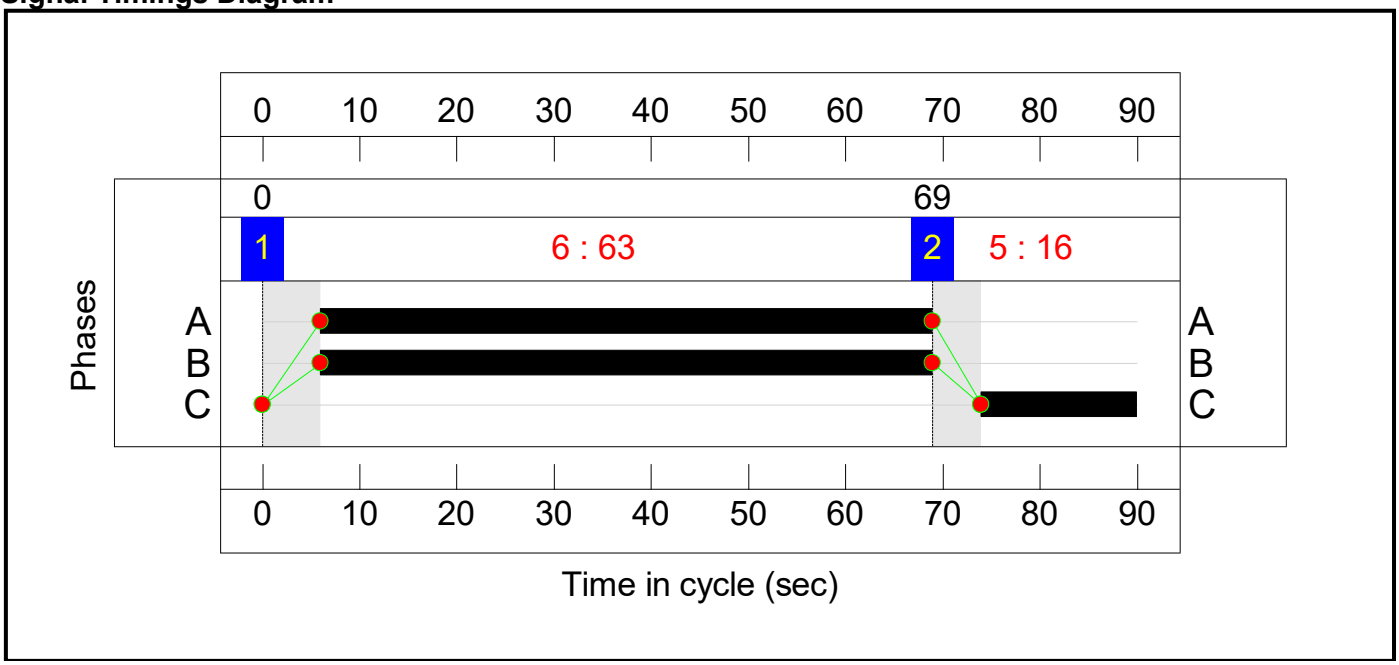
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	63	16
Change Point	0	69

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**43.4%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**43.4%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	63	-	428	1901	1352	31.7%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	63	-	633	1965:1925	1104+355	43.4 : 43.4%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	139	1800	1022	13.6%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	16	-	135	1724	326	41.5%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

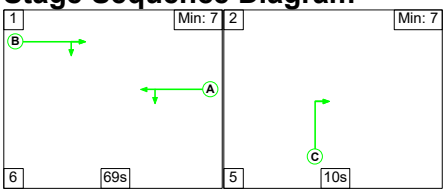
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**162**	**40**	**1**	**2.7**	**1.0**	**0.0**	**3.8**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**162**	**40**	**1**	**2.7**	**1.0**	**0.0**	**3.8**	**-**	**-**	**-**	**-**
1/1	428	428	-	-	-	0.6	0.2	-	0.8	6.8	3.9	0.2	4.2
2/1+2/2	633	633	63	0	1	0.9	0.4	0.0	1.3	7.4	4.5	0.4	4.9
3/1	139	139	99	40	0	0.0	0.1	-	0.1	2.4	0.3	0.1	0.4
3/2	135	135	-	-	-	1.2	0.4	-	1.6	41.5	3.0	0.4	3.3
4/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 107.5 Total Delay for Signalled Lanes (pcuHr): 3.67 Cycle Time (s): 90
PRC Over All Lanes (%): 107.5 Total Delay Over All Lanes(pcuHr): 3.77

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

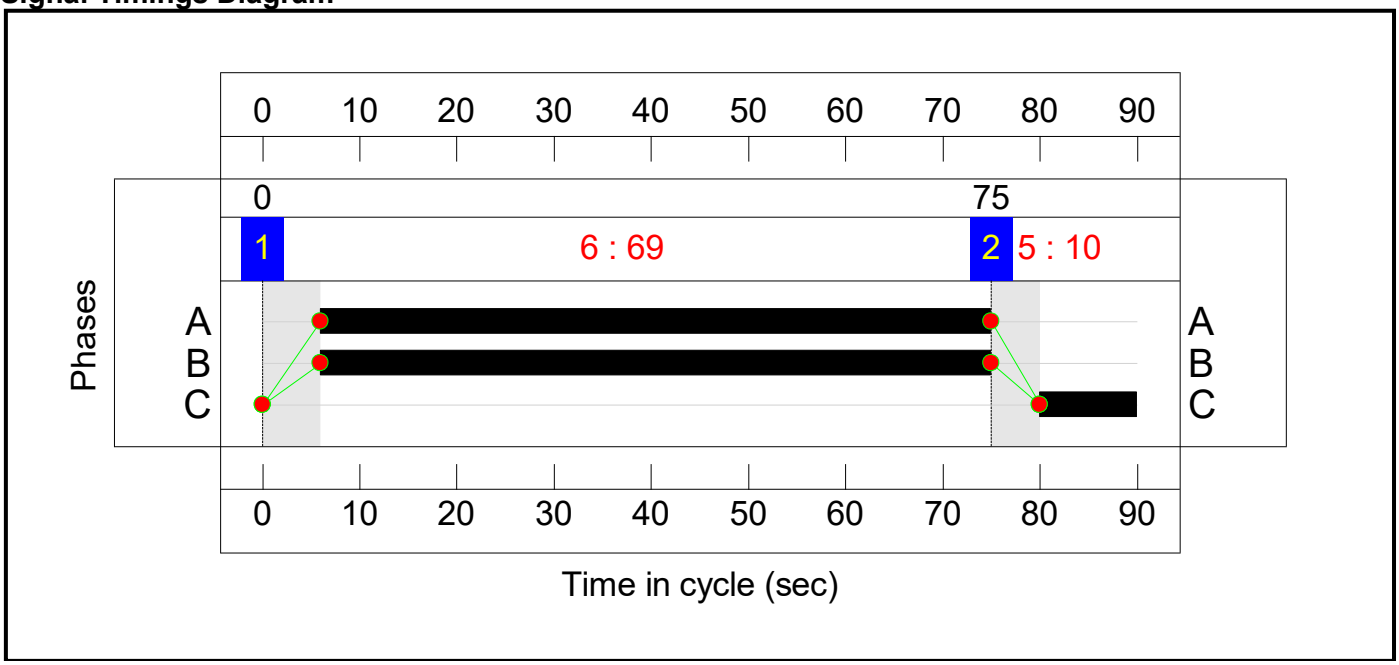
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	69	10
Change Point	0	75

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**38.7%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**38.7%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	69	-	576	1913	1488	38.7%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	69	-	509	1965:1941	1152+454	31.7 : 31.7%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	94	1800	870	10.8%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	10	-	75	1724	211	35.6%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%

Full Input Data And Results

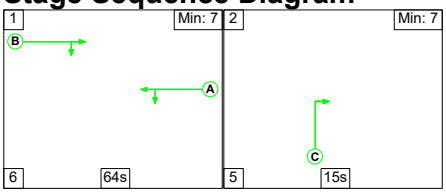
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**108**	**21**	**0**	**1.7**	**0.9**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**108**	**21**	**0**	**1.7**	**0.9**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
1/1	576	576	-	-	-	0.5	0.3	-	0.8	5.2	4.5	0.3	4.8
2/1+2/2	509	509	35	0	0	0.4	0.2	0.0	0.6	4.6	2.4	0.2	2.7
3/1	94	94	73	21	0	0.0	0.1	-	0.1	2.8	0.3	0.1	0.3
3/2	75	75	-	-	-	0.8	0.3	-	1.0	49.5	1.7	0.3	2.0
4/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 132.5 Total Delay for Signalled Lanes (pcuHr): 2.50 Cycle Time (s): 90
PRC Over All Lanes (%): 132.5 Total Delay Over All Lanes(pcuHr): 2.58

Full Input Data And Results

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

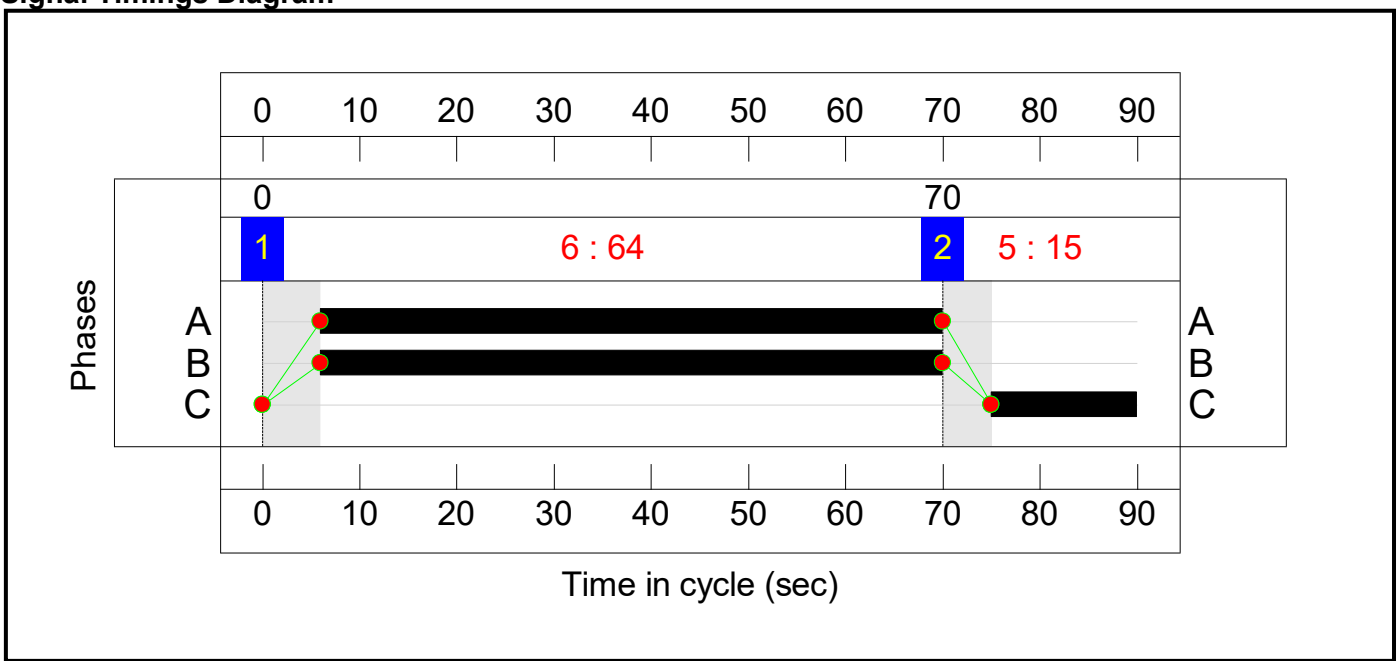
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	64	15
Change Point	0	70

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.0%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.0%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	64	-	428	1902	1374	31.2%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	64	-	646	1965:1925	1123+357	43.6 : 43.6%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	141	1800	1022	13.8%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	15	-	135	1724	306	44.0%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

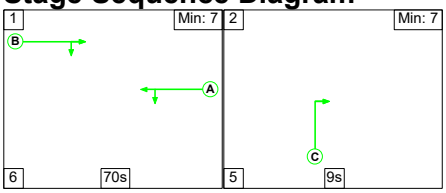
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**166**	**39**	**1**	**2.6**	**1.1**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**166**	**39**	**1**	**2.6**	**1.1**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
1/1	428	428	-	-	-	0.5	0.2	-	0.8	6.4	3.8	0.2	4.0
2/1+2/2	646	646	64	0	1	0.8	0.4	0.0	1.3	7.0	4.5	0.4	4.9
3/1	141	141	102	39	0	0.0	0.1	-	0.1	2.4	0.3	0.1	0.4
3/2	135	135	-	-	-	1.2	0.4	-	1.6	43.5	3.0	0.4	3.4
4/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 104.3 Total Delay for Signalled Lanes (pcuHr): 3.65 Cycle Time (s): 90
PRC Over All Lanes (%): 104.3 Total Delay Over All Lanes(pcuHr): 3.74

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

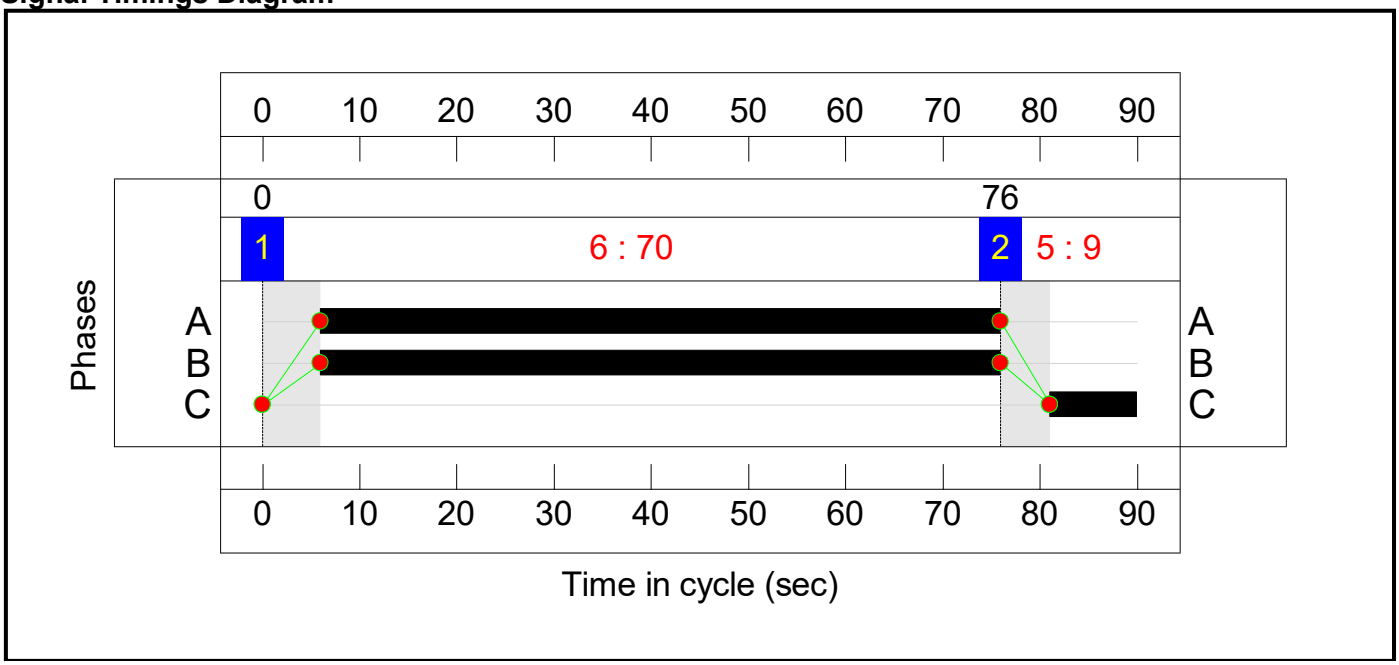
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	70	9
Change Point	0	76

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**38.8%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**38.8%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	70	-	585	1913	1509	38.8%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	70	-	511	1965:1943	1145+489	31.3 : 31.3%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	94	1800	859	10.9%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	9	-	74	1724	192	38.6%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%

Full Input Data And Results

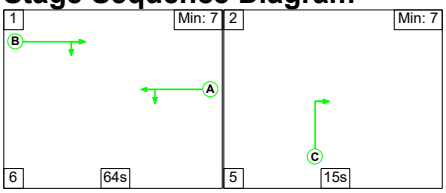
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**109**	**20**	**0**	**1.6**	**0.9**	**0.0**	**2.5**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**109**	**20**	**0**	**1.6**	**0.9**	**0.0**	**2.5**	**-**	**-**	**-**	**-**
1/1	585	585	-	-	-	0.5	0.3	-	0.8	4.8	4.4	0.3	4.7
2/1+2/2	511	511	35	0	0	0.3	0.2	0.0	0.6	4.2	2.3	0.2	2.5
3/1	94	94	74	20	0	0.0	0.1	-	0.1	2.8	0.2	0.1	0.3
3/2	74	74	-	-	-	0.8	0.3	-	1.1	52.4	1.7	0.3	2.0
4/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 132.2 Total Delay for Signalled Lanes (pcuHr): 2.47 Cycle Time (s): 90
PRC Over All Lanes (%): 132.2 Total Delay Over All Lanes(pcuHr): 2.54

Full Input Data And Results

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

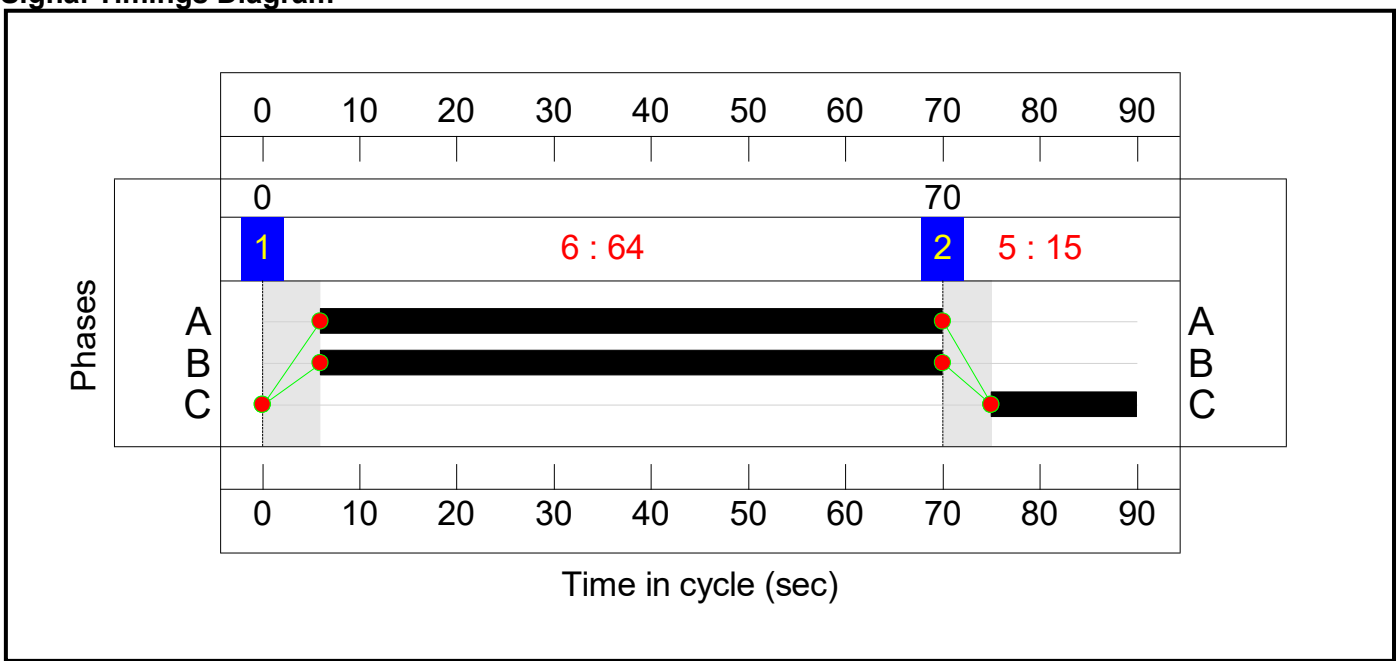
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	64	15
Change Point	0	70

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Trinity Lane/ Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.7%**
B590 Trinity Lane_Rugby Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.7%**
1/1	B590 Trinity Lane (North) Ahead Left	U	N/A	N/A	A		1	64	-	429	1902	1374	31.2%
2/1+2/2	B590 Trinity Lane (South) Ahead Right	U+O	N/A	N/A	B		1	64	-	656	1965:1925	1125+354	44.3 : 44.3%
3/1	Rugby Road - Exit Left	O	N/A	N/A	-		-	-	-	140	1800	1021	13.7%
3/2	Rugby Road - Exit Right	U	N/A	N/A	C		1	15	-	137	1724	306	44.7%
4/1	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
4/2	B590 Trinity Lane (North) - Exit	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
5/1	B590 Trinity Lane (South) - Exit	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
6/1	Rugby Road	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Trinity Lane/ Rugby Road Signals	**-**	**-**	**165**	**39**	**1**	**2.7**	**1.1**	**0.0**	**3.8**	**-**	**-**	**-**	**-**
B590 Trinity Lane_Rugby Road Signals	**-**	**-**	**165**	**39**	**1**	**2.7**	**1.1**	**0.0**	**3.8**	**-**	**-**	**-**	**-**
1/1	429	429	-	-	-	0.5	0.2	-	0.8	6.4	3.8	0.2	4.0
2/1+2/2	656	656	64	0	1	0.8	0.4	0.0	1.3	7.1	4.6	0.4	5.0
3/1	140	140	101	39	0	0.0	0.1	-	0.1	2.4	0.3	0.1	0.4
3/2	137	137	-	-	-	1.3	0.4	-	1.7	43.6	3.0	0.4	3.4
4/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 101.3 Total Delay for Signalled Lanes (pcuHr): 3.71 Cycle Time (s): 90
PRC Over All Lanes (%): 101.3 Total Delay Over All Lanes(pcuHr): 3.80

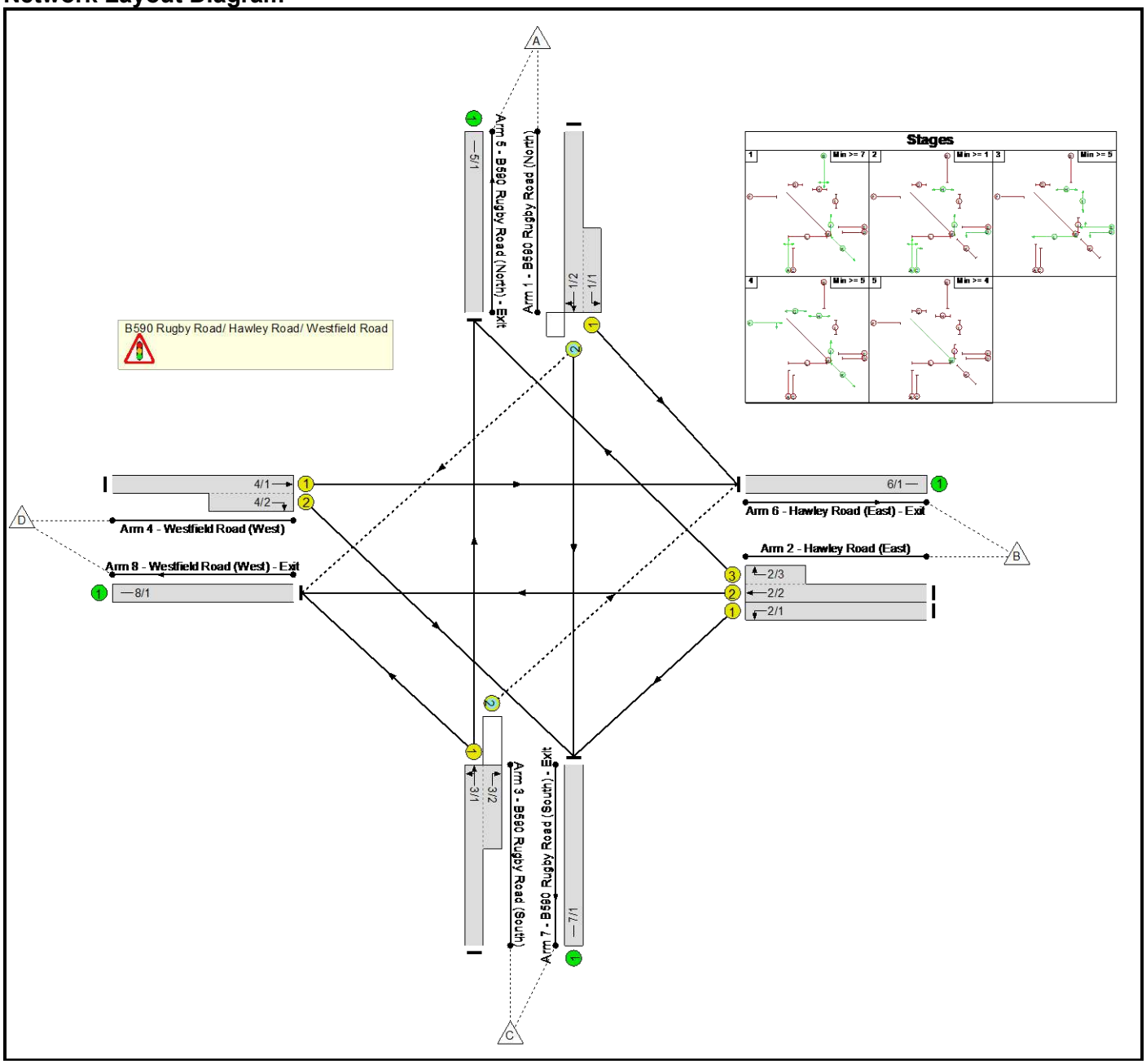
Appendix U: B4109 Rugby Road / Hawley Road / Westfield Road Signals Capacity Modelling Output

Full Input Data And Results

User and Project Details

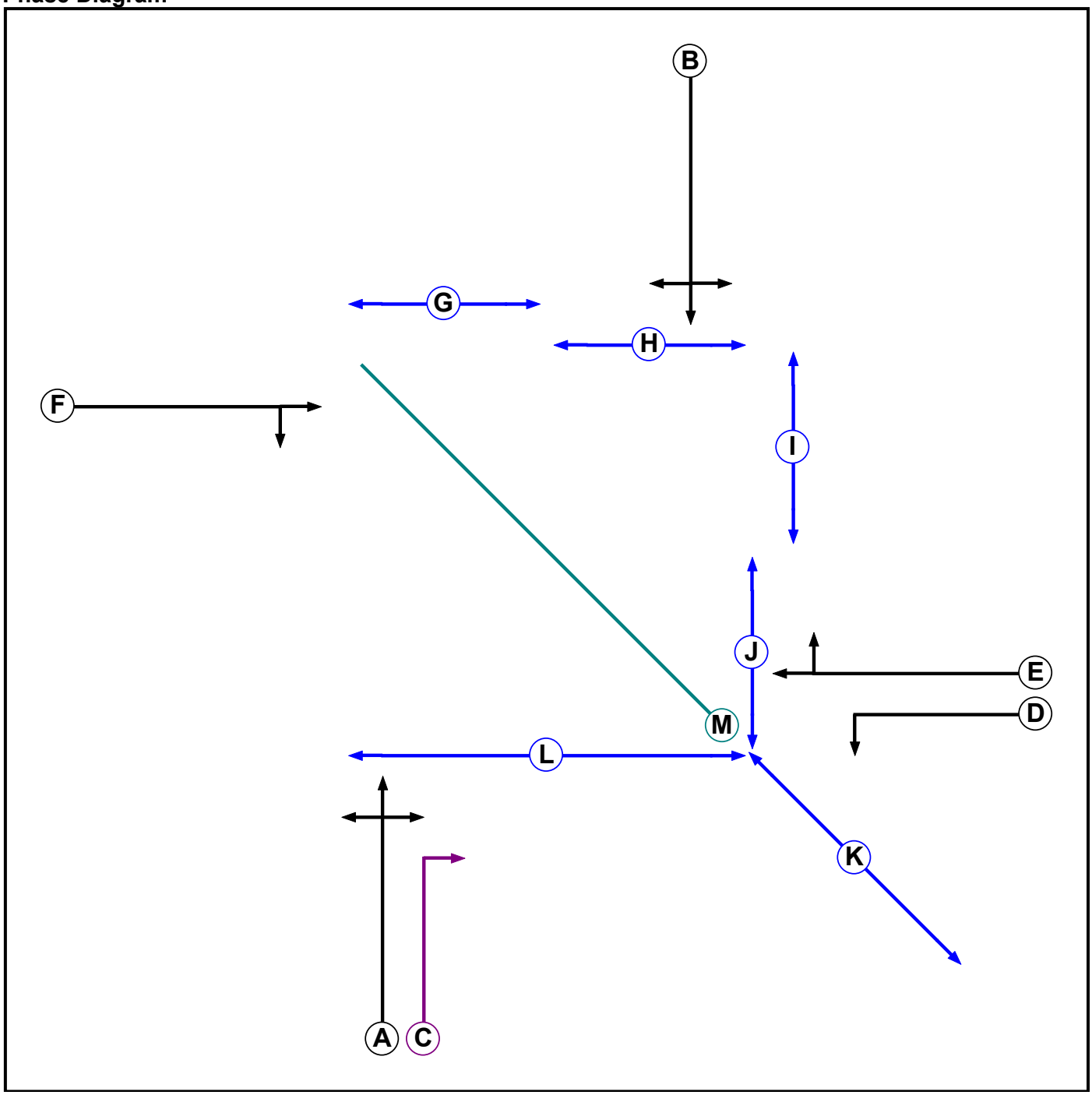
Project:	**Normandy Way, Hinckley**
Title:	**B590 Rugby Road/ Hawley Road/ Westfield Road**
Location:	
Client:	Miller Homes
Site Ref(s):	10
Additional detail:	Model Built from Application 24/00610/OUT - Appendix Q (page 396)
File name:	109523-PEF-ZZ-XX-T.M-H-000010_S2_P1.lsg3x
Author:	J FARRELL
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	A	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Dummy		4	4

Phase Intergreens Matrix

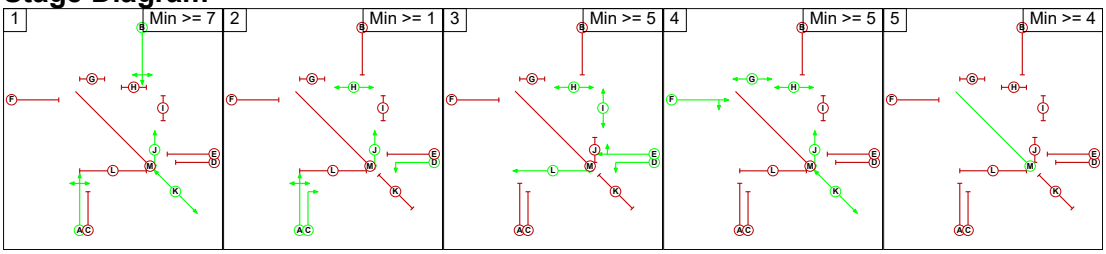
		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	-	-	5	6	10	-	10	-	-	6	3
	B	-		5	8	6	6	-	5	8	-	-	9	3
	C	-	6		-	5	5	-	-	10	-	-	6	3
	D	-	5	-		-	5	-	-	-	-	5	-	3
	E	5	5	5	-		5	9	-	-	5	-	-	3
	F	5	5	5	7	5		-	-	9	-	-	8	3
	G	6	-	-	-	6	-		-	-	-	-	-	3
	H	-	6	-	-	-	-	-		-	-	-	-	3
	I	6	6	6	-	-	6	-	-		-	-	-	3
	J	-	-	-	-	6	-	-	-	-		-	-	3
	K	-	-	-	6	-	-	-	-	-	-		-	3
	L	0	0	0	-	-	0	-	-	-	-	-		3
	M	2	2	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

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

Full Input Data And Results

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	4	5
From Stage	1		8	10	10	3
	2	6		10	10	3
	3	6	6		9	3
	4	6	X	9		3
	5	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road											
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 (B590 Rugby Road (North))	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead)	2.00	2.00	0.50	2	2.00
3/2 (B590 Rugby Road (South))	6/1 (Right)	1439	0	1/2	1.09	All	4.00	-	0.50	4	2.00
				1/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B590 Rugby Road (North))	U	B	2	3	7.0	Geom	-	2.80	0.00	Y	Arm 6 Left	21.00
1/2 (B590 Rugby Road (North))	O	B	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	10.00
2/1 (Hawley Road (East))	U	D	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 7 Left	Inf
2/2 (Hawley Road (East))	U	E	2	3	9.0	Geom	-	3.10	0.00	Y	Arm 8 Ahead	Inf
2/3 (Hawley Road (East))	U	E	2	3	5.0	Geom	-	3.10	0.00	Y	Arm 5 Right	15.00
3/1 (B590 Rugby Road (South))	U	A	2	3	60.0	Geom	-	3.05	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	Inf
3/2 (B590 Rugby Road (South))	O	A C	2	3	7.0	Geom	-	3.05	0.00	Y	Arm 6 Right	Inf
4/1 (Westfield Road (West))	U	F	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 6 Ahead	Inf
4/2 (Westfield Road (West))	U	F	2	3	7.0	Geom	-	3.80	0.00	Y	Arm 7 Right	12.00
5/1 (B590 Rugby Road (North) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Hawley Road (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B590 Rugby Road (South) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Westfield Road (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: 'Furnessed Scenario 2 AM'	08:00	09:00	01:00	
4: 'Furnessed Scenario 2 PM'	17:00	18:00	01:00	
5: 'Furnessed Scenario 3 AM'	08:00	09:00	01:00	
6: 'Furnessed Scenario 3 PM'	17:00	18:00	01:00	
7: 'Furnessed Scenario 4 AM'	08:00	09:00	01:00	
8: 'Furnessed Scenario 4 PM'	17:00	18:00	01:00	
9: 'Furnessed Scenario 5 AM'	08:00	09:00	01:00	
10: 'Furnessed Scenario 5 PM'	17:00	18:00	01:00	
11: 'Furnessed Scenario 6 AM'	08:00	09:00	01:00	
12: 'Furnessed Scenario 6 PM'	17:00	18:00	01:00	
13: 'Furnessed Scenario 7 AM'	08:00	09:00	01:00	
14: 'Furnessed Scenario 7 PM'	17:00	18:00	01:00	
15: 'Furnessed Scenario 8 AM'	08:00	09:00	01:00	
16: 'Furnessed Scenario 8 PM'	17:00	18:00	01:00	
17: 'Furnessed Scenario 9 AM'	08:00	09:00	01:00	
18: 'Furnessed Scenario 9 PM'	17:00	18:00	01:00	
19: 'Furnessed Scenario 10 AM'	08:00	09:00	01:00	
20: 'Furnessed Scenario 10 PM'	17:00	18:00	01:00	
21: 'Furnessed Scenario 11 AM'	08:00	09:00	01:00	
22: 'Furnessed Scenario 11 PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	78	415	12	505
	B	94	0	164	163	421
	C	427	215	0	244	886
	D	2	197	240	0	439
	Tot.	523	490	819	419	2251

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	78
1/2 (with short)	505(In) 427(Out)
2/1	164
2/2 (with short)	257(In) 163(Out)
2/3 (short)	94
3/1 (with short)	886(In) 671(Out)
3/2 (short)	215
4/1 (with short)	437(In) 197(Out)
4/2 (short)	240
5/1	521
6/1	490
7/1	819
8/1	419

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	97.2 %	1887	1887
				Arm 8 Right	10.00	2.8 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	63.6 %	1920	1920
				Arm 8 Left	Inf	36.4 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	128	391	6	525
	B	112	0	269	208	589
	C	425	232	0	192	849
	D	1	198	237	0	436
	Tot.	538	558	897	406	2399

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	128
1/2 (with short)	525(In) 397(Out)
2/1	269
2/2 (with short)	320(In) 208(Out)
2/3 (short)	112
3/1 (with short)	849(In) 617(Out)
3/2 (short)	232
4/1 (with short)	435(In) 198(Out)
4/2 (short)	237
5/1	537
6/1	558
7/1	897
8/1	406

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	98.5 %	1891	1891
				Arm 8 Right	10.00	1.5 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	68.9 %	1920	1920
				Arm 8 Left	Inf	31.1 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	470	14	567
	B	93	0	167	168	428
	C	430	210	0	256	896
	D	2	183	236	0	421
	Tot.	525	476	873	438	2312

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Furnessed Scenario 2 AM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	83
1/2 (with short)	567(In) 484(Out)
2/1	167
2/2 (with short)	261(In) 168(Out)
2/3 (short)	93
3/1 (with short)	896(In) 686(Out)
3/2 (short)	210
4/1 (with short)	419(In) 183(Out)
4/2 (short)	236
5/1	523
6/1	476
7/1	873
8/1	438

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	97.1 %	1887	1887
				Arm 8 Right	10.00	2.9 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	62.7 %	1920	1920
				Arm 8 Left	Inf	37.3 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	401	6	534
	B	112	0	274	211	597
	C	445	240	0	205	890
	D	1	198	244	0	443
	Tot.	558	565	919	422	2464

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Furnessed Scenario 2 PM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	127
1/2 (with short)	534(In) 407(Out)
2/1	274
2/2 (with short)	323(In) 211(Out)
2/3 (short)	112
3/1 (with short)	890(In) 650(Out)
3/2 (short)	240
4/1 (with short)	442(In) 198(Out)
4/2 (short)	244
5/1	557
6/1	565
7/1	919
8/1	422

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	98.5 %	1891	1891
				Arm 8 Right	10.00	1.5 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	68.5 %	1920	1920
				Arm 8 Left	Inf	31.5 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	479	14	576
	B	94	0	172	168	434
	C	431	211	0	254	896
	D	2	181	239	0	422
	Tot.	527	475	890	436	2328

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Furnessed Scenario 4 AM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	83
1/2 (with short)	576(In) 493(Out)
2/1	172
2/2 (with short)	262(In) 168(Out)
2/3 (short)	94
3/1 (with short)	896(In) 685(Out)
3/2 (short)	211
4/1 (with short)	420(In) 181(Out)
4/2 (short)	239
5/1	525
6/1	475
7/1	890
8/1	436

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	97.2 %	1887	1887
				Arm 8 Right	10.00	2.8 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	62.9 %	1920	1920
				Arm 8 Left	Inf	37.1 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	129	401	6	536
	B	113	0	274	216	603
	C	449	243	0	209	901
	D	1	200	244	0	445
	Tot.	563	572	919	431	2485

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Furnessed Scenario 4 PM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	129
1/2 (with short)	536(In) 407(Out)
2/1	274
2/2 (with short)	329(In) 216(Out)
2/3 (short)	113
3/1 (with short)	901(In) 658(Out)
3/2 (short)	243
4/1 (with short)	444(In) 200(Out)
4/2 (short)	244
5/1	562
6/1	572
7/1	919
8/1	431

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	98.5 %	1891	1891
				Arm 8 Right	10.00	1.5 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	68.2 %	1920	1920
				Arm 8 Left	Inf	31.8 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	87	518	14	619
	B	91	0	176	160	427
	C	445	222	0	257	924
	D	2	190	258	0	450
	Tot.	538	499	952	431	2420

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Furnessed Scenario 8 AM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	87
1/2 (with short)	619(In) 532(Out)
2/1	176
2/2 (with short)	251(In) 160(Out)
2/3 (short)	91
3/1 (with short)	924(In) 702(Out)
3/2 (short)	222
4/1 (with short)	448(In) 190(Out)
4/2 (short)	258
5/1	536
6/1	499
7/1	952
8/1	431

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	97.4 %	1888	1888
				Arm 8 Right	10.00	2.6 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	63.4 %	1920	1920
				Arm 8 Left	Inf	36.6 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	131	418	7	556
	B	113	0	283	221	617
	C	493	268	0	234	995
	D	1	200	249	0	450
	Tot.	607	599	950	462	2618

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Furnessed Scenario 8 PM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	131
1/2 (with short)	556(In) 425(Out)
2/1	283
2/2 (with short)	334(In) 221(Out)
2/3 (short)	113
3/1 (with short)	995(In) 727(Out)
3/2 (short)	268
4/1 (with short)	449(In) 200(Out)
4/2 (short)	249
5/1	606
6/1	599
7/1	950
8/1	462

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	98.4 %	1890	1890
				Arm 8 Right	10.00	1.6 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	67.8 %	1920	1920
				Arm 8 Left	Inf	32.2 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	88	523	14	625
	B	92	0	177	159	428
	C	447	223	0	256	926
	D	2	196	266	0	464
	Tot.	541	507	966	429	2443

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Furnessed Scenario 9 AM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	88
1/2 (with short)	625(In) 537(Out)
2/1	177
2/2 (with short)	251(In) 159(Out)
2/3 (short)	92
3/1 (with short)	926(In) 703(Out)
3/2 (short)	223
4/1 (with short)	462(In) 196(Out)
4/2 (short)	266
5/1	539
6/1	507
7/1	966
8/1	429

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	97.4 %	1888	1888
				Arm 8 Right	10.00	2.6 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	63.6 %	1920	1920
				Arm 8 Left	Inf	36.4 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	132	419	7	558
	B	115	0	287	222	624
	C	499	272	0	235	1006
	D	1	200	249	0	450
	Tot.	615	604	955	464	2638

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Furnessed Scenario 9 PM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	132
1/2 (with short)	558(In) 426(Out)
2/1	287
2/2 (with short)	337(In) 222(Out)
2/3 (short)	115
3/1 (with short)	1006(In) 734(Out)
3/2 (short)	272
4/1 (with short)	449(In) 200(Out)
4/2 (short)	249
5/1	614
6/1	604
7/1	955
8/1	464

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	98.4 %	1890	1890
				Arm 8 Right	10.00	1.6 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	68.0 %	1920	1920
				Arm 8 Left	Inf	32.0 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	87	530	14	631
	B	92	0	179	157	428
	C	451	220	0	253	924
	D	2	191	265	0	458
	Tot.	545	498	974	424	2441

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Furnessed Scenario 11 AM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	87
1/2 (with short)	631(In) 544(Out)
2/1	179
2/2 (with short)	249(In) 157(Out)
2/3 (short)	92
3/1 (with short)	924(In) 704(Out)
3/2 (short)	220
4/1 (with short)	456(In) 191(Out)
4/2 (short)	265
5/1	543
6/1	498
7/1	974
8/1	424

Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	97.4 %	1888	1888
				Arm 8 Right	10.00	2.6 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	64.1 %	1920	1920
				Arm 8 Left	Inf	35.9 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	131	418	7	556
	B	117	0	287	224	628
	C	508	272	0	237	1017
	D	1	200	249	0	450
	Tot.	626	603	954	468	2651

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Furnessed Scenario 11 PM
Junction: B590 Rugby Road/ Hawley Road/ Westfield Road	
1/1 (short)	131
1/2 (with short)	556(In) 425(Out)
2/1	287
2/2 (with short)	341(In) 224(Out)
2/3 (short)	117
3/1 (with short)	1017(In) 745(Out)
3/2 (short)	272
4/1 (with short)	449(In) 200(Out)
4/2 (short)	249
5/1	625
6/1	603
7/1	954
8/1	468

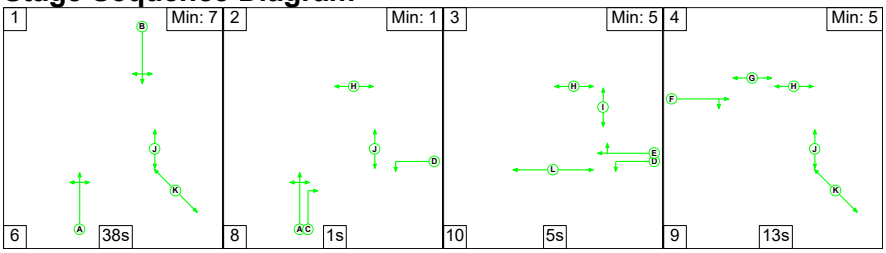
Full Input Data And Results

Lane Saturation Flows

Junction: B590 Rugby Road/ Hawley Road/ Westfield Road								
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 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 6 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road (North))	2.80	0.00	Y	Arm 7 Ahead	Inf	98.4 %	1890	1890
				Arm 8 Right	10.00	1.6 %		
2/1 (Hawley Road (East))	3.10	0.00	Y	Arm 7 Left	Inf	100.0 %	1925	1925
2/2 (Hawley Road (East))	3.10	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1925	1925
2/3 (Hawley Road (East))	3.10	0.00	Y	Arm 5 Right	15.00	100.0 %	1750	1750
3/1 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 5 Ahead	Inf	68.2 %	1920	1920
				Arm 8 Left	Inf	31.8 %		
3/2 (B590 Rugby Road (South))	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Westfield Road (West))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road (West))	3.80	0.00	Y	Arm 7 Right	12.00	100.0 %	1773	1773
5/1 (B590 Rugby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hawley Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B590 Rugby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Westfield Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

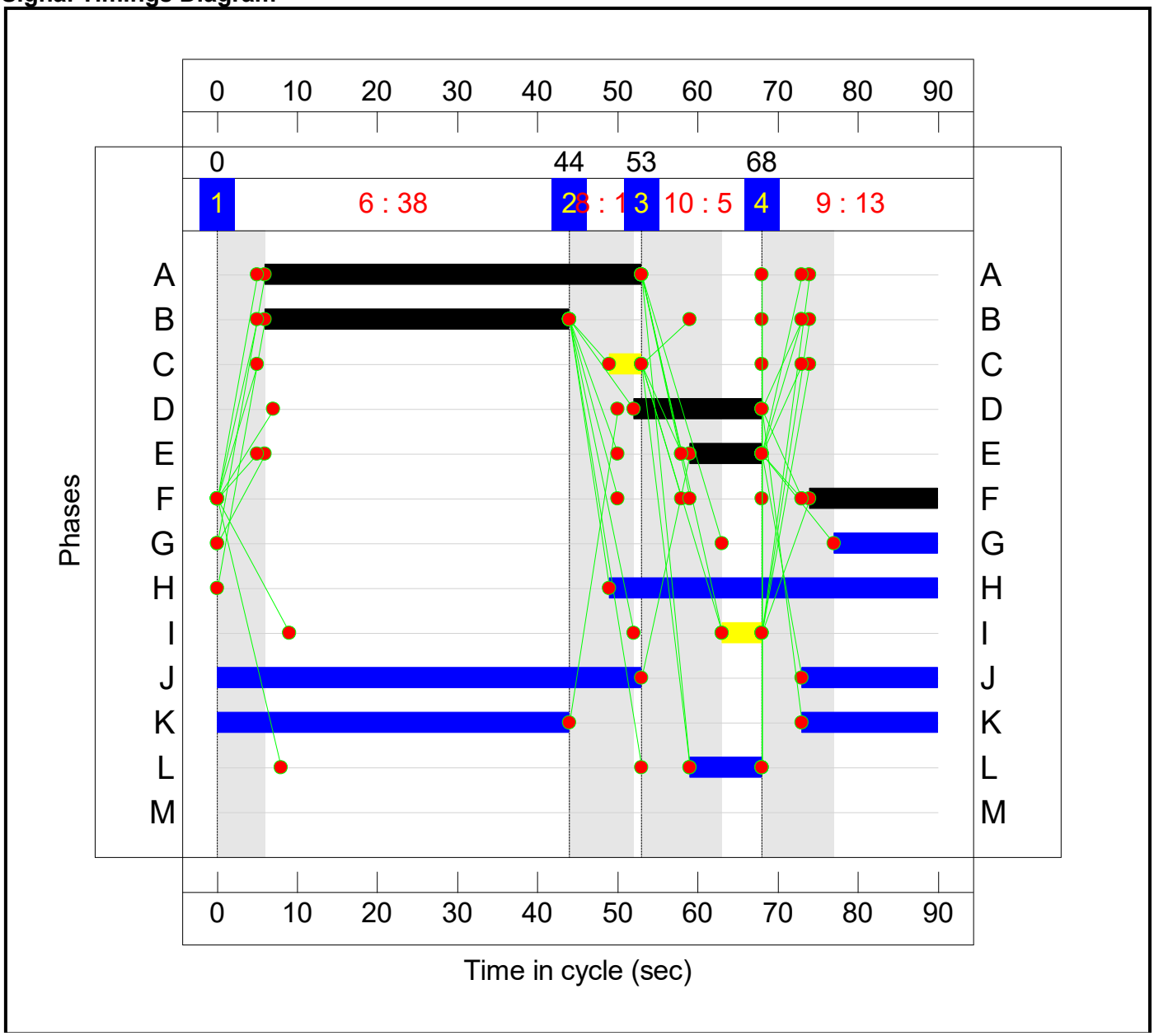


Stage Timings

Stage	1	2	3	4
Duration	38	1	5	13
Change Point	0	44	53	68

Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.4%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.4%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	38	-	505	1887:1769	736+134	58.0 : 58.0%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	16	-	164	1925	364	45.1%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	9	-	257	1925:1750	213+123	76.5 : 76.5%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	47	4	886	1920:1920	845+271	79.4 : 79.4%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	16	-	437	1905:1773	257+314	76.6 : 76.6%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%

Full Input Data And Results

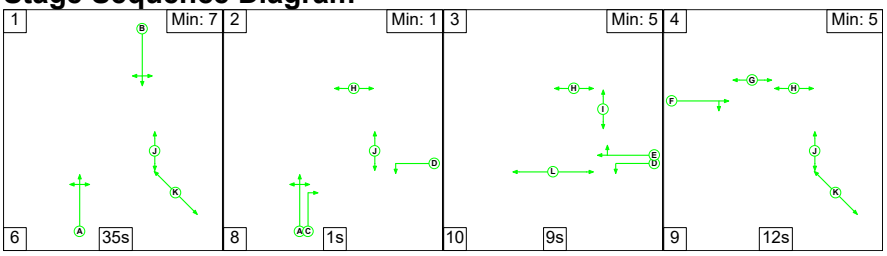
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**201**	**17**	**10**	**14.6**	**6.1**	**0.5**	**21.2**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**201**	**17**	**10**	**14.6**	**6.1**	**0.5**	**21.2**	**-**	**-**	**-**	**-**
1/2+1/1	505	505	12	0	0	2.5	0.7	0.0	3.2	23.1	8.0	0.7	8.7
2/1	164	164	-	-	-	1.5	0.4	-	1.9	41.4	3.6	0.4	4.0
2/2+2/3	257	257	-	-	-	2.7	1.6	-	4.3	60.3	3.9	1.6	5.5
3/1+3/2	886	886	189	17	10	3.7	1.9	0.5	6.1	24.9	14.7	1.9	16.6
4/1+4/2	437	437	-	-	-	4.1	1.6	-	5.7	46.8	5.6	1.6	7.2
5/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.4 Total Delay for Signalled Lanes (pcuHr): 21.24 Cycle Time (s): 90
PRC Over All Lanes (%): 13.4 Total Delay Over All Lanes(pcuHr): 21.24

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

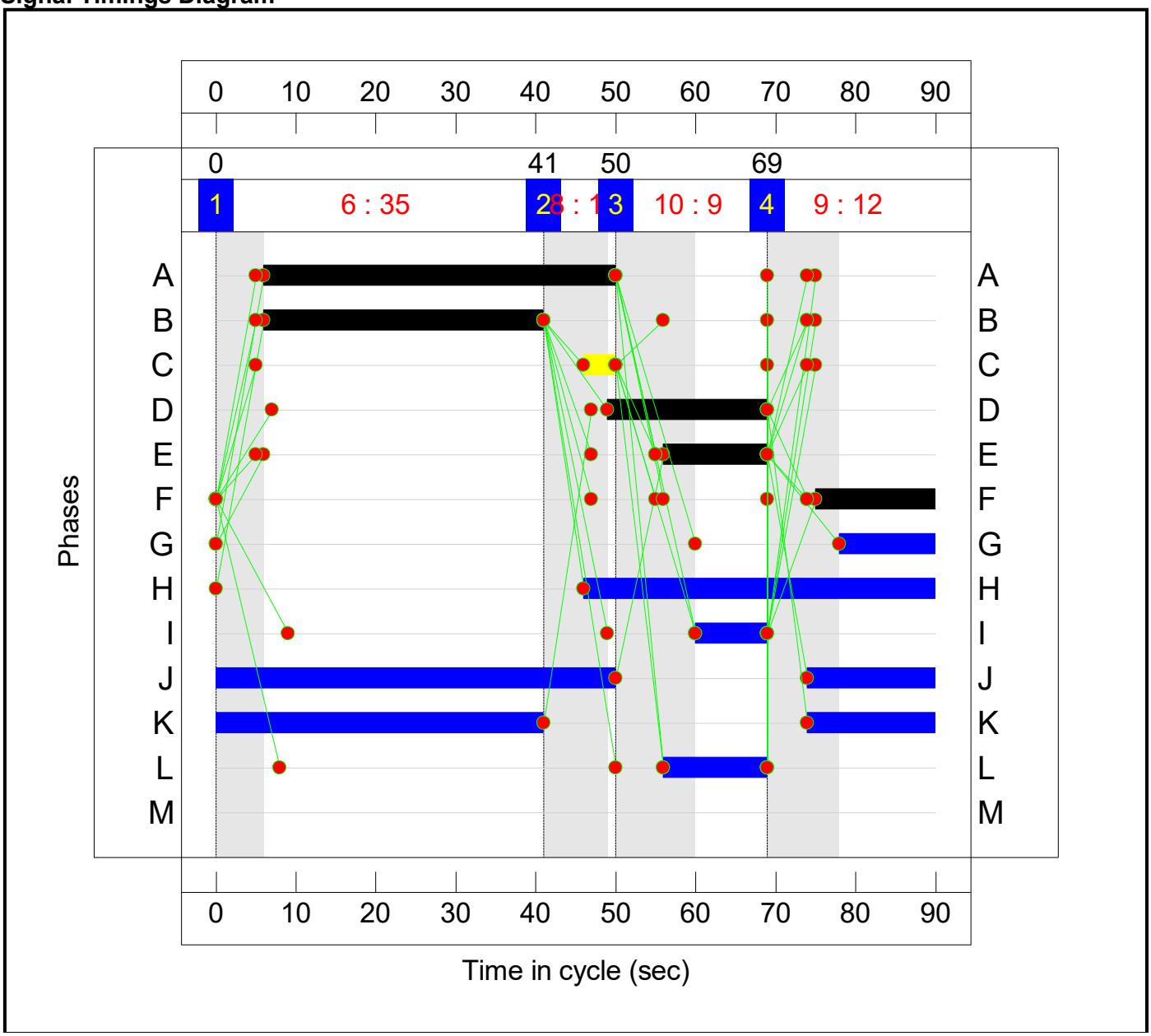
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	35	1	9	12
Change Point	0	41	50	69

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.5%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.5%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	35	-	525	1891:1769	639+206	62.1 : 62.1%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	20	-	269	1925	449	59.9%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	13	-	320	1925:1750	267+144	77.9 : 77.9%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	44	4	849	1920:1920	776+292	79.5 : 79.5%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	15	-	435	1905:1773	252+302	78.4 : 78.4%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%

Full Input Data And Results

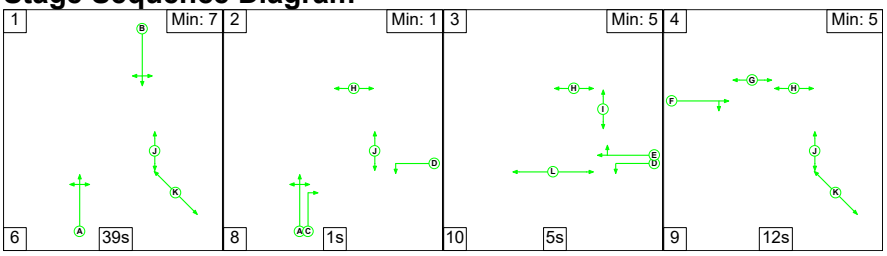
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**202**	**26**	**10**	**16.4**	**6.9**	**0.7**	**24.0**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**202**	**26**	**10**	**16.4**	**6.9**	**0.7**	**24.0**	**-**	**-**	**-**	**-**
1/2+1/1	525	525	6	0	0	2.9	0.8	0.0	3.7	25.4	7.7	0.8	8.5
2/1	269	269	-	-	-	2.3	0.7	-	3.0	40.7	6.0	0.7	6.7
2/2+2/3	320	320	-	-	-	3.1	1.7	-	4.8	54.5	4.9	1.7	6.6
3/1+3/2	849	849	196	26	10	3.9	1.9	0.7	6.5	27.6	14.1	1.9	16.0
4/1+4/2	435	435	-	-	-	4.2	1.8	-	5.9	49.2	5.6	1.8	7.4
5/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.2 Total Delay for Signalled Lanes (pcuHr): 24.05 Cycle Time (s): 90
PRC Over All Lanes (%): 13.2 Total Delay Over All Lanes(pcuHr): 24.05

Full Input Data And Results

Scenario 3: 'Furnessed Scenario 2 AM' (FG3: 'Furnessed Scenario 2 AM', Plan 1: 'Network Control Plan 1')

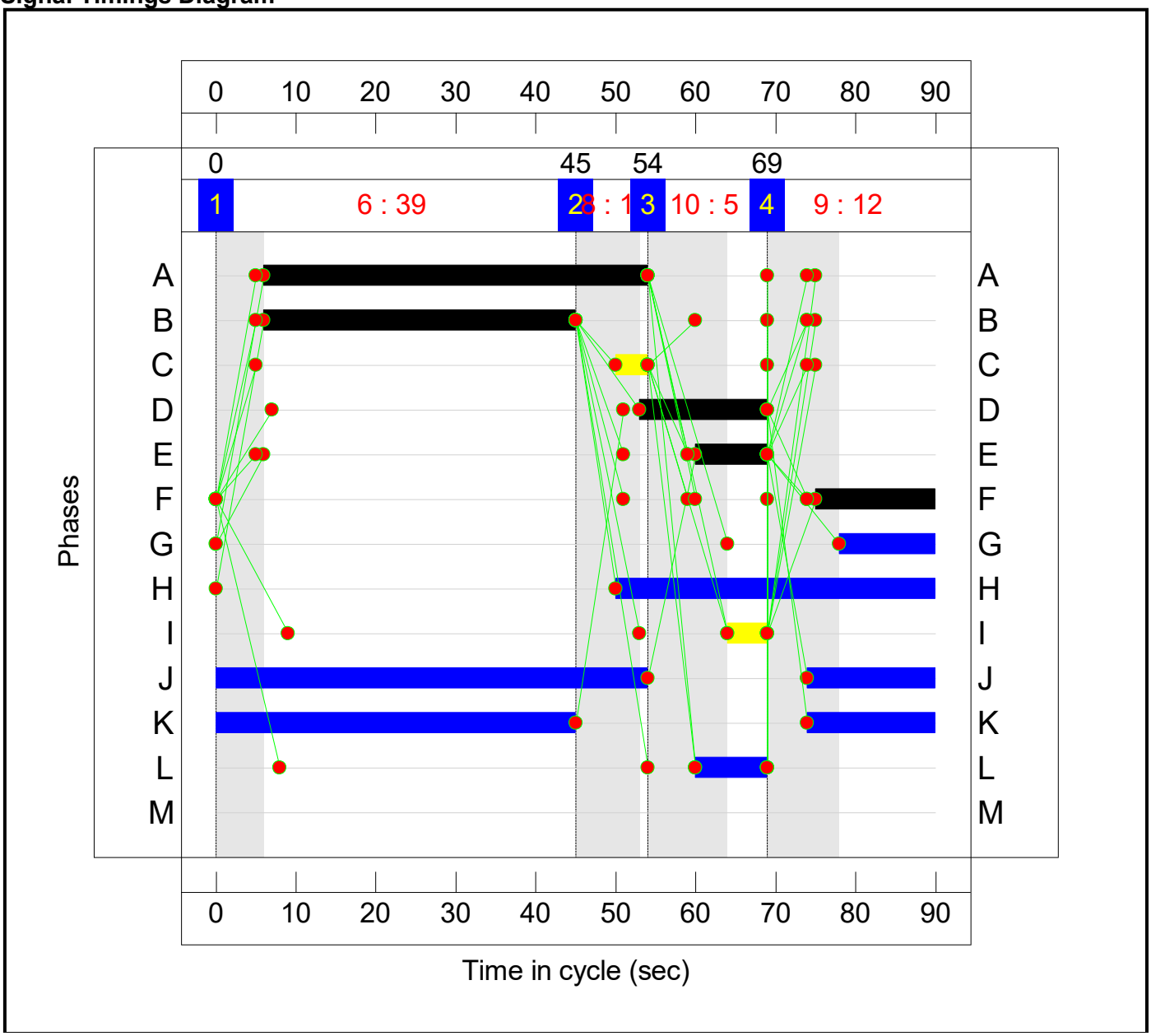
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	39	1	5	12
Change Point	0	45	54	69

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.0%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.0%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	39	-	567	1887:1769	759+130	63.8 : 63.8%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	16	-	167	1925	364	45.9%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	9	-	261	1925:1750	213+118	78.8 : 78.8%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	48	4	896	1920:1920	868+266	79.0 : 79.0%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	15	-	419	1905:1773	235+303	77.9 : 77.9%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%

Full Input Data And Results

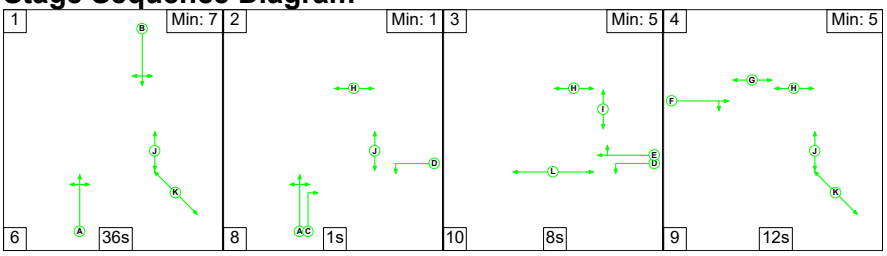
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**198**	**16**	**9**	**14.8**	**6.6**	**0.7**	**22.1**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**198**	**16**	**9**	**14.8**	**6.6**	**0.7**	**22.1**	**-**	**-**	**-**	**-**
1/2+1/1	567	567	14	0	0	2.9	0.9	0.0	3.7	23.8	9.4	0.9	10.2
2/1	167	167	-	-	-	1.5	0.4	-	1.9	41.5	3.7	0.4	4.1
2/2+2/3	261	261	-	-	-	2.8	1.8	-	4.6	62.8	4.1	1.8	5.8
3/1+3/2	896	896	184	16	9	3.6	1.9	0.7	6.1	24.7	15.0	1.9	16.9
4/1+4/2	419	419	-	-	-	4.0	1.7	-	5.7	49.2	5.6	1.7	7.3
5/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.9 Total Delay for Signalled Lanes (pcuHr): 22.10 Cycle Time (s): 90
PRC Over All Lanes (%): 13.9 Total Delay Over All Lanes(pcuHr): 22.10

Full Input Data And Results

Scenario 4: 'Furnessed Scenario 2 PM' (FG4: 'Furnessed Scenario 2 PM', Plan 1: 'Network Control Plan 1')

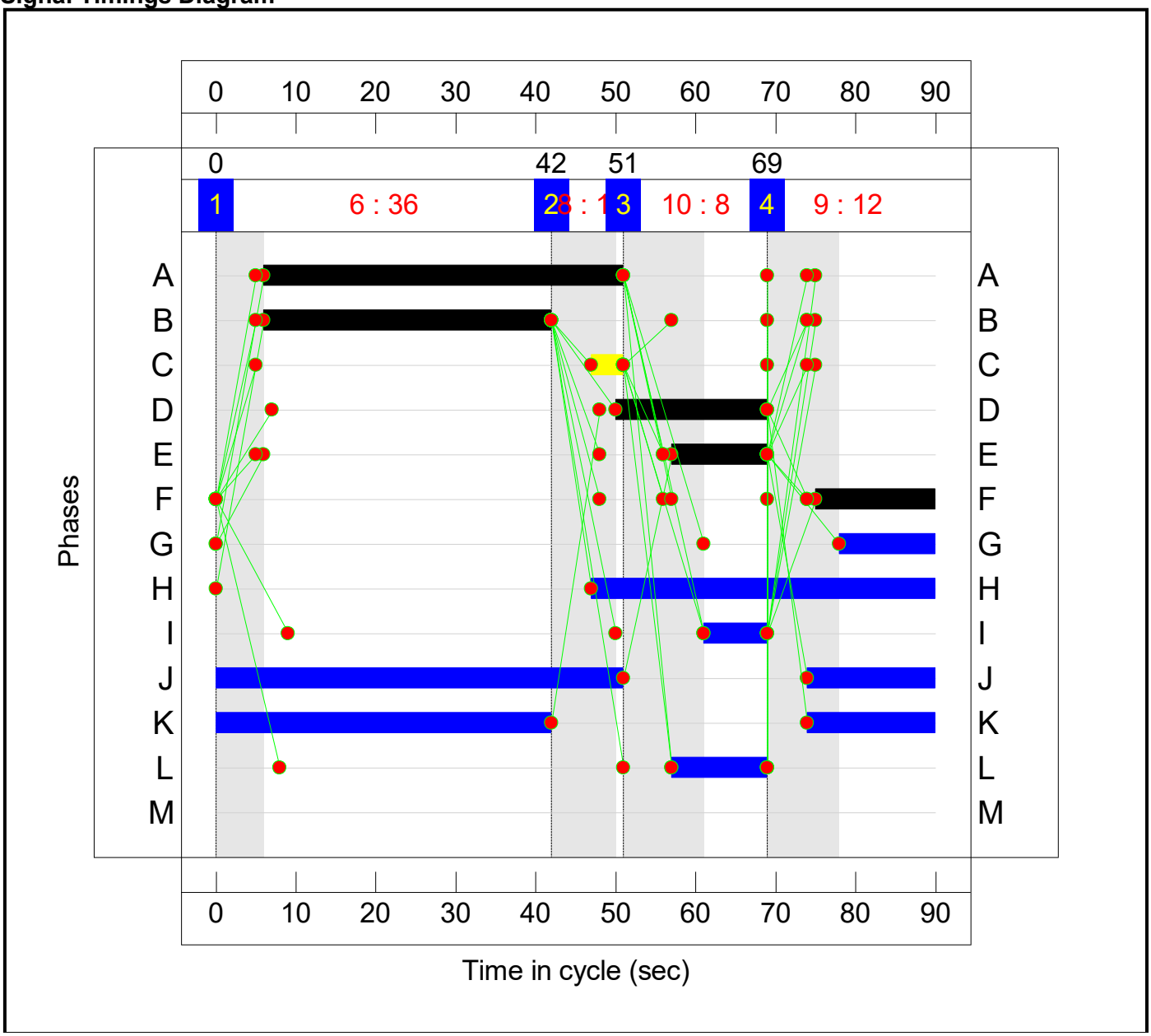
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	36	1	8	12
Change Point	0	42	51	69

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.1%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.1%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	36	-	534	1891:1769	658+205	61.8 : 61.8%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	19	-	274	1925	428	64.1%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	12	-	323	1925:1750	254+135	83.1 : 83.1%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	45	4	890	1920:1920	794+293	81.8 : 81.8%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	15	-	442	1905:1773	245+302	80.7 : 80.7%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%

Full Input Data And Results

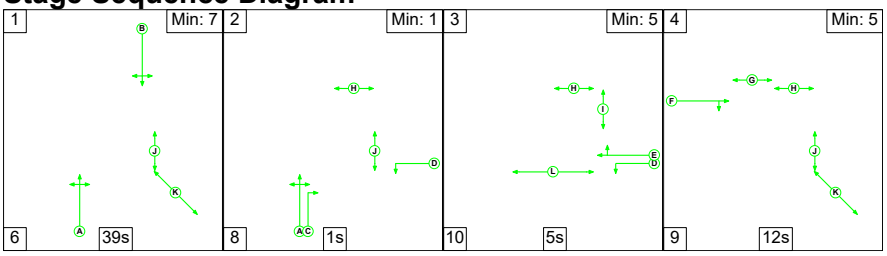
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**209**	**26**	**11**	**16.8**	**8.2**	**0.7**	**25.7**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**209**	**26**	**11**	**16.8**	**8.2**	**0.7**	**25.7**	**-**	**-**	**-**	**-**
1/2+1/1	534	534	6	0	0	2.8	0.8	0.0	3.7	24.7	7.9	0.8	8.7
2/1	274	274	-	-	-	2.4	0.9	-	3.3	43.3	6.2	0.9	7.0
2/2+2/3	323	323	-	-	-	3.3	2.3	-	5.6	61.9	5.1	2.3	7.4
3/1+3/2	890	890	203	26	11	4.1	2.2	0.7	7.0	28.2	15.2	2.2	17.4
4/1+4/2	442	442	-	-	-	4.3	2.0	-	6.3	51.1	5.8	2.0	7.8
5/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 25.75 Cycle Time (s): 90
PRC Over All Lanes (%): 8.3 Total Delay Over All Lanes(pcuHr): 25.75

Full Input Data And Results

Scenario 5: 'Furnessed Scenario 4 AM' (FG7: 'Furnessed Scenario 4 AM', Plan 1: 'Network Control Plan 1')

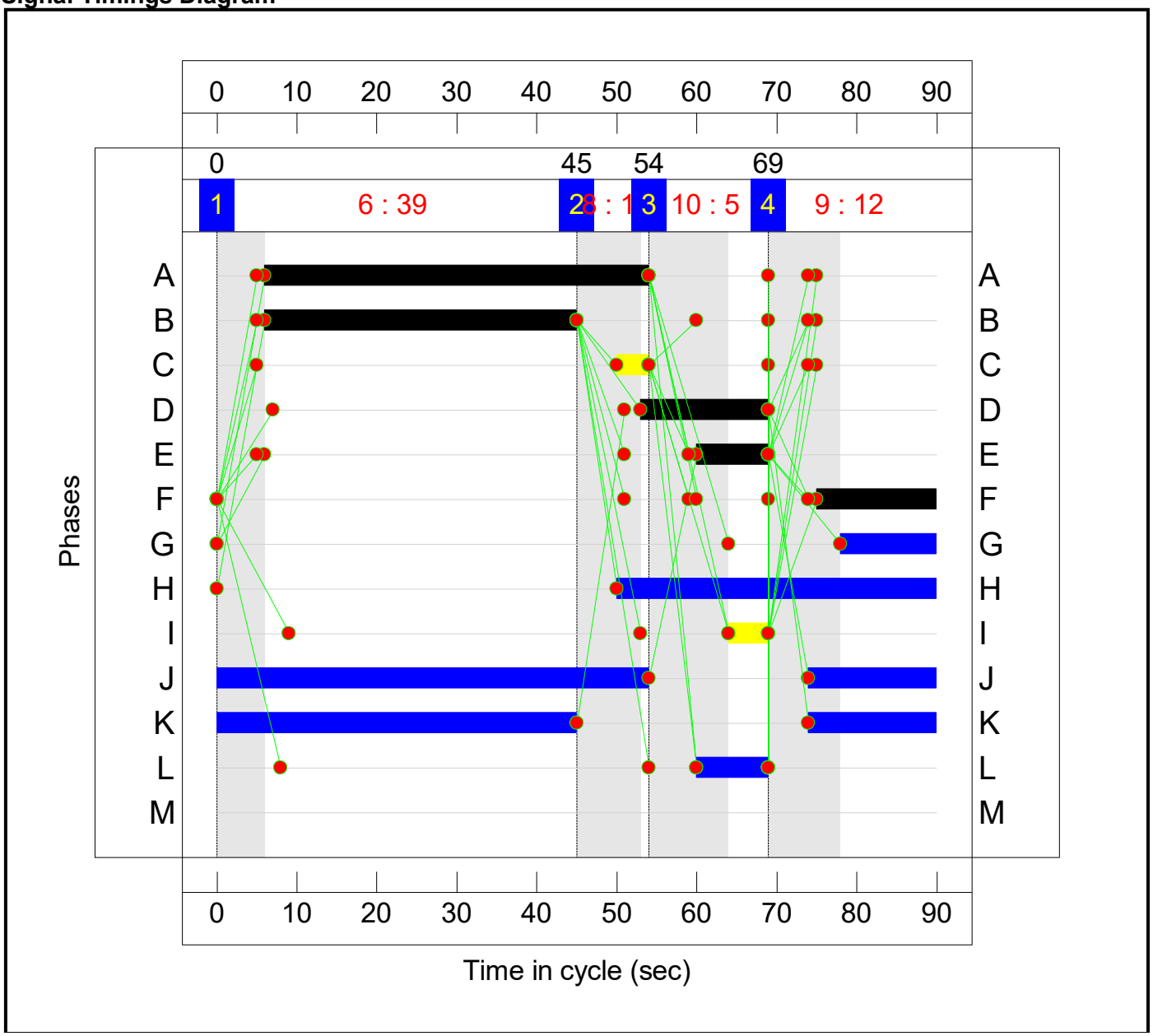
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	39	1	5	12
Change Point	0	45	54	69

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.0%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.0%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	39	-	576	1887:1769	760+128	64.9 : 64.9%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	16	-	172	1925	364	47.3%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	9	-	262	1925:1750	213+119	78.8 : 78.8%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	48	4	896	1920:1920	867+267	79.0 : 79.0%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	15	-	420	1905:1773	230+303	78.8 : 78.8%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%

Full Input Data And Results

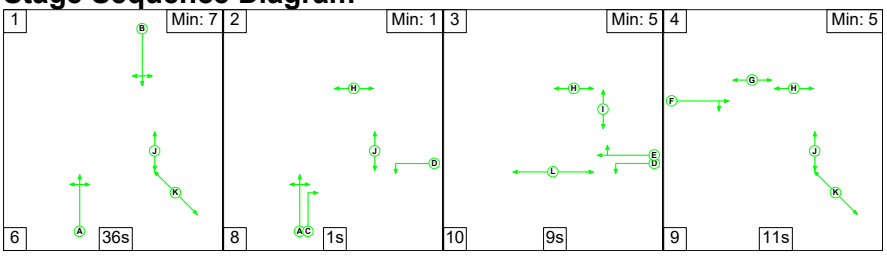
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**199**	**16**	**9**	**14.9**	**6.8**	**0.7**	**22.4**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**199**	**16**	**9**	**14.9**	**6.8**	**0.7**	**22.4**	**-**	**-**	**-**	**-**
1/2+1/1	576	576	14	0	0	2.9	0.9	0.0	3.9	24.1	9.7	0.9	10.6
2/1	172	172	-	-	-	1.6	0.4	-	2.0	41.9	3.8	0.4	4.3
2/2+2/3	262	262	-	-	-	2.8	1.8	-	4.6	62.8	4.1	1.8	5.8
3/1+3/2	896	896	185	16	9	3.6	1.9	0.7	6.2	24.8	15.0	1.9	16.9
4/1+4/2	420	420	-	-	-	4.0	1.8	-	5.8	50.0	5.6	1.8	7.4
5/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.9 Total Delay for Signalled Lanes (pcuHr): 22.44 Cycle Time (s): 90
PRC Over All Lanes (%): 13.9 Total Delay Over All Lanes(pcuHr): 22.44

Full Input Data And Results

Scenario 6: 'Furnessed Scenario 4 PM' (FG8: 'Furnessed Scenario 4 PM', Plan 1: 'Network Control Plan 1')

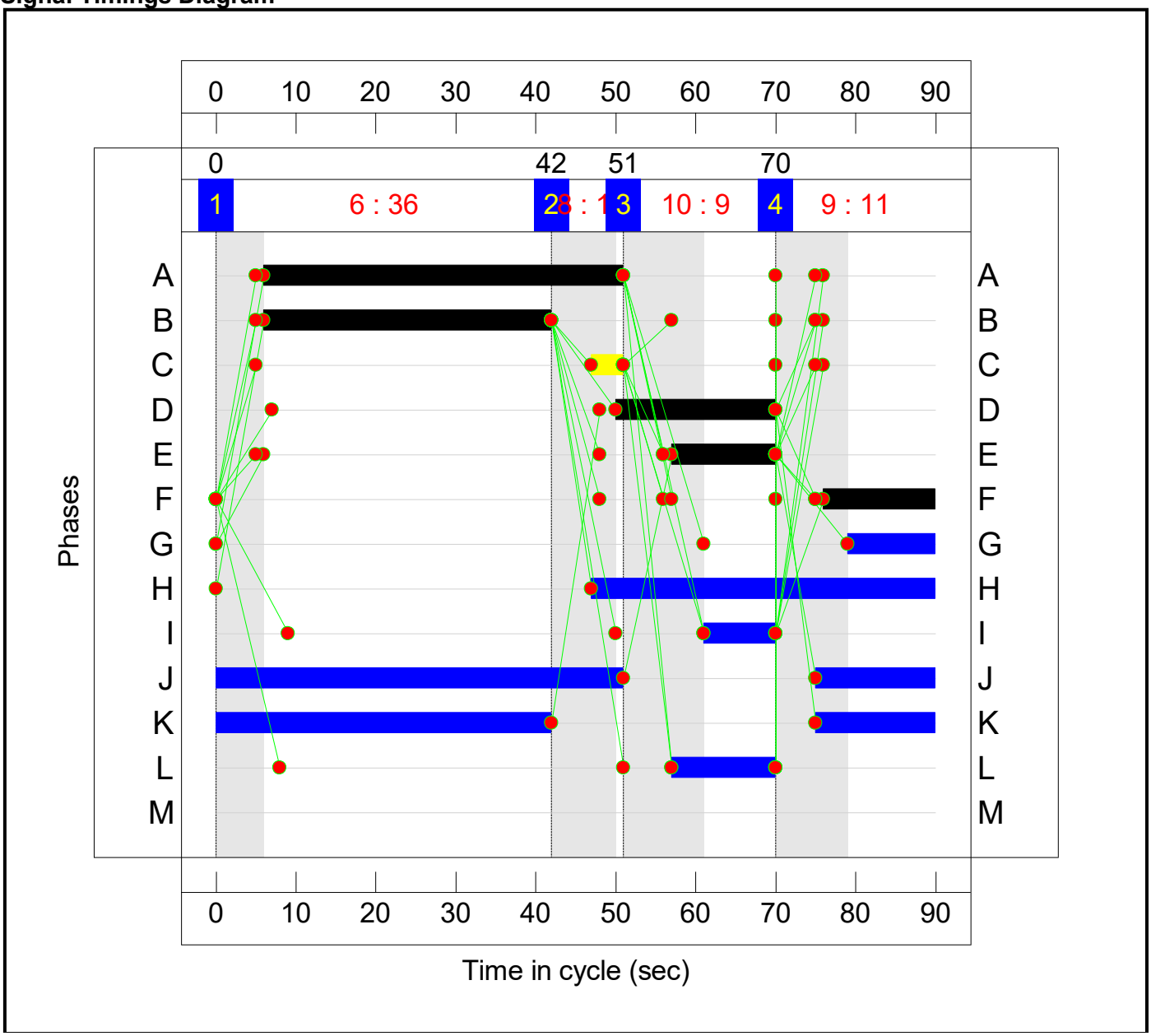
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	36	1	9	11
Change Point	0	42	51	70

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.8%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.8%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	36	-	536	1891:1769	657+208	62.0 : 62.0%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	20	-	274	1925	449	61.0%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	13	-	329	1925:1750	268+140	80.6 : 80.6%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	45	4	901	1920:1920	794+293	82.9 : 82.9%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	14	-	444	1905:1773	239+291	83.8 : 83.8%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%

Full Input Data And Results

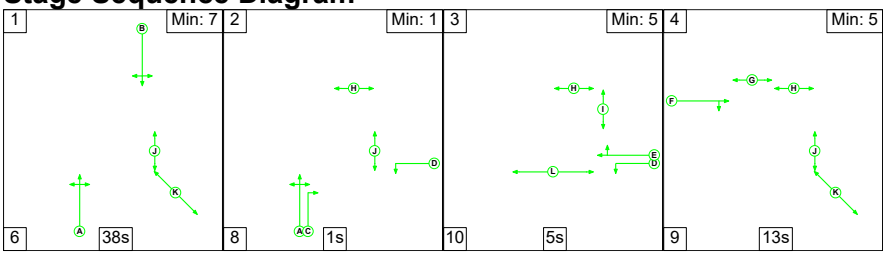
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**209**	**29**	**11**	**17.0**	**8.4**	**0.7**	**26.1**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**209**	**29**	**11**	**17.0**	**8.4**	**0.7**	**26.1**	**-**	**-**	**-**	**-**
1/2+1/1	536	536	6	0	0	2.9	0.8	0.0	3.7	24.7	7.9	0.8	8.7
2/1	274	274	-	-	-	2.3	0.8	-	3.1	41.0	6.1	0.8	6.9
2/2+2/3	329	329	-	-	-	3.2	2.0	-	5.2	57.2	5.2	2.0	7.2
3/1+3/2	901	901	203	29	11	4.1	2.4	0.7	7.2	28.8	15.7	2.4	18.0
4/1+4/2	444	444	-	-	-	4.4	2.4	-	6.8	55.5	5.8	2.4	8.3
5/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 26.08 Cycle Time (s): 90
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 26.08

Full Input Data And Results

Scenario 7: 'Furnessed Scenario 8 AM' (FG15: 'Furnessed Scenario 8 AM', Plan 1: 'Network Control Plan 1')

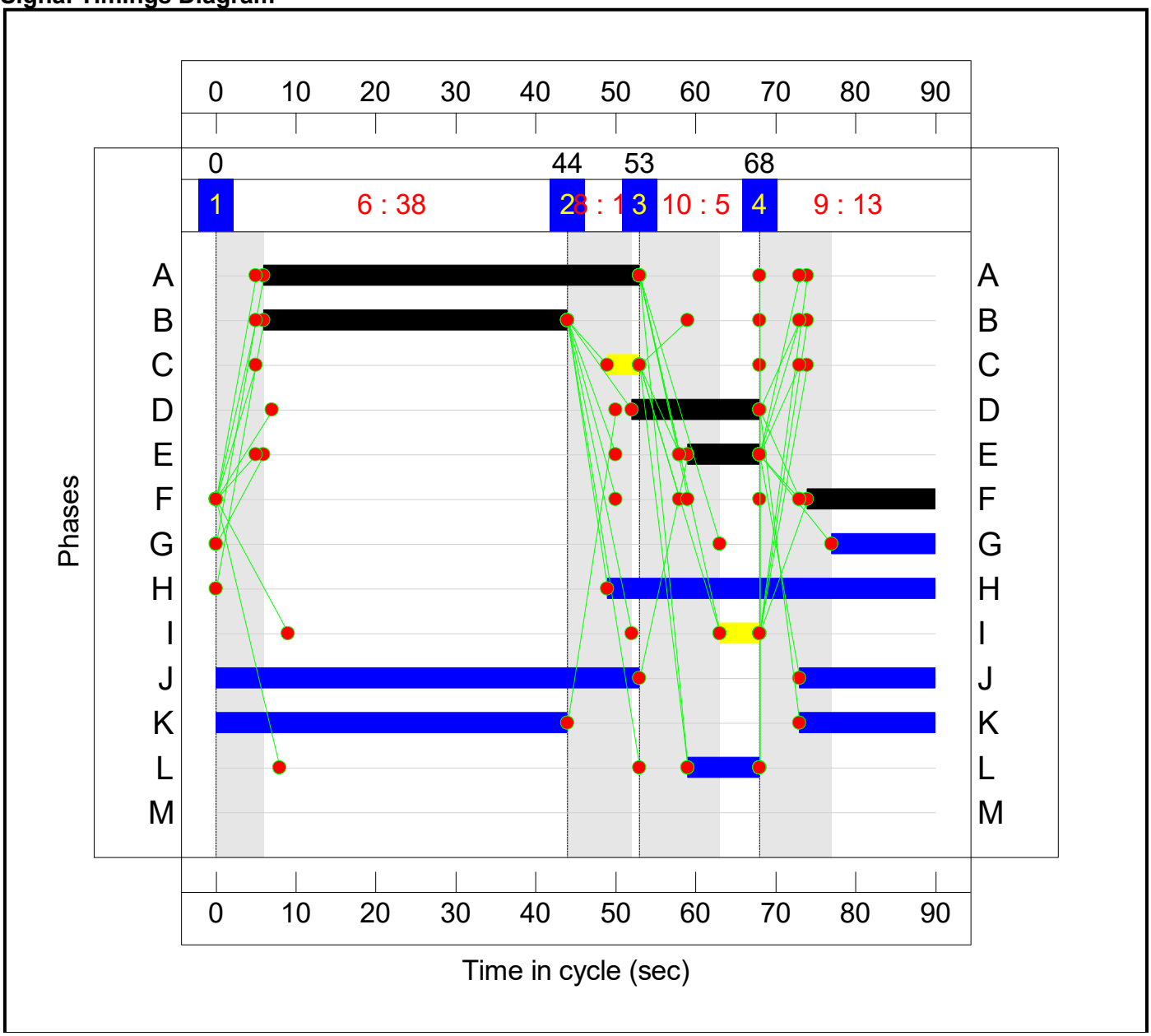
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	38	1	5	13
Change Point	0	44	53	68

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.9%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.9%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	38	-	619	1888:1769	744+122	71.5 : 71.5%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	16	-	176	1925	364	48.4%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	9	-	251	1925:1750	213+121	75.1 : 75.1%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	47	4	924	1920:1920	847+268	82.9 : 82.9%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	16	-	448	1905:1773	232+315	81.9 : 81.9%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	952	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%

Full Input Data And Results

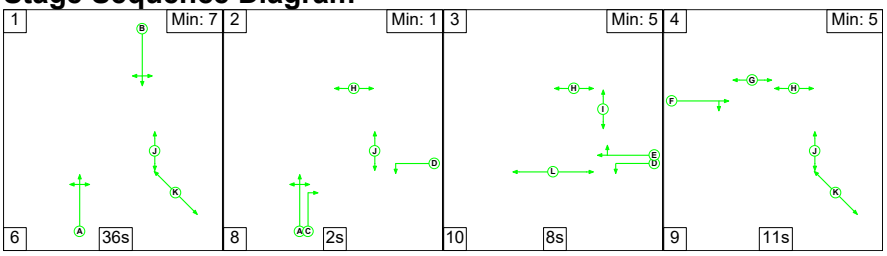
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**161**	**66**	**10**	**15.9**	**7.7**	**0.9**	**24.5**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**161**	**66**	**10**	**15.9**	**7.7**	**0.9**	**24.5**	**-**	**-**	**-**	**-**
1/2+1/1	619	619	14	0	0	3.4	1.2	0.0	4.6	27.0	11.2	1.2	12.5
2/1	176	176	-	-	-	1.6	0.5	-	2.1	42.1	3.9	0.5	4.4
2/2+2/3	251	251	-	-	-	2.7	1.5	-	4.1	59.2	3.9	1.5	5.3
3/1+3/2	924	924	147	66	10	4.0	2.4	0.9	7.3	28.5	16.3	2.4	18.6
4/1+4/2	448	448	-	-	-	4.2	2.2	-	6.4	51.3	6.1	2.2	8.3
5/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 24.53 Cycle Time (s): 90
PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 24.53

Full Input Data And Results

Scenario 8: 'Furnessed Scenario 8 PM' (FG16: 'Furnessed Scenario 8 PM', Plan 1: 'Network Control Plan 1')

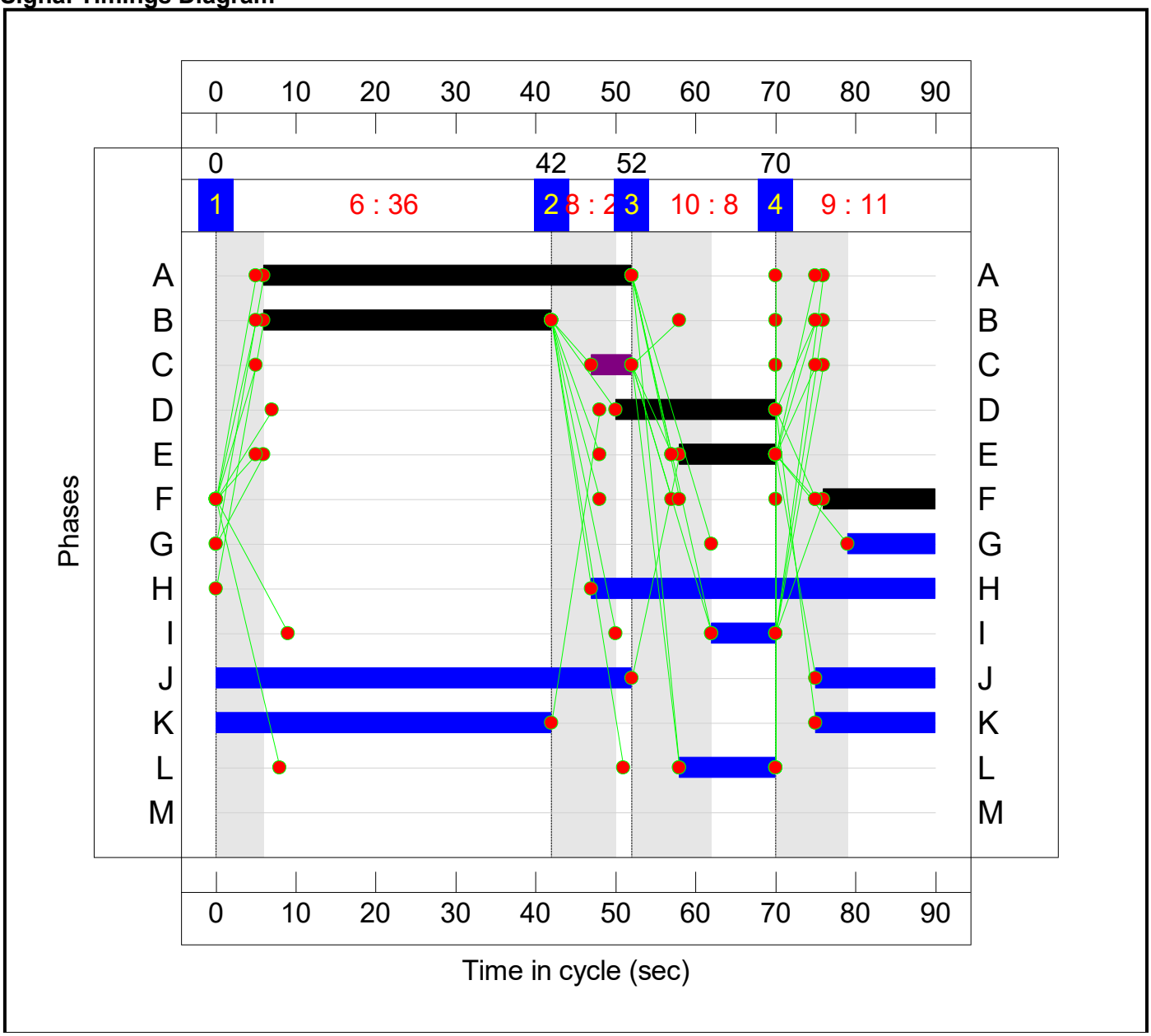
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	36	2	8	11
Change Point	0	42	52	70

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	36	-	556	1890:1769	659+203	64.5 : 64.5%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	20	-	283	1925	449	63.0%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	12	-	334	1925:1750	255+130	86.7 : 86.7%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	46	5	995	1920:1920	810+299	89.8 : 89.8%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	14	-	449	1905:1773	234+291	85.5 : 85.5%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%

Full Input Data And Results

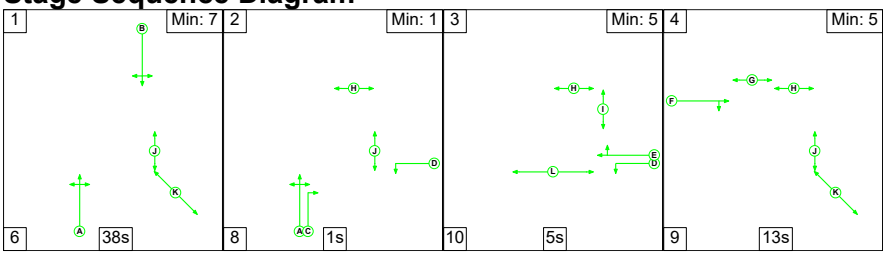
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**198**	**65**	**12**	**18.1**	**11.5**	**0.8**	**30.4**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**198**	**65**	**12**	**18.1**	**11.5**	**0.8**	**30.4**	**-**	**-**	**-**	**-**
1/2+1/1	556	556	7	0	0	3.0	0.9	0.0	3.9	25.3	8.4	0.9	9.3
2/1	283	283	-	-	-	2.4	0.8	-	3.3	41.7	6.3	0.8	7.1
2/2+2/3	334	334	-	-	-	3.4	2.9	-	6.3	68.2	5.5	2.9	8.4
3/1+3/2	995	995	191	65	12	4.8	4.1	0.8	9.6	34.9	19.0	4.1	23.1
4/1+4/2	449	449	-	-	-	4.5	2.7	-	7.2	57.7	6.0	2.7	8.8
5/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.3 Total Delay for Signalled Lanes (pcuHr): 30.37 Cycle Time (s): 90
PRC Over All Lanes (%): 0.3 Total Delay Over All Lanes(pcuHr): 30.37

Full Input Data And Results

Scenario 9: 'Furnessed Scenario 9 AM' (FG17: 'Furnessed Scenario 9 AM', Plan 1: 'Network Control Plan 1')

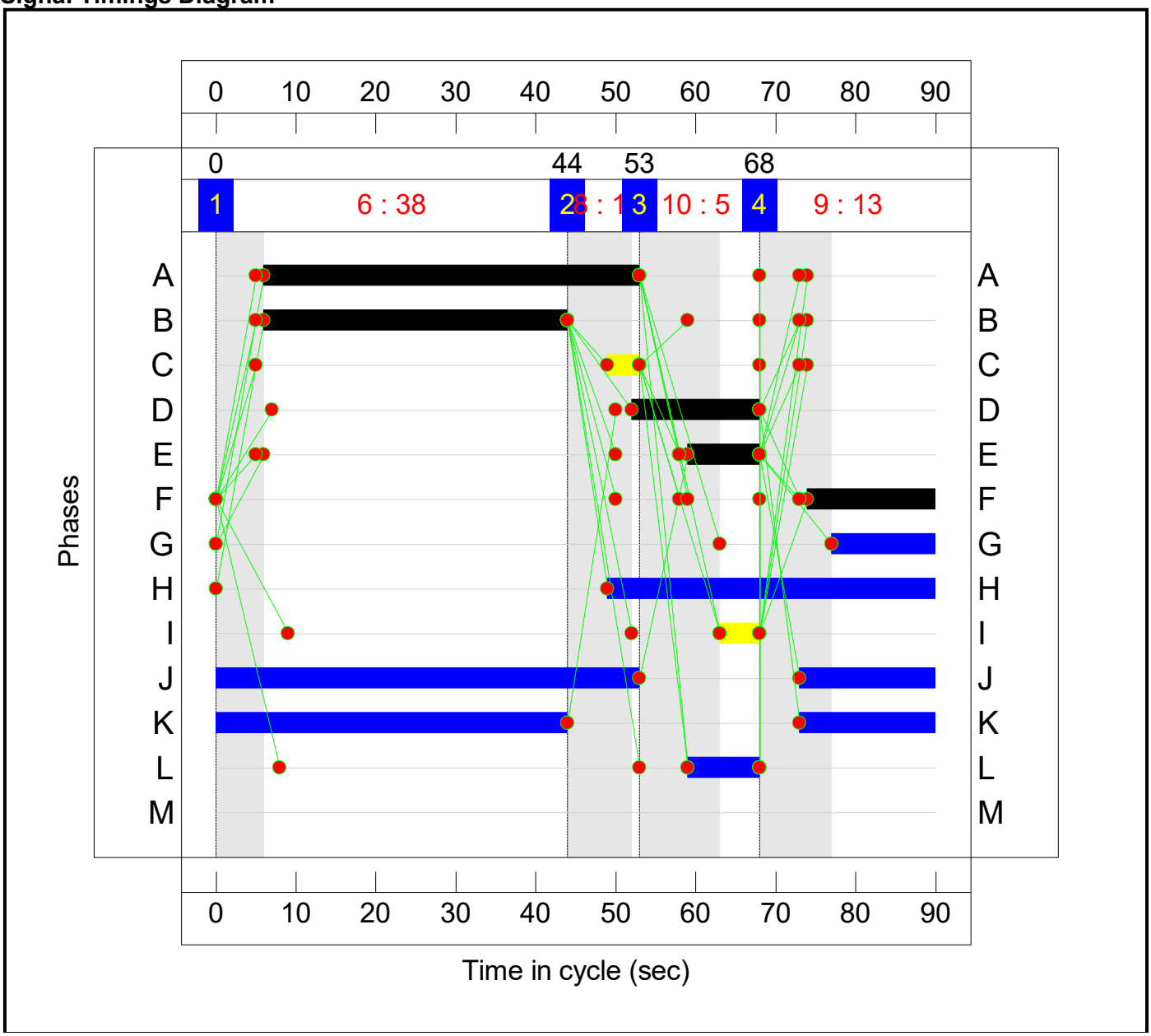
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	38	1	5	13
Change Point	0	44	53	68

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.4%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.4%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	38	-	625	1888:1769	744+122	72.2 : 72.2%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	16	-	177	1925	364	48.7%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	9	-	251	1925:1750	213+123	74.6 : 74.6%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	47	4	926	1920:1920	847+269	83.0 : 83.0%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	16	-	462	1905:1773	232+315	84.4 : 84.4%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%

Full Input Data And Results

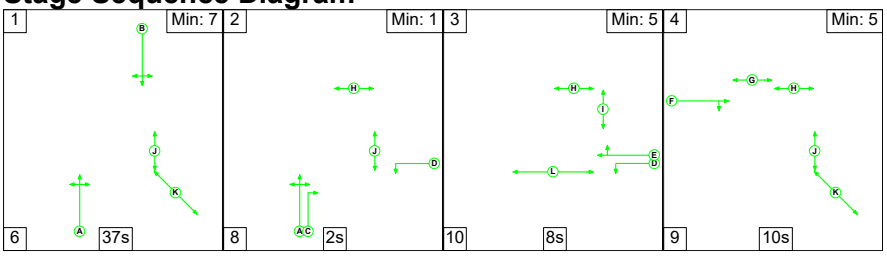
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**155**	**72**	**10**	**16.1**	**8.1**	**1.0**	**25.2**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**155**	**72**	**10**	**16.1**	**8.1**	**1.0**	**25.2**	**-**	**-**	**-**	**-**
1/2+1/1	625	625	14	0	0	3.5	1.3	0.0	4.7	27.3	11.4	1.3	12.6
2/1	177	177	-	-	-	1.6	0.5	-	2.1	42.2	3.9	0.5	4.4
2/2+2/3	251	251	-	-	-	2.7	1.4	-	4.1	58.7	3.8	1.4	5.3
3/1+3/2	926	926	141	72	10	4.0	2.4	1.0	7.4	28.7	16.3	2.4	18.7
4/1+4/2	462	462	-	-	-	4.4	2.6	-	6.9	54.0	6.3	2.6	8.8
5/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.6 Total Delay for Signalled Lanes (pcuHr): 25.22 Cycle Time (s): 90
PRC Over All Lanes (%): 6.6 Total Delay Over All Lanes(pcuHr): 25.22

Full Input Data And Results

Scenario 10: 'Furnessed Scenario 9 PM' (FG18: 'Furnessed Scenario 9 PM', Plan 1: 'Network Control Plan 1')

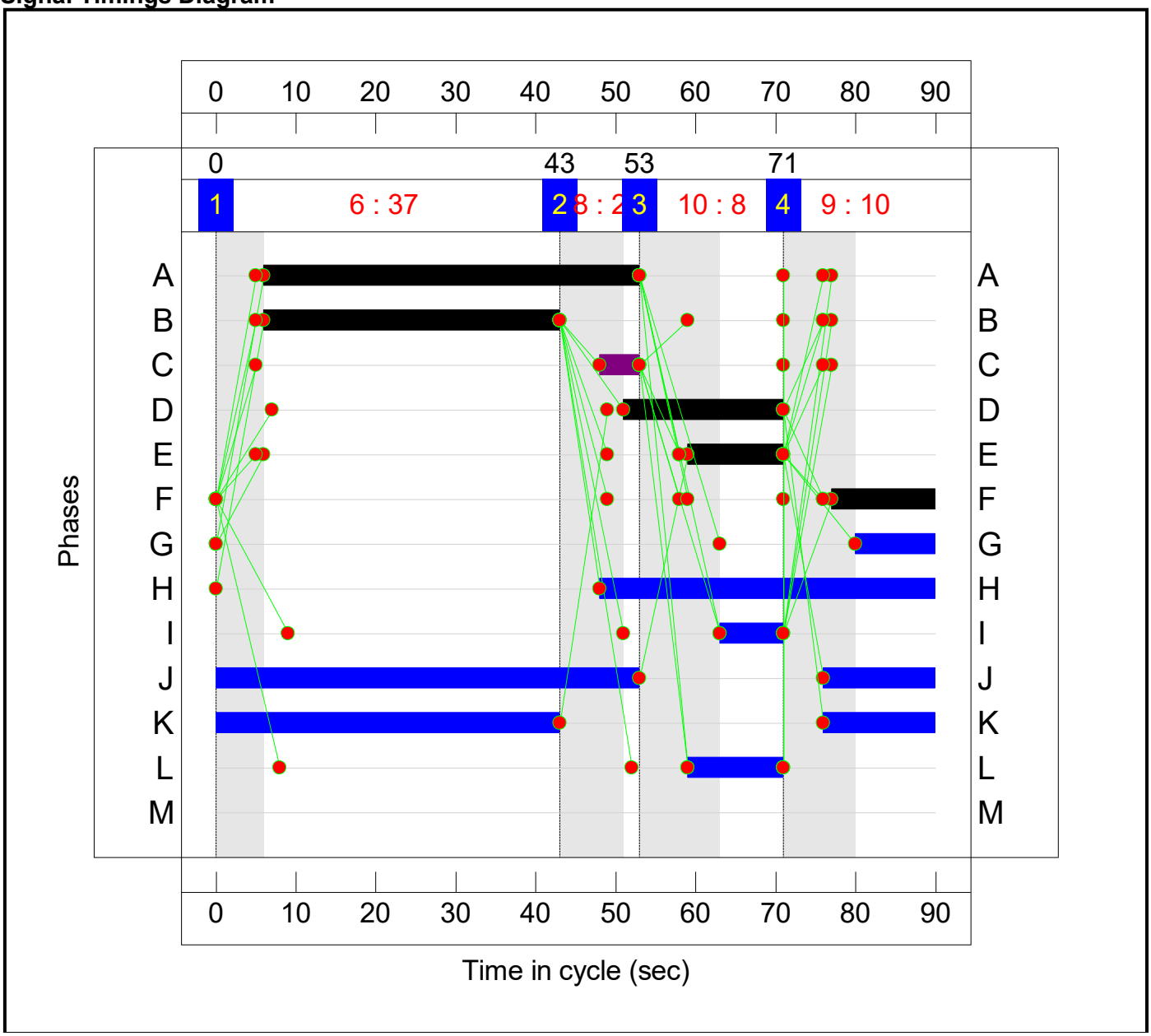
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	37	2	8	10
Change Point	0	43	53	71

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.3%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.3%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	37	-	558	1890:1769	674+209	63.2 : 63.2%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	20	-	287	1925	449	63.9%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	12	-	337	1925:1750	255+132	87.2 : 87.2%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	47	5	1006	1920:1920	825+306	89.0 : 89.0%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	13	-	449	1905:1773	222+276	90.3 : 90.3%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%

Full Input Data And Results

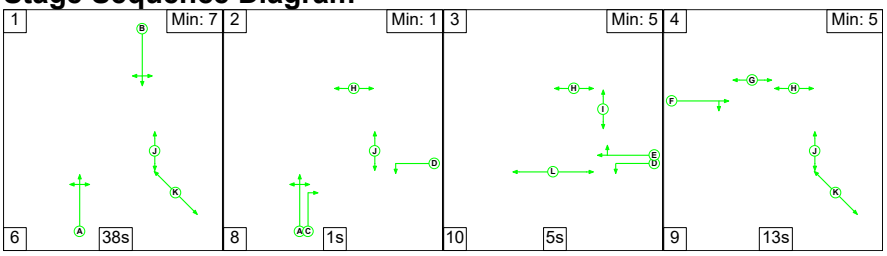
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**208**	**59**	**12**	**18.0**	**12.6**	**0.8**	**31.4**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**208**	**59**	**12**	**18.0**	**12.6**	**0.8**	**31.4**	**-**	**-**	**-**	**-**
1/2+1/1	558	558	7	0	0	2.9	0.9	0.0	3.8	24.3	8.2	0.9	9.1
2/1	287	287	-	-	-	2.5	0.9	-	3.4	42.1	6.5	0.9	7.3
2/2+2/3	337	337	-	-	-	3.4	3.0	-	6.5	69.1	5.6	3.0	8.6
3/1+3/2	1006	1006	201	59	12	4.6	3.8	0.8	9.2	33.0	18.9	3.8	22.7
4/1+4/2	449	449	-	-	-	4.6	4.0	-	8.6	68.7	6.1	4.0	10.1
5/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.3 Total Delay for Signalled Lanes (pcuHr): 31.37 Cycle Time (s): 90
PRC Over All Lanes (%): -0.3 Total Delay Over All Lanes(pcuHr): 31.37

Full Input Data And Results

Scenario 11: 'Furnessed Scenario 11 AM' (FG21: 'Furnessed Scenario 11 AM', Plan 1: 'Network Control Plan 1')

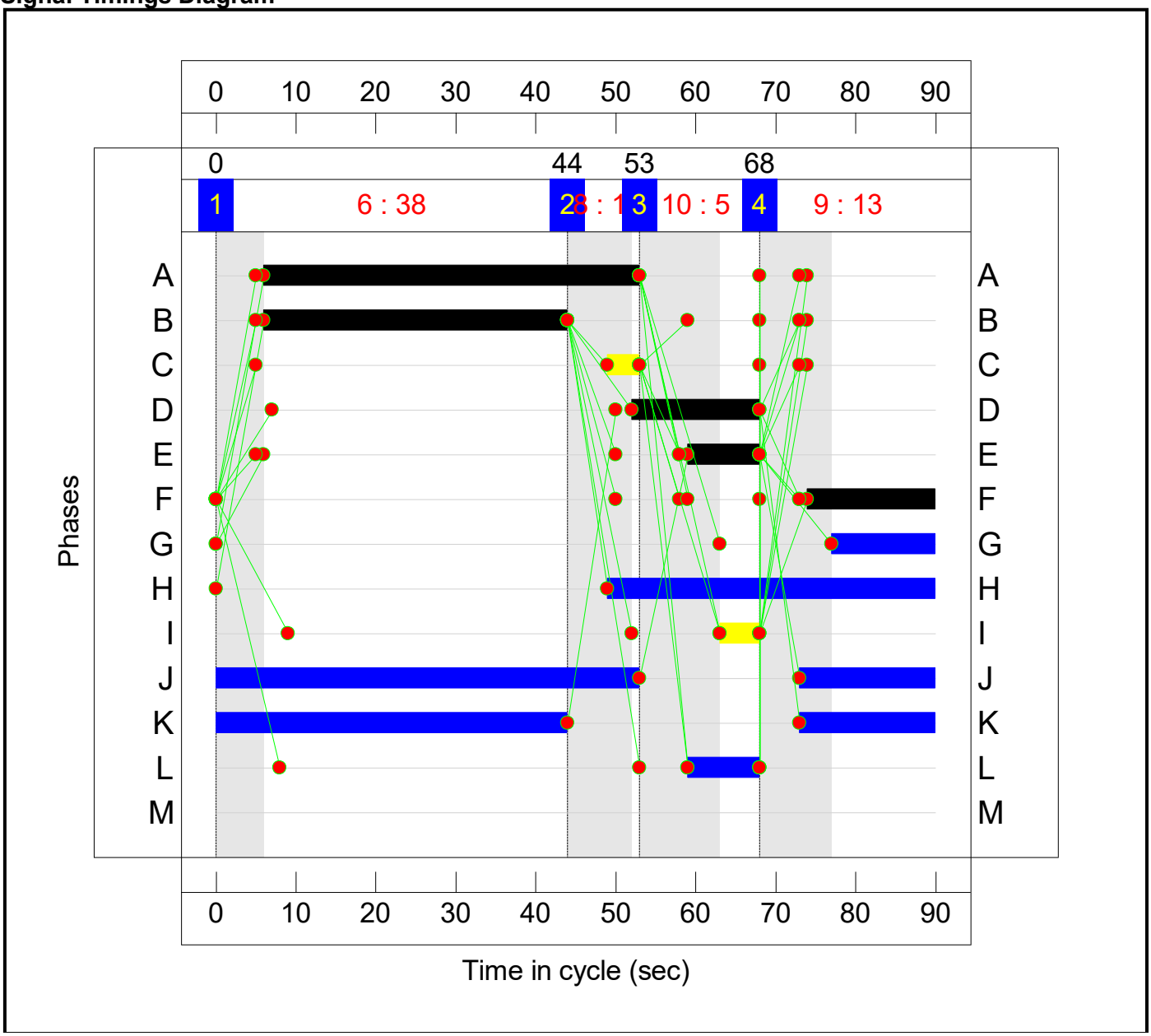
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	38	1	5	13
Change Point	0	44	53	68

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.0%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.0%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	38	-	631	1888:1769	746+119	72.9 : 72.9%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	16	-	179	1925	364	49.2%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	9	-	249	1925:1750	213+125	73.7 : 73.7%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	47	4	924	1920:1920	849+265	82.9 : 82.9%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	16	-	456	1905:1773	227+315	84.0 : 84.0%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%

Full Input Data And Results

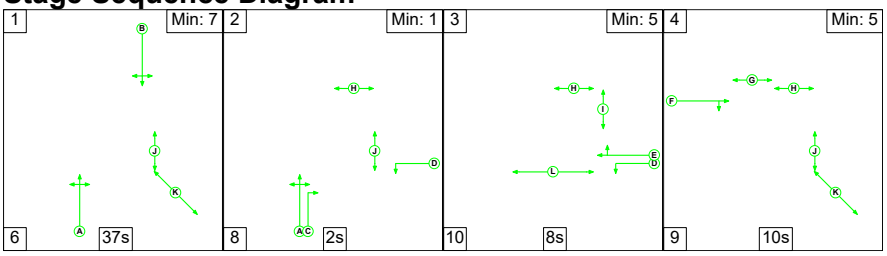
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**153**	**71**	**10**	**16.1**	**8.0**	**0.9**	**25.1**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**153**	**71**	**10**	**16.1**	**8.0**	**0.9**	**25.1**	**-**	**-**	**-**	**-**
1/2+1/1	631	631	14	0	0	3.5	1.3	0.0	4.8	27.6	11.5	1.3	12.8
2/1	179	179	-	-	-	1.6	0.5	-	2.1	42.4	4.0	0.5	4.5
2/2+2/3	249	249	-	-	-	2.6	1.4	-	4.0	58.0	3.8	1.4	5.2
3/1+3/2	924	924	139	71	10	4.0	2.4	0.9	7.4	28.7	16.3	2.4	18.7
4/1+4/2	456	456	-	-	-	4.3	2.5	-	6.8	53.7	6.3	2.5	8.7
5/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 25.11 Cycle Time (s): 90
PRC Over All Lanes (%): 7.1 Total Delay Over All Lanes(pcuHr): 25.11

Full Input Data And Results

Scenario 12: 'Furnessed Scenario 11 PM' (FG22: 'Furnessed Scenario 11 PM', Plan 1: 'Network Control Plan 1')

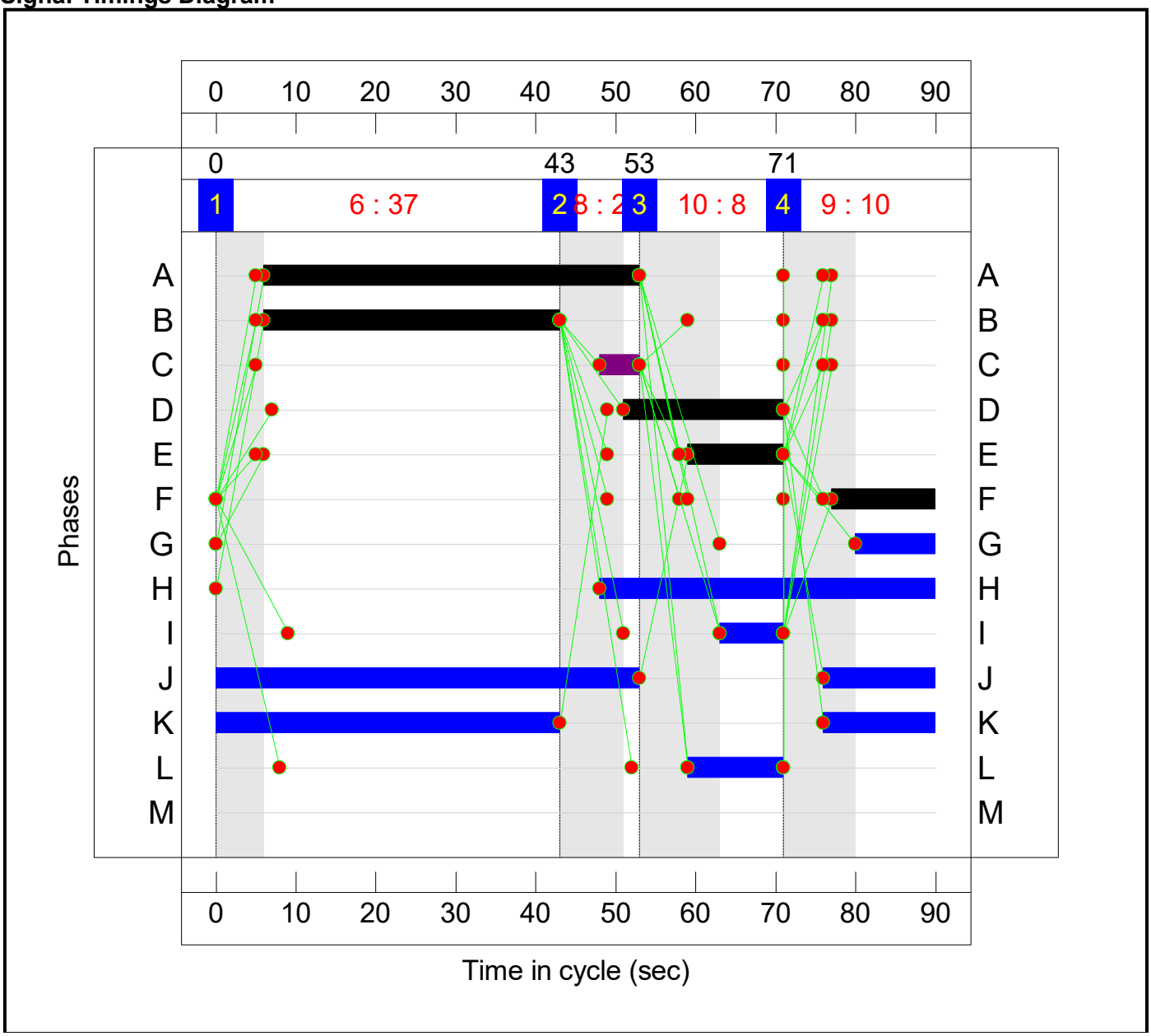
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	37	2	8	10
Change Point	0	43	53	71

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.3%**
B590 Rugby Road/ Hawley Road/ Westfield Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.3%**
1/2+1/1	B590 Rugby Road (North) Left Ahead Right	O+U	N/A	N/A	B		1	37	-	556	1890:1769	675+208	63.0 : 63.0%
2/1	Hawley Road (East) Left	U	N/A	N/A	D		1	20	-	287	1925	449	63.9%
2/2+2/3	Hawley Road (East) Right Ahead	U	N/A	N/A	E		1	12	-	341	1925:1750	254+133	88.1 : 88.1%
3/1+3/2	B590 Rugby Road (South) Ahead Right Left	U+O	N/A	N/A	A	C	1	47	5	1017	1920:1920	827+302	90.1 : 90.1%
4/1+4/2	Westfield Road (West) Ahead Right	U	N/A	N/A	F		1	13	-	449	1905:1773	222+276	90.3 : 90.3%
5/1	B590 Rugby Road (North) - Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
6/1	Hawley Road (East) - Exit	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
7/1	B590 Rugby Road (South) - Exit	U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%
8/1	Westfield Road (West) - Exit	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**208**	**59**	**12**	**18.2**	**13.2**	**0.8**	**32.1**	**-**	**-**	**-**	**-**
B590 Rugby Road/ Hawley Road/ Westfield Road	**-**	**-**	**208**	**59**	**12**	**18.2**	**13.2**	**0.8**	**32.1**	**-**	**-**	**-**	**-**
1/2+1/1	556	556	7	0	0	2.9	0.8	0.0	3.7	24.2	8.2	0.8	9.1
2/1	287	287	-	-	-	2.5	0.9	-	3.4	42.1	6.5	0.9	7.3
2/2+2/3	341	341	-	-	-	3.5	3.2	-	6.7	70.9	5.6	3.2	8.9
3/1+3/2	1017	1017	201	59	12	4.7	4.2	0.8	9.7	34.5	19.5	4.2	23.7
4/1+4/2	449	449	-	-	-	4.6	4.0	-	8.6	68.7	6.1	4.0	10.1
5/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.3 Total Delay for Signalled Lanes (pcuHr): 32.11 Cycle Time (s): 90
PRC Over All Lanes (%): -0.3 Total Delay Over All Lanes(pcuHr): 32.11

Appendix V: High Street / Stapelton Lane / Shilton Road / Chapel Street Capacity Modelling Output

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: 109523-PEF-ZZ-XX-T.M-H-000011_S2_P1.j11
Path: P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Design\Transport Planning\Models\J11 - High Street_Stapleton Lane_Shilton Road_Chapel Street
Report generation date: 10/08/26 10:00:54

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - | Furnessed Scenario 2 | AM
»D4 - | Furnessed Scenario 2 | PM
»D7 - | Furnessed Scenario 4 | AM
»D8 - | Furnessed Scenario 4 | PM
»D15 - | Furnessed Scenario 8 | AM
»D16 - | Furnessed Scenario 8 | PM
»D17 - | Furnessed Scenario 9 | AM
»D18 - | Furnessed Scenario 9 | PM
»D21 - | Furnessed Scenario 11 | AM
»D22 - | Furnessed Scenario 11 | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base							
1 - Stapleton Lane	0.6	5.44	0.35	A	0.4	4.90	0.29	A
2 - Shilton Road	0.3	5.98	0.23	A	0.2	5.33	0.17	A
3 - Chapel Street	0.6	6.11	0.35	A	0.6	5.91	0.38	A
4 - High Street	0.3	5.92	0.19	A	0.3	6.21	0.23	A
	- Furnessed Scenario 2							
1 - Stapleton Lane	0.6	5.52	0.35	A	0.5	5.05	0.31	A
2 - Shilton Road	0.4	6.19	0.25	A	0.2	5.42	0.18	A
3 - Chapel Street	0.6	6.39	0.37	A	0.7	6.18	0.40	A
4 - High Street	0.3	6.23	0.22	A	0.3	6.33	0.24	A
	- Furnessed Scenario 4							
1 - Stapleton Lane	0.6	5.55	0.36	A	0.5	5.11	0.31	A
2 - Shilton Road	0.4	6.22	0.26	A	0.3	5.70	0.22	A
3 - Chapel Street	0.6	6.54	0.38	A	0.8	6.83	0.44	A
4 - High Street	0.3	6.28	0.22	A	0.3	6.37	0.22	A
	- Furnessed Scenario 8							
1 - Stapleton Lane	0.6	5.83	0.38	A	0.4	5.03	0.31	A
2 - Shilton Road	0.3	5.56	0.20	A	0.2	4.97	0.12	A
3 - Chapel Street	0.6	5.93	0.36	A	0.8	6.20	0.43	A
4 - High Street	0.2	6.03	0.18	A	0.2	5.85	0.16	A
	- Furnessed Scenario 9							
1 - Stapleton Lane	0.7	5.97	0.39	A	0.5	5.06	0.31	A
2 - Shilton Road	0.3	5.58	0.20	A	0.2	4.97	0.13	A
3 - Chapel Street	0.6	5.98	0.36	A	0.8	6.35	0.44	A
4 - High Street	0.3	6.12	0.19	A	0.2	5.96	0.16	A
	- Furnessed Scenario 11							
1 - Stapleton Lane	0.7	5.90	0.39	A	0.5	5.03	0.31	A
2 - Shilton Road	0.3	5.71	0.20	A	0.2	5.07	0.13	A
3 - Chapel Street	0.6	6.12	0.37	A	0.8	6.45	0.45	A
4 - High Street	0.3	6.04	0.19	A	0.2	5.92	0.17	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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt
Location	Hinckley, Leicestershire
Site number	011
Date	12/03/25
Version	P1
Status	Existing
Identifier	
Client	Miller Homes
Jobnumber	109523
Enumerator	PFGROUP\JFarrell
Description	Model built from approved applicaiton 23/01229/OUT Transport Assessment - Appendix K (Page 151)

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

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3		Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4		Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15
D7		Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15
D8		Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15
D15		Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15
D16		Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15
D17		Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15
D18		Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15
D21		Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15
D22		Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Base | 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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	5.82	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.82	A

Arms

Arms

Arm	Name	Description
1	Stapleton Lane	
2	Shilton Road	
3	Chapel Street	
4	High Street	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Stapleton Lane	3.00	3.00	5.20	17.0	15.60	9.00	0.0	✓
2 - Shilton Road	2.20	2.20	5.10	20.6	12.20	9.50	0.0	
3 - Chapel Street	3.20	3.20	5.80	11.7	18.10	15.20	0.0	
4 - High Street	3.00	3.00	4.80	20.0	12.20	8.10	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Stapleton Lane	0.539	1122
2 - Shilton Road	0.637	969
3 - Chapel Street	0.683	1186
4 - High Street	0.533	1014

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	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	333	100.000
2 - Shilton Road		✓	177	100.000
3 - Chapel Street		✓	296	100.000
4 - High Street		✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	8	172	0	153
	2 - Shilton Road	70	1	0	106
	3 - Chapel Street	213	20	0	63
	4 - High Street	63	81	0	2

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	20	6	0	3
	2 - Shilton Road	5	0	0	13
	3 - Chapel Street	1	0	0	10
	4 - High Street	5	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.35	5.44	0.6	A
2 - Shilton Road	0.23	5.98	0.3	A
3 - Chapel Street	0.35	6.11	0.6	A
4 - High Street	0.19	5.92	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	251	78	1080	0.232	249	0.3	4.539	A
2 - Shilton Road	133	122	891	0.150	132	0.2	5.194	A
3 - Chapel Street	223	255	1013	0.220	222	0.3	4.668	A
4 - High Street	110	234	889	0.124	109	0.2	5.080	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	299	93	1072	0.279	299	0.4	4.884	A
2 - Shilton Road	159	146	876	0.182	159	0.2	5.502	A
3 - Chapel Street	266	305	978	0.272	266	0.4	5.189	A
4 - High Street	131	280	865	0.152	131	0.2	5.409	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	367	114	1061	0.346	366	0.5	5.432	A
2 - Shilton Road	195	179	855	0.228	195	0.3	5.972	A
3 - Chapel Street	326	374	931	0.350	325	0.5	6.096	A
4 - High Street	161	343	831	0.193	160	0.3	5.914	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	367	115	1060	0.346	367	0.6	5.442	A
2 - Shilton Road	195	179	855	0.228	195	0.3	5.979	A
3 - Chapel Street	326	374	931	0.350	326	0.6	6.112	A
4 - High Street	161	344	831	0.193	161	0.3	5.922	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	299	94	1072	0.279	300	0.4	4.898	A
2 - Shilton Road	159	147	876	0.182	159	0.2	5.514	A
3 - Chapel Street	266	306	977	0.272	267	0.4	5.210	A
4 - High Street	131	281	864	0.152	132	0.2	5.419	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	251	78	1080	0.232	251	0.3	4.557	A
2 - Shilton Road	133	123	891	0.150	133	0.2	5.213	A
3 - Chapel Street	223	256	1011	0.220	223	0.3	4.693	A
4 - High Street	110	235	888	0.124	110	0.2	5.101	A

D2 - 2025 | Base | 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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	5.57	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.57	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)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	277	100.000
2 - Shilton Road		✓	135	100.000
3 - Chapel Street		✓	340	100.000
4 - High Street		✓	169	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	16	149	0	112
	2 - Shilton Road	70	2	1	62
	3 - Chapel Street	249	41	0	50
	4 - High Street	93	74	0	2

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	0	3	0	0
	2 - Shilton Road	2	0	0	16
	3 - Chapel Street	1	0	0	0
	4 - High Street	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.29	4.90	0.4	A
2 - Shilton Road	0.17	5.33	0.2	A
3 - Chapel Street	0.38	5.91	0.6	A
4 - High Street	0.23	6.21	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	209	89	1074	0.194	208	0.2	4.216	A
2 - Shilton Road	102	97	907	0.112	101	0.1	4.818	A
3 - Chapel Street	256	198	1051	0.243	255	0.3	4.544	A
4 - High Street	127	283	863	0.147	127	0.2	5.106	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	249	107	1065	0.234	249	0.3	4.482	A
2 - Shilton Road	121	117	895	0.136	121	0.2	5.023	A
3 - Chapel Street	306	237	1025	0.298	305	0.4	5.039	A
4 - High Street	152	339	833	0.182	152	0.2	5.522	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	305	131	1052	0.290	305	0.4	4.893	A
2 - Shilton Road	149	143	878	0.169	148	0.2	5.324	A
3 - Chapel Street	374	290	988	0.379	374	0.6	5.892	A
4 - High Street	186	415	792	0.235	186	0.3	6.200	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	305	131	1052	0.290	305	0.4	4.898	A
2 - Shilton Road	149	143	878	0.169	149	0.2	5.327	A
3 - Chapel Street	374	291	988	0.379	374	0.6	5.908	A
4 - High Street	186	416	792	0.235	186	0.3	6.209	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	249	107	1064	0.234	249	0.3	4.489	A
2 - Shilton Road	121	117	895	0.136	122	0.2	5.029	A
3 - Chapel Street	306	238	1024	0.298	306	0.4	5.058	A
4 - High Street	152	341	832	0.183	152	0.2	5.537	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	209	90	1074	0.194	209	0.2	4.229	A
2 - Shilton Road	102	98	907	0.112	102	0.1	4.829	A
3 - Chapel Street	256	199	1051	0.244	256	0.3	4.568	A
4 - High Street	127	285	862	0.148	127	0.2	5.126	A

D3 - | Furnessed Scenario 2 | 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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	6.03	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.03	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)
D3	Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	338	100.000
2 - Shilton Road		✓	196	100.000
3 - Chapel Street		✓	305	100.000
4 - High Street		✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	8	174	0	156
	2 - Shilton Road	80	1	0	115
	3 - Chapel Street	223	20	0	62
	4 - High Street	75	89	0	2

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	20	6	0	3
	2 - Shilton Road	5	0	0	13
	3 - Chapel Street	1	0	0	10
	4 - High Street	5	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.35	5.52	0.6	A
2 - Shilton Road	0.25	6.19	0.4	A
3 - Chapel Street	0.37	6.39	0.6	A
4 - High Street	0.22	6.23	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	254	84	1077	0.236	253	0.3	4.577	A
2 - Shilton Road	148	124	890	0.166	147	0.2	5.300	A
3 - Chapel Street	230	271	1001	0.229	228	0.3	4.780	A
4 - High Street	125	249	881	0.142	124	0.2	5.229	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	304	101	1068	0.285	303	0.4	4.937	A
2 - Shilton Road	176	149	874	0.202	176	0.3	5.646	A
3 - Chapel Street	274	325	965	0.284	274	0.4	5.345	A
4 - High Street	149	298	855	0.175	149	0.2	5.611	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	372	123	1056	0.352	372	0.6	5.513	A
2 - Shilton Road	216	182	853	0.253	215	0.4	6.180	A
3 - Chapel Street	336	398	915	0.367	335	0.6	6.366	A
4 - High Street	183	365	819	0.223	182	0.3	6.217	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	372	123	1056	0.353	372	0.6	5.523	A
2 - Shilton Road	216	183	853	0.253	216	0.4	6.189	A
3 - Chapel Street	336	399	914	0.367	336	0.6	6.386	A
4 - High Street	183	366	819	0.223	183	0.3	6.226	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	304	101	1068	0.285	304	0.4	4.949	A
2 - Shilton Road	176	150	874	0.202	177	0.3	5.658	A
3 - Chapel Street	274	326	964	0.284	275	0.4	5.368	A
4 - High Street	149	299	854	0.175	150	0.2	5.623	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	254	84	1077	0.236	255	0.3	4.597	A
2 - Shilton Road	148	125	889	0.166	148	0.2	5.319	A
3 - Chapel Street	230	273	1000	0.230	230	0.3	4.800	A
4 - High Street	125	250	880	0.142	125	0.2	5.249	A

D4 - | Furnessed Scenario 2 | 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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	5.75	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.75	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)
D4	Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	293	100.000
2 - Shilton Road		✓	142	100.000
3 - Chapel Street		✓	356	100.000
4 - High Street		✓	171	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	16	159	0	118
	2 - Shilton Road	72	2	1	67
	3 - Chapel Street	257	45	0	54
	4 - High Street	91	78	0	2

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	0	3	0	0
	2 - Shilton Road	2	0	0	16
	3 - Chapel Street	1	0	0	0
	4 - High Street	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.31	5.05	0.5	A
2 - Shilton Road	0.18	5.42	0.2	A
3 - Chapel Street	0.40	6.18	0.7	A
4 - High Street	0.24	6.33	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	221	95	1071	0.206	220	0.3	4.291	A
2 - Shilton Road	107	102	904	0.118	106	0.1	4.875	A
3 - Chapel Street	268	207	1045	0.257	267	0.3	4.651	A
4 - High Street	129	294	857	0.150	128	0.2	5.163	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	263	114	1061	0.248	263	0.3	4.585	A
2 - Shilton Road	128	122	891	0.143	128	0.2	5.095	A
3 - Chapel Street	320	249	1017	0.315	320	0.5	5.198	A
4 - High Street	154	352	826	0.186	154	0.2	5.603	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	323	140	1047	0.308	322	0.4	5.043	A
2 - Shilton Road	156	150	874	0.179	156	0.2	5.421	A
3 - Chapel Street	392	305	979	0.401	391	0.7	6.164	A
4 - High Street	188	431	784	0.240	188	0.3	6.317	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	323	140	1047	0.308	323	0.5	5.050	A
2 - Shilton Road	156	150	874	0.179	156	0.2	5.424	A
3 - Chapel Street	392	305	978	0.401	392	0.7	6.184	A
4 - High Street	188	432	784	0.240	188	0.3	6.329	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	263	114	1060	0.248	264	0.3	4.593	A
2 - Shilton Road	128	122	891	0.143	128	0.2	5.100	A
3 - Chapel Street	320	249	1016	0.315	321	0.5	5.222	A
4 - High Street	154	353	826	0.186	154	0.2	5.619	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	221	96	1071	0.206	221	0.3	4.307	A
2 - Shilton Road	107	103	904	0.118	107	0.1	4.887	A
3 - Chapel Street	268	209	1044	0.257	268	0.4	4.680	A
4 - High Street	129	296	856	0.150	129	0.2	5.184	A

D7 - | Furnessed Scenario 4 | 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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	6.11	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.11	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)
D7	Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	340	100.000
2 - Shilton Road		✓	200	100.000
3 - Chapel Street		✓	316	100.000
4 - High Street		✓	165	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	8	178	0	154
	2 - Shilton Road	82	1	0	117
	3 - Chapel Street	231	21	0	64
	4 - High Street	73	90	0	2

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	20	6	0	3
	2 - Shilton Road	5	0	0	13
	3 - Chapel Street	1	0	0	10
	4 - High Street	5	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.36	5.55	0.6	A
2 - Shilton Road	0.26	6.22	0.4	A
3 - Chapel Street	0.38	6.54	0.6	A
4 - High Street	0.22	6.28	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	256	85	1076	0.238	255	0.3	4.583	A
2 - Shilton Road	151	123	891	0.169	150	0.2	5.312	A
3 - Chapel Street	238	273	1000	0.238	237	0.3	4.830	A
4 - High Street	124	257	877	0.142	123	0.2	5.259	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	306	102	1067	0.286	305	0.4	4.956	A
2 - Shilton Road	180	147	875	0.205	180	0.3	5.665	A
3 - Chapel Street	284	327	963	0.295	284	0.4	5.432	A
4 - High Street	148	308	850	0.175	148	0.2	5.650	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	374	125	1055	0.355	374	0.6	5.542	A
2 - Shilton Road	220	180	854	0.258	220	0.4	6.209	A
3 - Chapel Street	348	400	913	0.381	347	0.6	6.516	A
4 - High Street	182	377	813	0.223	181	0.3	6.275	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	374	126	1054	0.355	374	0.6	5.551	A
2 - Shilton Road	220	181	854	0.258	220	0.4	6.218	A
3 - Chapel Street	348	401	913	0.381	348	0.6	6.539	A
4 - High Street	182	378	813	0.224	182	0.3	6.284	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	306	103	1067	0.287	306	0.4	4.969	A
2 - Shilton Road	180	148	875	0.205	180	0.3	5.676	A
3 - Chapel Street	284	328	963	0.295	285	0.4	5.459	A
4 - High Street	148	309	849	0.175	149	0.2	5.665	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	256	86	1076	0.238	256	0.3	4.610	A
2 - Shilton Road	151	124	890	0.169	151	0.2	5.334	A
3 - Chapel Street	238	274	999	0.238	238	0.3	4.859	A
4 - High Street	124	259	876	0.142	124	0.2	5.279	A

D8 - | Furnessed Scenario 4 | 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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	6.06	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.06	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)
D8	Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	298	100.000
2 - Shilton Road		✓	172	100.000
3 - Chapel Street		✓	385	100.000
4 - High Street		✓	156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	15	163	0	120
	2 - Shilton Road	84	3	1	84
	3 - Chapel Street	271	52	0	62
	4 - High Street	80	74	0	2

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	0	3	0	0
	2 - Shilton Road	2	0	0	16
	3 - Chapel Street	1	0	0	0
	4 - High Street	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.31	5.11	0.5	A
2 - Shilton Road	0.22	5.70	0.3	A
3 - Chapel Street	0.44	6.83	0.8	A
4 - High Street	0.22	6.37	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	224	98	1069	0.210	223	0.3	4.319	A
2 - Shilton Road	129	103	904	0.143	129	0.2	5.028	A
3 - Chapel Street	290	231	1029	0.282	288	0.4	4.885	A
4 - High Street	117	318	844	0.139	117	0.2	5.188	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	268	118	1059	0.253	268	0.3	4.623	A
2 - Shilton Road	155	123	891	0.174	154	0.2	5.295	A
3 - Chapel Street	346	277	998	0.347	346	0.5	5.555	A
4 - High Street	140	381	811	0.173	140	0.2	5.632	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	328	144	1045	0.314	328	0.5	5.099	A
2 - Shilton Road	189	151	873	0.217	189	0.3	5.698	A
3 - Chapel Street	424	339	955	0.444	423	0.8	6.795	A
4 - High Street	172	467	765	0.225	171	0.3	6.361	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	328	144	1044	0.314	328	0.5	5.106	A
2 - Shilton Road	189	151	873	0.217	189	0.3	5.704	A
3 - Chapel Street	424	339	955	0.444	424	0.8	6.826	A
4 - High Street	172	468	765	0.225	172	0.3	6.372	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	268	118	1059	0.253	268	0.3	4.632	A
2 - Shilton Road	155	123	891	0.174	155	0.2	5.303	A
3 - Chapel Street	346	277	997	0.347	347	0.5	5.586	A
4 - High Street	140	383	810	0.173	141	0.2	5.647	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	224	99	1069	0.210	225	0.3	4.336	A
2 - Shilton Road	129	103	903	0.143	130	0.2	5.043	A
3 - Chapel Street	290	232	1028	0.282	290	0.4	4.918	A
4 - High Street	117	321	843	0.139	118	0.2	5.210	A

D15 - | Furnessed Scenario 8 | 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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	5.85	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.85	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)
D15	Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	364	100.000
2 - Shilton Road		✓	157	100.000
3 - Chapel Street		✓	319	100.000
4 - High Street		✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	7	237	0	120
	2 - Shilton Road	70	1	0	86
	3 - Chapel Street	233	31	0	55
	4 - High Street	48	87	0	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	20	6	0	3
	2 - Shilton Road	5	0	0	13
	3 - Chapel Street	1	0	0	10
	4 - High Street	5	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.38	5.83	0.6	A
2 - Shilton Road	0.20	5.56	0.3	A
3 - Chapel Street	0.36	5.93	0.6	A
4 - High Street	0.18	6.03	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	274	90	1074	0.255	273	0.4	4.719	A
2 - Shilton Road	118	96	908	0.130	118	0.2	4.968	A
3 - Chapel Street	240	213	1041	0.231	239	0.3	4.589	A
4 - High Street	102	256	877	0.117	102	0.1	5.156	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	327	108	1064	0.308	327	0.5	5.136	A
2 - Shilton Road	141	115	896	0.158	141	0.2	5.205	A
3 - Chapel Street	287	256	1012	0.283	286	0.4	5.077	A
4 - High Street	122	307	850	0.144	122	0.2	5.493	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	401	132	1051	0.381	400	0.6	5.813	A
2 - Shilton Road	173	141	880	0.197	173	0.3	5.560	A
3 - Chapel Street	351	313	973	0.361	351	0.6	5.917	A
4 - High Street	150	376	814	0.184	149	0.2	6.025	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	401	132	1051	0.381	401	0.6	5.825	A
2 - Shilton Road	173	141	879	0.197	173	0.3	5.563	A
3 - Chapel Street	351	314	972	0.361	351	0.6	5.932	A
4 - High Street	150	377	813	0.184	150	0.2	6.029	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	327	108	1064	0.308	328	0.5	5.151	A
2 - Shilton Road	141	115	896	0.158	141	0.2	5.212	A
3 - Chapel Street	287	257	1011	0.284	287	0.4	5.094	A
4 - High Street	122	308	850	0.144	123	0.2	5.503	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	274	90	1073	0.255	274	0.4	4.745	A
2 - Shilton Road	118	97	908	0.130	118	0.2	4.981	A
3 - Chapel Street	240	215	1040	0.231	241	0.3	4.612	A
4 - High Street	102	258	876	0.117	103	0.1	5.170	A

D16 - | Furnessed Scenario 8 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 76% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	5.64	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.64	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)
D16	Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	292	100.000
2 - Shilton Road		✓	100	100.000
3 - Chapel Street		✓	402	100.000
4 - High Street		✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	15	180	0	97
	2 - Shilton Road	53	2	1	44
	3 - Chapel Street	286	62	0	54
	4 - High Street	53	56	0	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	0	3	0	0
	2 - Shilton Road	2	0	0	16
	3 - Chapel Street	1	0	0	0
	4 - High Street	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.31	5.03	0.4	A
2 - Shilton Road	0.12	4.97	0.2	A
3 - Chapel Street	0.43	6.20	0.8	A
4 - High Street	0.16	5.85	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	220	91	1073	0.205	219	0.3	4.284	A
2 - Shilton Road	75	85	915	0.082	75	0.1	4.610	A
3 - Chapel Street	303	159	1078	0.281	301	0.4	4.657	A
4 - High Street	83	313	847	0.098	82	0.1	4.954	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	263	109	1064	0.247	262	0.3	4.573	A
2 - Shilton Road	90	101	904	0.099	90	0.1	4.757	A
3 - Chapel Street	361	190	1056	0.342	361	0.5	5.209	A
4 - High Street	99	375	814	0.122	99	0.1	5.302	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	321	133	1050	0.306	321	0.4	5.022	A
2 - Shilton Road	110	124	890	0.124	110	0.2	4.968	A
3 - Chapel Street	443	233	1027	0.431	442	0.8	6.180	A
4 - High Street	121	459	769	0.157	121	0.2	5.848	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	321	133	1050	0.306	321	0.4	5.029	A
2 - Shilton Road	110	124	890	0.124	110	0.2	4.969	A
3 - Chapel Street	443	233	1027	0.431	443	0.8	6.202	A
4 - High Street	121	460	769	0.158	121	0.2	5.854	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	263	109	1063	0.247	263	0.3	4.581	A
2 - Shilton Road	90	102	904	0.099	90	0.1	4.759	A
3 - Chapel Street	361	191	1056	0.342	362	0.5	5.231	A
4 - High Street	99	377	813	0.122	99	0.1	5.312	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	220	91	1073	0.205	220	0.3	4.301	A
2 - Shilton Road	75	85	915	0.082	75	0.1	4.618	A
3 - Chapel Street	303	160	1077	0.281	303	0.4	4.687	A
4 - High Street	83	315	846	0.098	83	0.1	4.971	A

D17 - | Furnessed Scenario 9 | 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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	5.93	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.93	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)
D17	Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	376	100.000
2 - Shilton Road		✓	157	100.000
3 - Chapel Street		✓	321	100.000
4 - High Street		✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	8	245	0	123
	2 - Shilton Road	71	1	0	85
	3 - Chapel Street	235	31	0	55
	4 - High Street	51	91	0	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	20	6	0	3
	2 - Shilton Road	5	0	0	13
	3 - Chapel Street	1	0	0	10
	4 - High Street	5	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.39	5.97	0.7	A
2 - Shilton Road	0.20	5.58	0.3	A
3 - Chapel Street	0.36	5.98	0.6	A
4 - High Street	0.19	6.12	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	283	93	1072	0.264	282	0.4	4.785	A
2 - Shilton Road	118	99	906	0.130	118	0.2	4.978	A
3 - Chapel Street	242	216	1039	0.233	240	0.3	4.609	A
4 - High Street	108	259	876	0.123	107	0.2	5.198	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	338	111	1062	0.318	338	0.5	5.226	A
2 - Shilton Road	141	119	894	0.158	141	0.2	5.219	A
3 - Chapel Street	289	259	1009	0.286	288	0.4	5.107	A
4 - High Street	129	311	848	0.152	128	0.2	5.554	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	414	136	1049	0.395	413	0.7	5.955	A
2 - Shilton Road	173	145	877	0.197	173	0.3	5.579	A
3 - Chapel Street	353	318	970	0.365	353	0.6	5.967	A
4 - High Street	157	380	811	0.194	157	0.3	6.112	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	414	137	1049	0.395	414	0.7	5.970	A
2 - Shilton Road	173	145	877	0.197	173	0.3	5.583	A
3 - Chapel Street	353	318	969	0.365	353	0.6	5.982	A
4 - High Street	157	381	811	0.194	157	0.3	6.120	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	338	112	1062	0.318	339	0.5	5.246	A
2 - Shilton Road	141	119	893	0.158	141	0.2	5.226	A
3 - Chapel Street	289	260	1009	0.286	289	0.4	5.124	A
4 - High Street	129	312	848	0.152	129	0.2	5.565	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	283	94	1072	0.264	284	0.4	4.811	A
2 - Shilton Road	118	100	906	0.131	118	0.2	4.993	A
3 - Chapel Street	242	218	1038	0.233	242	0.3	4.632	A
4 - High Street	108	261	875	0.123	108	0.2	5.215	A

D18 - | Furnessed Scenario 9 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 76% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	5.74	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.74	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)
D18	Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	294	100.000
2 - Shilton Road		✓	103	100.000
3 - Chapel Street		✓	414	100.000
4 - High Street		✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	15	185	0	94
	2 - Shilton Road	56	2	1	44
	3 - Chapel Street	296	65	0	53
	4 - High Street	54	57	0	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	0	3	0	0
	2 - Shilton Road	2	0	0	16
	3 - Chapel Street	1	0	0	0
	4 - High Street	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.31	5.06	0.5	A
2 - Shilton Road	0.13	4.97	0.2	A
3 - Chapel Street	0.44	6.35	0.8	A
4 - High Street	0.16	5.96	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	221	94	1072	0.207	220	0.3	4.302	A
2 - Shilton Road	78	82	917	0.085	77	0.1	4.607	A
3 - Chapel Street	312	159	1078	0.289	310	0.4	4.712	A
4 - High Street	84	325	841	0.100	84	0.1	5.006	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	264	112	1062	0.249	264	0.3	4.596	A
2 - Shilton Road	93	99	906	0.102	93	0.1	4.755	A
3 - Chapel Street	372	190	1056	0.352	372	0.5	5.289	A
4 - High Street	101	390	806	0.125	101	0.1	5.372	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	324	137	1048	0.309	323	0.5	5.055	A
2 - Shilton Road	113	121	892	0.127	113	0.2	4.968	A
3 - Chapel Street	456	233	1027	0.444	455	0.8	6.321	A
4 - High Street	123	477	760	0.162	123	0.2	5.954	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	324	138	1048	0.309	324	0.5	5.062	A
2 - Shilton Road	113	121	892	0.127	113	0.2	4.969	A
3 - Chapel Street	456	233	1027	0.444	456	0.8	6.345	A
4 - High Street	123	478	759	0.162	123	0.2	5.961	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	264	113	1061	0.249	265	0.3	4.607	A
2 - Shilton Road	93	99	906	0.102	93	0.1	4.759	A
3 - Chapel Street	372	191	1056	0.352	373	0.6	5.317	A
4 - High Street	101	391	805	0.125	101	0.2	5.382	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	221	94	1071	0.207	222	0.3	4.318	A
2 - Shilton Road	78	83	916	0.085	78	0.1	4.615	A
3 - Chapel Street	312	160	1077	0.289	312	0.4	4.743	A
4 - High Street	84	327	839	0.100	84	0.1	5.021	A

D21 - | Furnessed Scenario 11 | 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	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	5.96	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.96	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)
D21	Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	375	100.000
2 - Shilton Road		✓	159	100.000
3 - Chapel Street		✓	319	100.000
4 - High Street		✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	8	226	0	141
	2 - Shilton Road	69	1	0	89
	3 - Chapel Street	233	27	0	59
	4 - High Street	55	85	0	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	20	6	0	3
	2 - Shilton Road	5	0	0	13
	3 - Chapel Street	1	0	0	10
	4 - High Street	5	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.39	5.90	0.7	A
2 - Shilton Road	0.20	5.71	0.3	A
3 - Chapel Street	0.37	6.12	0.6	A
4 - High Street	0.19	6.04	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	282	85	1076	0.262	281	0.4	4.749	A
2 - Shilton Road	120	112	898	0.133	119	0.2	5.049	A
3 - Chapel Street	240	231	1028	0.234	239	0.3	4.672	A
4 - High Street	106	253	879	0.121	106	0.2	5.156	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	337	102	1067	0.316	337	0.5	5.177	A
2 - Shilton Road	143	135	883	0.162	143	0.2	5.311	A
3 - Chapel Street	287	277	997	0.288	286	0.4	5.188	A
4 - High Street	127	303	852	0.149	127	0.2	5.494	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	413	125	1055	0.392	412	0.7	5.882	A
2 - Shilton Road	175	165	864	0.203	175	0.3	5.708	A
3 - Chapel Street	351	340	955	0.368	351	0.6	6.099	A
4 - High Street	155	371	816	0.190	155	0.3	6.030	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	413	126	1054	0.392	413	0.7	5.896	A
2 - Shilton Road	175	165	864	0.203	175	0.3	5.711	A
3 - Chapel Street	351	340	954	0.368	351	0.6	6.117	A
4 - High Street	155	372	816	0.190	155	0.3	6.038	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	337	103	1067	0.316	338	0.5	5.195	A
2 - Shilton Road	143	135	883	0.162	143	0.2	5.319	A
3 - Chapel Street	287	278	996	0.288	287	0.4	5.207	A
4 - High Street	127	305	852	0.149	127	0.2	5.507	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	282	86	1076	0.262	283	0.4	4.773	A
2 - Shilton Road	120	113	897	0.133	120	0.2	5.063	A
3 - Chapel Street	240	233	1027	0.234	241	0.3	4.692	A
4 - High Street	106	255	878	0.121	106	0.2	5.169	A

D22 - | Furnessed Scenario 11 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 76% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stapleton Lane/ Shilton Road/ Chapel Street/ High Street mini-rdbt	Mini-roundabout		1, 2, 3, 4	5.78	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.78	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)
D22	Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Stapleton Lane		✓	295	100.000
2 - Shilton Road		✓	105	100.000
3 - Chapel Street		✓	411	100.000
4 - High Street		✓	116	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	15	171	0	109
	2 - Shilton Road	54	2	1	48
	3 - Chapel Street	293	58	0	60
	4 - High Street	59	56	0	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Stapleton Lane	2 - Shilton Road	3 - Chapel Street	4 - High Street
From	1 - Stapleton Lane	0	3	0	0
	2 - Shilton Road	2	0	0	16
	3 - Chapel Street	1	0	0	0
	4 - High Street	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Stapleton Lane	0.31	5.03	0.5	A
2 - Shilton Road	0.13	5.07	0.2	A
3 - Chapel Street	0.45	6.45	0.8	A
4 - High Street	0.17	5.92	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	222	88	1075	0.207	221	0.3	4.283	A
2 - Shilton Road	79	94	909	0.087	79	0.1	4.673	A
3 - Chapel Street	309	172	1069	0.289	308	0.4	4.751	A
4 - High Street	87	316	845	0.103	87	0.1	4.980	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	265	105	1066	0.249	265	0.3	4.573	A
2 - Shilton Road	94	112	898	0.105	94	0.1	4.835	A
3 - Chapel Street	369	206	1046	0.353	369	0.5	5.349	A
4 - High Street	104	379	812	0.128	104	0.2	5.341	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	325	129	1053	0.309	324	0.5	5.023	A
2 - Shilton Road	116	137	882	0.131	115	0.2	5.070	A
3 - Chapel Street	453	252	1015	0.446	451	0.8	6.427	A
4 - High Street	128	464	767	0.167	128	0.2	5.913	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	325	129	1053	0.309	325	0.5	5.030	A
2 - Shilton Road	116	138	881	0.131	116	0.2	5.071	A
3 - Chapel Street	453	252	1014	0.446	452	0.8	6.452	A
4 - High Street	128	465	766	0.167	128	0.2	5.920	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	265	105	1065	0.249	266	0.3	4.583	A
2 - Shilton Road	94	113	897	0.105	95	0.1	4.839	A
3 - Chapel Street	369	206	1046	0.353	370	0.6	5.377	A
4 - High Street	104	380	811	0.129	104	0.2	5.351	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Stapleton Lane	222	88	1075	0.207	222	0.3	4.299	A
2 - Shilton Road	79	94	909	0.087	79	0.1	4.681	A
3 - Chapel Street	309	173	1069	0.290	310	0.4	4.784	A
4 - High Street	87	318	844	0.103	87	0.1	4.996	A

Appendix W: A47 Normandy Way / B4668 Leicester Road / The Common Roundabout Capacity Modelling Output

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: 109523-PEF-ZZ-XX-T.M-H-000012_S2_P1.j11
Path: P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Design\Transport Planning\Models\J12 - A47 Normandy Way_B4668 Leicester Road_The Common Roundabout - RICHP2
Report generation date: 10/08/26 9:54:29

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - | Furnessed Scenario 2 | AM
»D4 - | Furnessed Scenario 2 | PM
»D7 - | Furnessed Scenario 4 | AM
»D8 - | Furnessed Scenario 4 | PM
»D15 - | Furnessed Scenario 8 | AM
»D16 - | Furnessed Scenario 8 | PM
»D17 - | Furnessed Scenario 9 | AM
»D18 - | Furnessed Scenario 9 | PM
»D21 - | Furnessed Scenario 11 | AM
»D22 - | Furnessed Scenario 11 | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base							
1 - A47 Leicester Road (East)	1.3	3.21	0.56	A	1.0	2.70	0.50	A
2 - B4668 Leicester Road (South)	0.8	4.31	0.45	A	1.0	4.57	0.49	A
3 - A47 Normandy Way (West)	0.9	4.27	0.46	A	1.2	4.97	0.55	A
4 - The Common (North)	0.3	3.52	0.22	A	0.2	3.57	0.19	A
	- Furnessed Scenario 2							
1 - A47 Leicester Road (East)	1.3	3.19	0.56	A	1.1	2.74	0.51	A
2 - B4668 Leicester Road (South)	0.9	4.30	0.45	A	0.9	4.56	0.48	A
3 - A47 Normandy Way (West)	1.0	4.35	0.48	A	1.3	5.11	0.56	A
4 - The Common (North)	0.3	3.50	0.21	A	0.2	3.53	0.18	A
	- Furnessed Scenario 4							
1 - A47 Leicester Road (East)	1.4	3.25	0.56	A	1.1	2.79	0.52	A
2 - B4668 Leicester Road (South)	0.9	4.35	0.46	A	1.0	4.70	0.50	A
3 - A47 Normandy Way (West)	1.1	4.61	0.51	A	1.5	5.50	0.59	A
4 - The Common (North)	0.3	3.59	0.21	A	0.2	3.59	0.19	A
	- Furnessed Scenario 8							
1 - A47 Leicester Road (East)	2.3	4.63	0.69	A	1.6	3.58	0.62	A
2 - B4668 Leicester Road (South)	1.2	5.79	0.54	A	1.6	6.78	0.61	A
3 - A47 Normandy Way (West)	1.4	5.33	0.57	A	2.2	7.30	0.69	A
4 - The Common (North)	0.4	4.22	0.30	A	0.3	4.27	0.25	A
	- Furnessed Scenario 9							
1 - A47 Leicester Road (East)	2.4	4.75	0.69	A	1.8	3.74	0.63	A
2 - B4668 Leicester Road (South)	1.3	6.00	0.55	A	1.8	7.35	0.64	A
3 - A47 Normandy Way (West)	1.4	5.28	0.56	A	2.3	7.55	0.70	A
4 - The Common (North)	0.5	4.49	0.34	A	0.4	4.40	0.27	A
	- Furnessed Scenario 11							
1 - A47 Leicester Road (East)	2.4	4.70	0.69	A	1.8	3.85	0.65	A
2 - B4668 Leicester Road (South)	1.2	5.90	0.55	A	1.8	7.48	0.64	A
3 - A47 Normandy Way (West)	1.5	5.60	0.59	A	2.4	7.74	0.70	A
4 - The Common (North)	0.5	4.40	0.31	A	0.3	4.31	0.25	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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout
Location	Hinckley, Leicestershire
Site number	12
Date	04/03/25
Version	P1
Status	Existing
Identifier	
Client	Miller Homes
Jobnumber	109523
Enumerator	PFGROUP\JFarrell
Description	Model built from approved applicaiton 23/00432/OUT Transport Assessment - Appendix W (Page 878)

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3		Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4		Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15
D7		Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15
D8		Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15
D15		Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15
D16		Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15
D17		Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15
D18		Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15
D21		Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15
D22		Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	3.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.73	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A47 Leicester Road (East)		
2	B4668 Leicester Road (South)		
3	A47 Normandy Way (West)		
4	The Common (North)		

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 - A47 Leicester Road (East)	7.40	11.00	12.0	78.0	80.0	32.0		
2 - B4668 Leicester Road (South)	3.50	9.60	21.0	30.0	80.0	32.0		
3 - A47 Normandy Way (West)	4.00	7.20	48.0	83.0	80.0	26.0		
4 - The Common (North)	2.50	8.20	40.0	20.0	80.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A47 Leicester Road (East)	0.652	2881
2 - B4668 Leicester Road (South)	0.524	2037
3 - A47 Normandy Way (West)	0.544	2114
4 - The Common (North)	0.487	1863

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	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1369	100.000
2 - B4668 Leicester Road (South)		✓	647	100.000
3 - A47 Normandy Way (West)		✓	716	100.000
4 - The Common (North)		✓	255	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	4	602	651	112
	2 - B4668 Leicester Road (South)	376	2	73	196
	3 - A47 Normandy Way (West)	581	79	2	54
	4 - The Common (North)	72	149	33	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	3	8	7
	2 - B4668 Leicester Road (South)	3	0	7	2
	3 - A47 Normandy Way (West)	9	7	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.56	3.21	1.3	A
2 - B4668 Leicester Road (South)	0.45	4.31	0.8	A
3 - A47 Normandy Way (West)	0.46	4.27	0.9	A
4 - The Common (North)	0.22	3.52	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1031	200	2751	0.375	1028	0.6	2.205	A
2 - B4668 Leicester Road (South)	487	603	1721	0.283	485	0.4	2.999	A
3 - A47 Normandy Way (West)	539	519	1831	0.294	537	0.4	3.001	A
4 - The Common (North)	192	783	1481	0.130	191	0.1	2.789	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1231	239	2725	0.452	1230	0.9	2.542	A
2 - B4668 Leicester Road (South)	582	721	1659	0.351	581	0.6	3.440	A
3 - A47 Normandy Way (West)	644	621	1776	0.362	643	0.6	3.430	A
4 - The Common (North)	229	938	1406	0.163	229	0.2	3.057	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1507	292	2690	0.560	1505	1.3	3.203	A
2 - B4668 Leicester Road (South)	712	883	1575	0.452	711	0.8	4.294	A
3 - A47 Normandy Way (West)	788	760	1700	0.464	787	0.9	4.252	A
4 - The Common (North)	281	1148	1304	0.215	280	0.3	3.517	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1507	293	2690	0.560	1507	1.3	3.214	A
2 - B4668 Leicester Road (South)	712	884	1574	0.453	712	0.8	4.307	A
3 - A47 Normandy Way (West)	788	761	1700	0.464	788	0.9	4.267	A
4 - The Common (North)	281	1149	1303	0.215	281	0.3	3.520	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1231	239	2725	0.452	1233	0.9	2.553	A
2 - B4668 Leicester Road (South)	582	723	1659	0.351	583	0.6	3.456	A
3 - A47 Normandy Way (West)	644	622	1775	0.363	645	0.6	3.444	A
4 - The Common (North)	229	940	1405	0.163	230	0.2	3.062	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1031	200	2750	0.375	1032	0.6	2.215	A
2 - B4668 Leicester Road (South)	487	605	1720	0.283	488	0.4	3.014	A
3 - A47 Normandy Way (West)	539	521	1830	0.295	540	0.5	3.014	A
4 - The Common (North)	192	787	1480	0.130	192	0.1	2.795	A

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	3.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.83	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)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1247	100.000
2 - B4668 Leicester Road (South)		✓	693	100.000
3 - A47 Normandy Way (West)		✓	827	100.000
4 - The Common (North)		✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	1	476	661	109
	2 - B4668 Leicester Road (South)	415	5	34	239
	3 - A47 Normandy Way (West)	661	71	2	93
	4 - The Common (North)	76	90	46	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	0	3	1
	2 - B4668 Leicester Road (South)	1	0	11	2
	3 - A47 Normandy Way (West)	3	0	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.50	2.70	1.0	A
2 - B4668 Leicester Road (South)	0.49	4.57	1.0	A
3 - A47 Normandy Way (West)	0.55	4.97	1.2	A
4 - The Common (North)	0.19	3.57	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	939	161	2776	0.338	937	0.5	1.988	A
2 - B4668 Leicester Road (South)	522	616	1715	0.304	520	0.4	3.063	A
3 - A47 Normandy Way (West)	623	578	1799	0.346	620	0.5	3.122	A
4 - The Common (North)	160	867	1441	0.111	160	0.1	2.810	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1121	193	2755	0.407	1120	0.7	2.237	A
2 - B4668 Leicester Road (South)	623	737	1651	0.377	622	0.6	3.559	A
3 - A47 Normandy Way (West)	743	692	1737	0.428	743	0.8	3.701	A
4 - The Common (North)	191	1037	1358	0.141	191	0.2	3.085	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1373	236	2727	0.503	1372	1.0	2.698	A
2 - B4668 Leicester Road (South)	763	902	1565	0.488	762	1.0	4.555	A
3 - A47 Normandy Way (West)	911	846	1653	0.551	909	1.2	4.938	A
4 - The Common (North)	235	1269	1245	0.188	234	0.2	3.562	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1373	237	2727	0.504	1373	1.0	2.702	A
2 - B4668 Leicester Road (South)	763	903	1564	0.488	763	1.0	4.572	A
3 - A47 Normandy Way (West)	911	848	1652	0.551	911	1.2	4.968	A
4 - The Common (North)	235	1272	1244	0.189	235	0.2	3.566	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1121	194	2755	0.407	1122	0.7	2.243	A
2 - B4668 Leicester Road (South)	623	738	1651	0.377	624	0.6	3.574	A
3 - A47 Normandy Way (West)	743	694	1736	0.428	745	0.8	3.729	A
4 - The Common (North)	191	1041	1356	0.141	192	0.2	3.092	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	939	162	2775	0.338	940	0.5	1.993	A
2 - B4668 Leicester Road (South)	522	618	1714	0.304	522	0.4	3.079	A
3 - A47 Normandy Way (West)	623	580	1798	0.346	624	0.5	3.143	A
4 - The Common (North)	160	871	1439	0.111	161	0.1	2.818	A

D3 - | Furnessed Scenario 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Furnessed Scenario 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1356	100.000
2 - B4668 Leicester Road (South)		✓	651	100.000
3 - A47 Normandy Way (West)		✓	741	100.000
4 - The Common (North)		✓	242	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	4	598	654	100
	2 - B4668 Leicester Road (South)	370	2	82	197
	3 - A47 Normandy Way (West)	592	91	2	56
	4 - The Common (North)	62	146	33	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	3	8	7
	2 - B4668 Leicester Road (South)	3	0	7	2
	3 - A47 Normandy Way (West)	9	7	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.56	3.19	1.3	A
2 - B4668 Leicester Road (South)	0.45	4.30	0.9	A
3 - A47 Normandy Way (West)	0.48	4.35	1.0	A
4 - The Common (North)	0.21	3.50	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1021	206	2746	0.372	1018	0.6	2.198	A
2 - B4668 Leicester Road (South)	490	596	1725	0.284	488	0.4	3.000	A
3 - A47 Normandy Way (West)	558	506	1838	0.303	556	0.5	3.028	A
4 - The Common (North)	182	796	1475	0.124	182	0.1	2.781	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1219	247	2720	0.448	1218	0.9	2.531	A
2 - B4668 Leicester Road (South)	585	713	1664	0.352	585	0.6	3.440	A
3 - A47 Normandy Way (West)	666	605	1784	0.373	665	0.6	3.473	A
4 - The Common (North)	218	953	1399	0.156	217	0.2	3.046	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1493	302	2684	0.556	1491	1.3	3.185	A
2 - B4668 Leicester Road (South)	717	873	1580	0.454	716	0.8	4.292	A
3 - A47 Normandy Way (West)	816	741	1710	0.477	815	1.0	4.333	A
4 - The Common (North)	266	1166	1295	0.206	266	0.3	3.499	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1493	303	2684	0.556	1493	1.3	3.193	A
2 - B4668 Leicester Road (South)	717	874	1579	0.454	717	0.9	4.305	A
3 - A47 Normandy Way (West)	816	742	1710	0.477	816	1.0	4.348	A
4 - The Common (North)	266	1168	1294	0.206	266	0.3	3.502	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1219	248	2720	0.448	1221	0.9	2.542	A
2 - B4668 Leicester Road (South)	585	715	1663	0.352	586	0.6	3.453	A
3 - A47 Normandy Way (West)	666	607	1783	0.374	667	0.6	3.490	A
4 - The Common (North)	218	956	1397	0.156	218	0.2	3.051	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1021	207	2746	0.372	1022	0.6	2.208	A
2 - B4668 Leicester Road (South)	490	598	1724	0.284	491	0.4	3.012	A
3 - A47 Normandy Way (West)	558	508	1837	0.304	559	0.5	3.041	A
4 - The Common (North)	182	800	1473	0.124	182	0.1	2.788	A

D4 - | Furnessed Scenario 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	3.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.88	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)
D4	Furnessed Scenario 2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1259	100.000
2 - B4668 Leicester Road (South)		✓	683	100.000
3 - A47 Normandy Way (West)		✓	850	100.000
4 - The Common (North)		✓	209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	1	474	671	113
	2 - B4668 Leicester Road (South)	393	5	35	250
	3 - A47 Normandy Way (West)	667	76	3	104
	4 - The Common (North)	71	90	47	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	0	3	1
	2 - B4668 Leicester Road (South)	1	0	11	2
	3 - A47 Normandy Way (West)	3	0	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.51	2.74	1.1	A
2 - B4668 Leicester Road (South)	0.48	4.56	0.9	A
3 - A47 Normandy Way (West)	0.56	5.11	1.3	A
4 - The Common (North)	0.18	3.53	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	948	167	2772	0.342	946	0.5	2.002	A
2 - B4668 Leicester Road (South)	514	628	1708	0.301	512	0.4	3.061	A
3 - A47 Normandy Way (West)	640	573	1802	0.355	638	0.6	3.159	A
4 - The Common (North)	157	859	1445	0.109	157	0.1	2.796	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1132	199	2751	0.411	1131	0.7	2.258	A
2 - B4668 Leicester Road (South)	614	751	1644	0.374	613	0.6	3.555	A
3 - A47 Normandy Way (West)	764	685	1741	0.439	763	0.8	3.765	A
4 - The Common (North)	188	1028	1362	0.138	188	0.2	3.064	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1386	244	2722	0.509	1385	1.0	2.735	A
2 - B4668 Leicester Road (South)	752	920	1556	0.483	751	0.9	4.546	A
3 - A47 Normandy Way (West)	936	839	1657	0.565	934	1.3	5.079	A
4 - The Common (North)	230	1258	1250	0.184	230	0.2	3.527	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1386	244	2722	0.509	1386	1.1	2.740	A
2 - B4668 Leicester Road (South)	752	920	1555	0.484	752	0.9	4.563	A
3 - A47 Normandy Way (West)	936	840	1656	0.565	936	1.3	5.112	A
4 - The Common (North)	230	1261	1249	0.184	230	0.2	3.532	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1132	200	2751	0.411	1133	0.7	2.266	A
2 - B4668 Leicester Road (South)	614	752	1643	0.374	615	0.6	3.570	A
3 - A47 Normandy Way (West)	764	687	1740	0.439	766	0.8	3.791	A
4 - The Common (North)	188	1032	1360	0.138	188	0.2	3.073	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	948	167	2772	0.342	949	0.5	2.009	A
2 - B4668 Leicester Road (South)	514	630	1707	0.301	515	0.4	3.077	A
3 - A47 Normandy Way (West)	640	575	1801	0.355	641	0.6	3.181	A
4 - The Common (North)	157	863	1442	0.109	157	0.1	2.801	A

D7 - | Furnessed Scenario 4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	3.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.86	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)
D7	Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1367	100.000
2 - B4668 Leicester Road (South)		✓	653	100.000
3 - A47 Normandy Way (West)		✓	786	100.000
4 - The Common (North)		✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	3	600	662	102
	2 - B4668 Leicester Road (South)	368	2	83	200
	3 - A47 Normandy Way (West)	625	97	3	61
	4 - The Common (North)	63	150	34	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	3	8	7
	2 - B4668 Leicester Road (South)	3	0	7	2
	3 - A47 Normandy Way (West)	9	7	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.56	3.25	1.4	A
2 - B4668 Leicester Road (South)	0.46	4.35	0.9	A
3 - A47 Normandy Way (West)	0.51	4.61	1.1	A
4 - The Common (North)	0.21	3.59	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1029	215	2741	0.376	1027	0.6	2.216	A
2 - B4668 Leicester Road (South)	492	605	1721	0.286	490	0.4	3.014	A
3 - A47 Normandy Way (West)	592	507	1838	0.322	590	0.5	3.109	A
4 - The Common (North)	187	824	1462	0.128	186	0.1	2.820	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1229	258	2713	0.453	1228	0.9	2.560	A
2 - B4668 Leicester Road (South)	587	723	1659	0.354	586	0.6	3.462	A
3 - A47 Normandy Way (West)	707	607	1783	0.396	706	0.7	3.606	A
4 - The Common (North)	223	986	1383	0.161	223	0.2	3.103	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1505	316	2675	0.563	1503	1.3	3.239	A
2 - B4668 Leicester Road (South)	719	885	1574	0.457	718	0.9	4.333	A
3 - A47 Normandy Way (West)	865	743	1709	0.506	864	1.1	4.589	A
4 - The Common (North)	273	1207	1275	0.214	273	0.3	3.591	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1505	316	2675	0.563	1505	1.4	3.250	A
2 - B4668 Leicester Road (South)	719	886	1573	0.457	719	0.9	4.348	A
3 - A47 Normandy Way (West)	865	744	1709	0.507	865	1.1	4.609	A
4 - The Common (North)	273	1209	1274	0.214	273	0.3	3.594	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1229	258	2713	0.453	1231	0.9	2.569	A
2 - B4668 Leicester Road (South)	587	725	1658	0.354	588	0.6	3.478	A
3 - A47 Normandy Way (West)	707	609	1782	0.396	708	0.7	3.625	A
4 - The Common (North)	223	989	1381	0.161	223	0.2	3.111	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1029	216	2740	0.376	1030	0.6	2.225	A
2 - B4668 Leicester Road (South)	492	607	1720	0.286	492	0.4	3.027	A
3 - A47 Normandy Way (West)	592	510	1836	0.322	593	0.5	3.126	A
4 - The Common (North)	187	828	1460	0.128	187	0.1	2.827	A

D8 - | Furnessed Scenario 4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	4.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.06	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)
D8	Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1273	100.000
2 - B4668 Leicester Road (South)		✓	696	100.000
3 - A47 Normandy Way (West)		✓	888	100.000
4 - The Common (North)		✓	212	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	1	475	680	117
	2 - B4668 Leicester Road (South)	389	5	36	266
	3 - A47 Normandy Way (West)	688	82	3	115
	4 - The Common (North)	71	92	48	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	0	3	1
	2 - B4668 Leicester Road (South)	1	0	11	2
	3 - A47 Normandy Way (West)	3	0	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.52	2.79	1.1	A
2 - B4668 Leicester Road (South)	0.50	4.70	1.0	A
3 - A47 Normandy Way (West)	0.59	5.50	1.5	A
4 - The Common (North)	0.19	3.59	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	958	173	2768	0.346	956	0.5	2.017	A
2 - B4668 Leicester Road (South)	524	638	1703	0.308	522	0.5	3.102	A
3 - A47 Normandy Way (West)	669	585	1795	0.372	666	0.6	3.254	A
4 - The Common (North)	160	876	1436	0.111	159	0.1	2.819	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1144	207	2746	0.417	1144	0.7	2.283	A
2 - B4668 Leicester Road (South)	626	764	1637	0.382	625	0.6	3.620	A
3 - A47 Normandy Way (West)	798	700	1733	0.461	797	0.9	3.932	A
4 - The Common (North)	191	1049	1352	0.141	190	0.2	3.098	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1402	254	2715	0.516	1400	1.1	2.780	A
2 - B4668 Leicester Road (South)	766	935	1548	0.495	765	1.0	4.676	A
3 - A47 Normandy Way (West)	978	856	1648	0.593	975	1.5	5.458	A
4 - The Common (North)	233	1283	1238	0.189	233	0.2	3.582	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1402	254	2715	0.516	1402	1.1	2.785	A
2 - B4668 Leicester Road (South)	766	936	1547	0.495	766	1.0	4.695	A
3 - A47 Normandy Way (West)	978	858	1647	0.594	978	1.5	5.503	A
4 - The Common (North)	233	1286	1237	0.189	233	0.2	3.587	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1144	208	2745	0.417	1146	0.7	2.291	A
2 - B4668 Leicester Road (South)	626	765	1637	0.382	627	0.6	3.639	A
3 - A47 Normandy Way (West)	798	702	1732	0.461	801	0.9	3.967	A
4 - The Common (North)	191	1053	1350	0.141	191	0.2	3.105	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	958	174	2768	0.346	959	0.5	2.024	A
2 - B4668 Leicester Road (South)	524	640	1702	0.308	525	0.5	3.118	A
3 - A47 Normandy Way (West)	669	587	1794	0.373	670	0.6	3.280	A
4 - The Common (North)	160	881	1434	0.111	160	0.1	2.824	A

D15 - | Furnessed Scenario 8 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	4.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.99	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)
D15	Furnessed Scenario 8	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1645	100.000
2 - B4668 Leicester Road (South)		✓	686	100.000
3 - A47 Normandy Way (West)		✓	881	100.000
4 - The Common (North)		✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	4	598	936	107
	2 - B4668 Leicester Road (South)	385	2	108	191
	3 - A47 Normandy Way (West)	717	97	4	63
	4 - The Common (North)	88	181	58	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	3	8	7
	2 - B4668 Leicester Road (South)	3	0	7	2
	3 - A47 Normandy Way (West)	9	7	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.69	4.63	2.3	A
2 - B4668 Leicester Road (South)	0.54	5.79	1.2	A
3 - A47 Normandy Way (West)	0.57	5.33	1.4	A
4 - The Common (North)	0.30	4.22	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1238	257	2713	0.456	1235	0.9	2.575	A
2 - B4668 Leicester Road (South)	516	833	1601	0.323	514	0.5	3.418	A
3 - A47 Normandy Way (West)	663	518	1832	0.362	661	0.6	3.314	A
4 - The Common (North)	247	907	1421	0.174	246	0.2	3.062	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1479	308	2680	0.552	1477	1.3	3.169	A
2 - B4668 Leicester Road (South)	617	997	1515	0.407	616	0.7	4.132	A
3 - A47 Normandy Way (West)	792	619	1777	0.446	791	0.9	3.942	A
4 - The Common (North)	295	1085	1334	0.221	295	0.3	3.462	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1811	377	2635	0.687	1807	2.3	4.589	A
2 - B4668 Leicester Road (South)	755	1219	1398	0.540	753	1.2	5.748	A
3 - A47 Normandy Way (West)	970	758	1701	0.570	968	1.4	5.287	A
4 - The Common (North)	361	1328	1216	0.297	361	0.4	4.204	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1811	378	2635	0.687	1811	2.3	4.634	A
2 - B4668 Leicester Road (South)	755	1222	1397	0.541	755	1.2	5.794	A
3 - A47 Normandy Way (West)	970	760	1700	0.571	970	1.4	5.325	A
4 - The Common (North)	361	1331	1215	0.297	361	0.4	4.217	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1479	309	2680	0.552	1483	1.3	3.202	A
2 - B4668 Leicester Road (South)	617	1001	1513	0.408	619	0.7	4.168	A
3 - A47 Normandy Way (West)	792	622	1775	0.446	794	0.9	3.975	A
4 - The Common (North)	295	1090	1332	0.221	295	0.3	3.473	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1238	259	2712	0.457	1240	0.9	2.597	A
2 - B4668 Leicester Road (South)	516	837	1599	0.323	517	0.5	3.440	A
3 - A47 Normandy Way (West)	663	520	1830	0.362	664	0.6	3.337	A
4 - The Common (North)	247	912	1419	0.174	247	0.2	3.072	A

D16 - | Furnessed Scenario 8 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	5.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.39	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)
D16	Furnessed Scenario 8	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1504	100.000
2 - B4668 Leicester Road (South)		✓	776	100.000
3 - A47 Normandy Way (West)		✓	1015	100.000
4 - The Common (North)		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	1	471	933	99
	2 - B4668 Leicester Road (South)	459	6	56	255
	3 - A47 Normandy Way (West)	809	92	4	110
	4 - The Common (North)	82	102	74	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	0	3	1
	2 - B4668 Leicester Road (South)	1	0	11	2
	3 - A47 Normandy Way (West)	3	0	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.62	3.58	1.6	A
2 - B4668 Leicester Road (South)	0.61	6.78	1.6	A
3 - A47 Normandy Way (West)	0.69	7.30	2.2	A
4 - The Common (North)	0.25	4.27	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1132	209	2745	0.413	1129	0.7	2.267	A
2 - B4668 Leicester Road (South)	584	835	1600	0.365	582	0.6	3.599	A
3 - A47 Normandy Way (West)	764	616	1779	0.430	761	0.8	3.612	A
4 - The Common (North)	195	1028	1362	0.143	194	0.2	3.080	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1352	250	2718	0.498	1351	1.0	2.681	A
2 - B4668 Leicester Road (South)	698	999	1514	0.461	696	0.9	4.483	A
3 - A47 Normandy Way (West)	912	737	1713	0.533	911	1.2	4.587	A
4 - The Common (North)	233	1230	1264	0.184	233	0.2	3.491	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1656	306	2681	0.618	1653	1.6	3.560	A
2 - B4668 Leicester Road (South)	854	1222	1397	0.612	852	1.6	6.697	A
3 - A47 Normandy Way (West)	1118	901	1623	0.688	1113	2.2	7.171	A
4 - The Common (North)	285	1504	1131	0.252	285	0.3	4.254	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1656	307	2681	0.618	1656	1.6	3.579	A
2 - B4668 Leicester Road (South)	854	1224	1396	0.612	854	1.6	6.775	A
3 - A47 Normandy Way (West)	1118	904	1622	0.689	1117	2.2	7.303	A
4 - The Common (North)	285	1509	1128	0.253	285	0.3	4.271	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1352	252	2717	0.498	1355	1.0	2.697	A
2 - B4668 Leicester Road (South)	698	1002	1513	0.461	700	0.9	4.537	A
3 - A47 Normandy Way (West)	912	741	1710	0.533	917	1.2	4.667	A
4 - The Common (North)	233	1238	1260	0.185	233	0.2	3.509	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1132	210	2744	0.413	1133	0.7	2.279	A
2 - B4668 Leicester Road (South)	584	838	1598	0.366	585	0.6	3.627	A
3 - A47 Normandy Way (West)	764	619	1777	0.430	766	0.8	3.653	A
4 - The Common (North)	195	1034	1359	0.143	195	0.2	3.095	A

D17 - | Furnessed Scenario 9 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	5.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.09	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)
D17	Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1653	100.000
2 - B4668 Leicester Road (South)		✓	698	100.000
3 - A47 Normandy Way (West)		✓	864	100.000
4 - The Common (North)		✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	4	597	941	111
	2 - B4668 Leicester Road (South)	402	2	104	190
	3 - A47 Normandy Way (West)	713	88	3	60
	4 - The Common (North)	107	201	65	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	3	8	7
	2 - B4668 Leicester Road (South)	3	0	7	2
	3 - A47 Normandy Way (West)	9	7	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.69	4.75	2.4	A
2 - B4668 Leicester Road (South)	0.55	6.00	1.3	A
3 - A47 Normandy Way (West)	0.56	5.28	1.4	A
4 - The Common (North)	0.34	4.49	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1244	270	2705	0.460	1241	0.9	2.601	A
2 - B4668 Leicester Road (South)	525	844	1595	0.329	523	0.5	3.465	A
3 - A47 Normandy Way (West)	650	533	1824	0.357	648	0.6	3.302	A
4 - The Common (North)	282	909	1420	0.198	281	0.2	3.156	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1486	323	2670	0.557	1484	1.3	3.215	A
2 - B4668 Leicester Road (South)	627	1010	1508	0.416	627	0.7	4.213	A
3 - A47 Normandy Way (West)	777	637	1767	0.440	776	0.8	3.922	A
4 - The Common (North)	336	1088	1333	0.252	336	0.3	3.610	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1820	396	2623	0.694	1816	2.4	4.705	A
2 - B4668 Leicester Road (South)	769	1236	1390	0.553	766	1.3	5.943	A
3 - A47 Normandy Way (West)	951	780	1689	0.563	949	1.4	5.242	A
4 - The Common (North)	412	1331	1215	0.339	411	0.5	4.476	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1820	396	2623	0.694	1820	2.4	4.754	A
2 - B4668 Leicester Road (South)	769	1239	1388	0.553	768	1.3	5.997	A
3 - A47 Normandy Way (West)	951	782	1688	0.563	951	1.4	5.279	A
4 - The Common (North)	412	1334	1213	0.339	412	0.5	4.492	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1486	324	2670	0.557	1490	1.3	3.250	A
2 - B4668 Leicester Road (South)	627	1014	1506	0.417	630	0.7	4.252	A
3 - A47 Normandy Way (West)	777	640	1765	0.440	779	0.9	3.954	A
4 - The Common (North)	336	1093	1331	0.253	337	0.3	3.623	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1244	271	2704	0.460	1246	0.9	2.621	A
2 - B4668 Leicester Road (South)	525	848	1593	0.330	526	0.5	3.491	A
3 - A47 Normandy Way (West)	650	535	1822	0.357	651	0.6	3.325	A
4 - The Common (North)	282	914	1418	0.199	282	0.2	3.172	A

D18 - | Furnessed Scenario 9 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	5.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.65	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)
D18	Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1540	100.000
2 - B4668 Leicester Road (South)		✓	797	100.000
3 - A47 Normandy Way (West)		✓	1015	100.000
4 - The Common (North)		✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	1	478	955	106
	2 - B4668 Leicester Road (South)	468	6	56	267
	3 - A47 Normandy Way (West)	809	89	4	113
	4 - The Common (North)	90	108	79	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	0	3	1
	2 - B4668 Leicester Road (South)	1	0	11	2
	3 - A47 Normandy Way (West)	3	0	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.63	3.74	1.8	A
2 - B4668 Leicester Road (South)	0.64	7.35	1.8	A
3 - A47 Normandy Way (West)	0.70	7.55	2.3	A
4 - The Common (North)	0.27	4.40	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1159	215	2741	0.423	1156	0.7	2.312	A
2 - B4668 Leicester Road (South)	600	860	1587	0.378	598	0.6	3.702	A
3 - A47 Normandy Way (West)	764	637	1767	0.432	761	0.8	3.653	A
4 - The Common (North)	209	1032	1360	0.154	209	0.2	3.125	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1384	258	2713	0.510	1383	1.1	2.756	A
2 - B4668 Leicester Road (South)	716	1029	1498	0.478	715	0.9	4.681	A
3 - A47 Normandy Way (West)	912	762	1699	0.537	911	1.2	4.667	A
4 - The Common (North)	250	1236	1261	0.198	250	0.2	3.559	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1696	315	2675	0.634	1693	1.7	3.722	A
2 - B4668 Leicester Road (South)	878	1260	1377	0.637	874	1.8	7.247	A
3 - A47 Normandy Way (West)	1118	932	1607	0.696	1113	2.3	7.401	A
4 - The Common (North)	306	1510	1128	0.271	306	0.4	4.377	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1696	316	2675	0.634	1696	1.8	3.744	A
2 - B4668 Leicester Road (South)	878	1262	1376	0.638	877	1.8	7.355	A
3 - A47 Normandy Way (West)	1118	935	1605	0.696	1117	2.3	7.554	A
4 - The Common (North)	306	1516	1125	0.272	306	0.4	4.397	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1384	259	2712	0.510	1387	1.1	2.775	A
2 - B4668 Leicester Road (South)	716	1032	1497	0.479	720	0.9	4.747	A
3 - A47 Normandy Way (West)	912	767	1696	0.538	917	1.2	4.753	A
4 - The Common (North)	250	1244	1257	0.199	250	0.2	3.579	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1159	216	2740	0.423	1161	0.8	2.326	A
2 - B4668 Leicester Road (South)	600	864	1585	0.379	601	0.6	3.736	A
3 - A47 Normandy Way (West)	764	640	1765	0.433	766	0.8	3.696	A
4 - The Common (North)	209	1039	1357	0.154	210	0.2	3.139	A

D21 - | Furnessed Scenario 11 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	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)
D21	Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1661	100.000
2 - B4668 Leicester Road (South)		✓	695	100.000
3 - A47 Normandy Way (West)		✓	901	100.000
4 - The Common (North)		✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	5	608	936	112
	2 - B4668 Leicester Road (South)	407	2	100	186
	3 - A47 Normandy Way (West)	747	90	3	61
	4 - The Common (North)	99	181	57	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	3	8	7
	2 - B4668 Leicester Road (South)	3	0	7	2
	3 - A47 Normandy Way (West)	9	7	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.69	4.70	2.4	A
2 - B4668 Leicester Road (South)	0.55	5.90	1.2	A
3 - A47 Normandy Way (West)	0.59	5.60	1.5	A
4 - The Common (North)	0.31	4.40	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1250	251	2718	0.460	1247	0.9	2.588	A
2 - B4668 Leicester Road (South)	523	836	1599	0.327	521	0.5	3.443	A
3 - A47 Normandy Way (West)	678	535	1823	0.372	676	0.6	3.387	A
4 - The Common (North)	254	941	1405	0.181	254	0.2	3.126	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1493	300	2685	0.556	1492	1.3	3.193	A
2 - B4668 Leicester Road (South)	625	1000	1513	0.413	624	0.7	4.176	A
3 - A47 Normandy Way (West)	810	640	1765	0.459	809	0.9	4.065	A
4 - The Common (North)	304	1126	1315	0.231	304	0.3	3.560	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1829	367	2642	0.692	1825	2.3	4.649	A
2 - B4668 Leicester Road (South)	765	1224	1396	0.548	763	1.2	5.854	A
3 - A47 Normandy Way (West)	992	783	1688	0.588	990	1.5	5.558	A
4 - The Common (North)	372	1377	1192	0.312	372	0.5	4.383	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1829	368	2641	0.692	1829	2.4	4.697	A
2 - B4668 Leicester Road (South)	765	1226	1395	0.549	765	1.2	5.904	A
3 - A47 Normandy Way (West)	992	785	1686	0.588	992	1.5	5.604	A
4 - The Common (North)	372	1381	1191	0.313	372	0.5	4.398	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1493	301	2685	0.556	1497	1.3	3.227	A
2 - B4668 Leicester Road (South)	625	1004	1511	0.413	627	0.7	4.214	A
3 - A47 Normandy Way (West)	810	643	1764	0.459	812	0.9	4.102	A
4 - The Common (North)	304	1131	1312	0.232	304	0.3	3.576	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1250	252	2717	0.460	1252	0.9	2.610	A
2 - B4668 Leicester Road (South)	523	840	1597	0.328	524	0.5	3.469	A
3 - A47 Normandy Way (West)	678	538	1821	0.373	679	0.6	3.414	A
4 - The Common (North)	254	946	1402	0.181	255	0.2	3.139	A

D22 - | Furnessed Scenario 11 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 Normandy Way (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - The Common (North) - 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	A47 Normandy Way/B4668 Leicester Road/The Common Roundabout	Standard Roundabout		1, 2, 3, 4	5.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.76	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)
D22	Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Leicester Road (East)		✓	1574	100.000
2 - B4668 Leicester Road (South)		✓	795	100.000
3 - A47 Normandy Way (West)		✓	1026	100.000
4 - The Common (North)		✓	256	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	1	488	978	107
	2 - B4668 Leicester Road (South)	471	6	56	262
	3 - A47 Normandy Way (West)	822	89	4	111
	4 - The Common (North)	83	99	73	1

Vehicle Mix

Heavy Vehicle %

		To			
		1 - A47 Leicester Road (East)	2 - B4668 Leicester Road (South)	3 - A47 Normandy Way (West)	4 - The Common (North)
From	1 - A47 Leicester Road (East)	0	0	3	1
	2 - B4668 Leicester Road (South)	1	0	11	2
	3 - A47 Normandy Way (West)	3	0	0	0
	4 - The Common (North)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A47 Leicester Road (East)	0.65	3.85	1.8	A
2 - B4668 Leicester Road (South)	0.64	7.48	1.8	A
3 - A47 Normandy Way (West)	0.70	7.74	2.4	A
4 - The Common (North)	0.25	4.31	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1185	204	2748	0.431	1182	0.8	2.339	A
2 - B4668 Leicester Road (South)	599	874	1579	0.379	596	0.6	3.723	A
3 - A47 Normandy Way (West)	772	636	1768	0.437	769	0.8	3.669	A
4 - The Common (North)	193	1044	1354	0.142	192	0.2	3.096	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1415	244	2722	0.520	1414	1.1	2.802	A
2 - B4668 Leicester Road (South)	715	1045	1490	0.480	713	0.9	4.721	A
3 - A47 Normandy Way (West)	922	761	1699	0.543	921	1.2	4.724	A
4 - The Common (North)	230	1250	1254	0.184	230	0.2	3.514	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1733	299	2686	0.645	1730	1.8	3.826	A
2 - B4668 Leicester Road (South)	875	1279	1367	0.640	872	1.8	7.364	A
3 - A47 Normandy Way (West)	1130	930	1607	0.703	1125	2.4	7.570	A
4 - The Common (North)	282	1528	1119	0.252	281	0.3	4.296	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1733	299	2686	0.645	1733	1.8	3.850	A
2 - B4668 Leicester Road (South)	875	1282	1366	0.641	875	1.8	7.477	A
3 - A47 Normandy Way (West)	1130	934	1606	0.704	1129	2.4	7.736	A
4 - The Common (North)	282	1534	1116	0.253	282	0.3	4.314	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1415	245	2721	0.520	1418	1.1	2.820	A
2 - B4668 Leicester Road (South)	715	1049	1488	0.480	718	1.0	4.789	A
3 - A47 Normandy Way (West)	922	766	1697	0.544	927	1.2	4.817	A
4 - The Common (North)	230	1258	1250	0.184	231	0.2	3.531	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A47 Leicester Road (East)	1185	205	2747	0.431	1186	0.8	2.351	A
2 - B4668 Leicester Road (South)	599	877	1578	0.379	600	0.6	3.760	A
3 - A47 Normandy Way (West)	772	640	1765	0.438	774	0.8	3.723	A
4 - The Common (North)	193	1051	1351	0.143	193	0.2	3.110	A