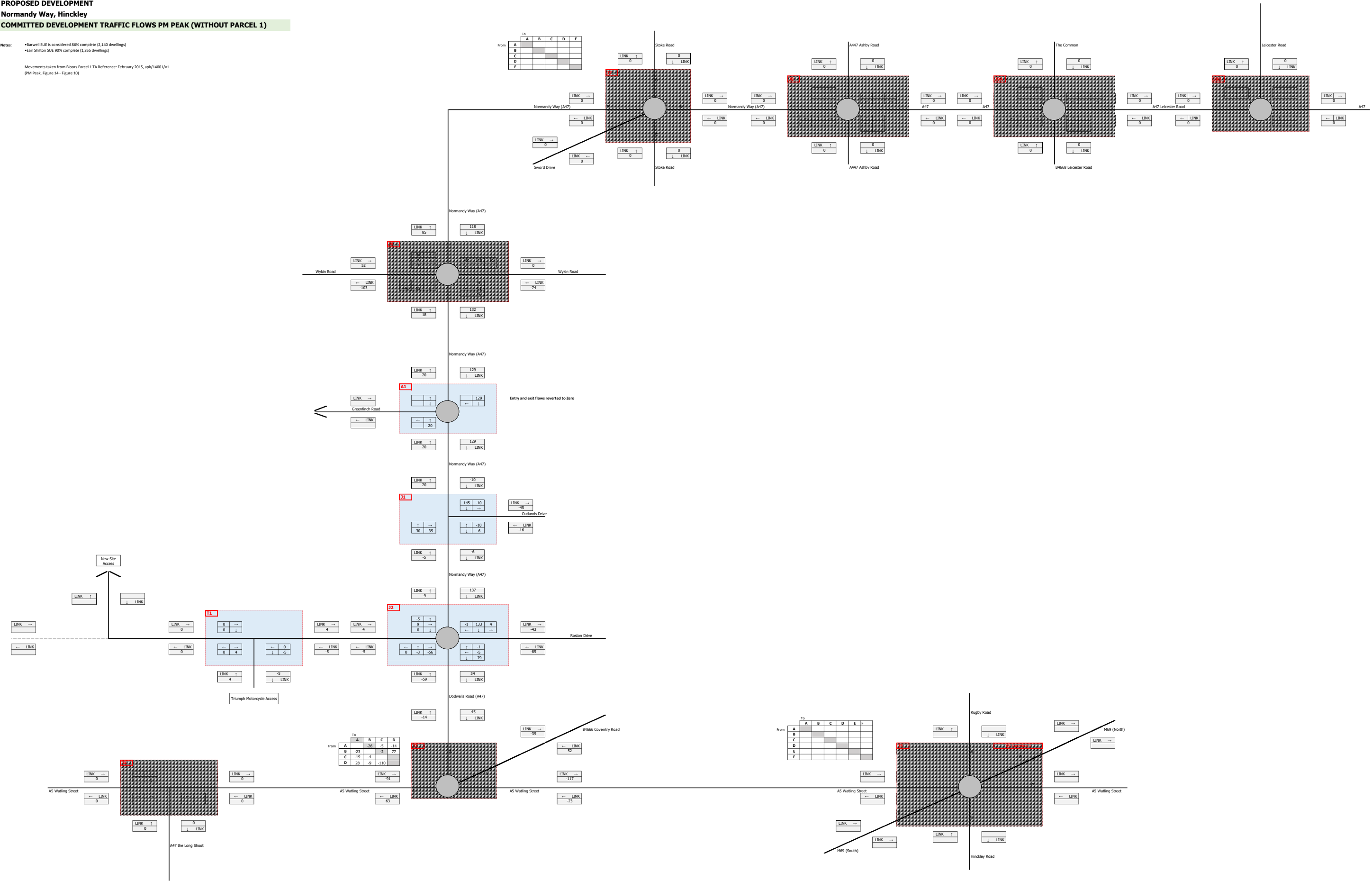


C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
COMMITTED DEVELOPMENT TRAFFIC FLOWS PM PEAK (WITHOUT PARCEL 1)

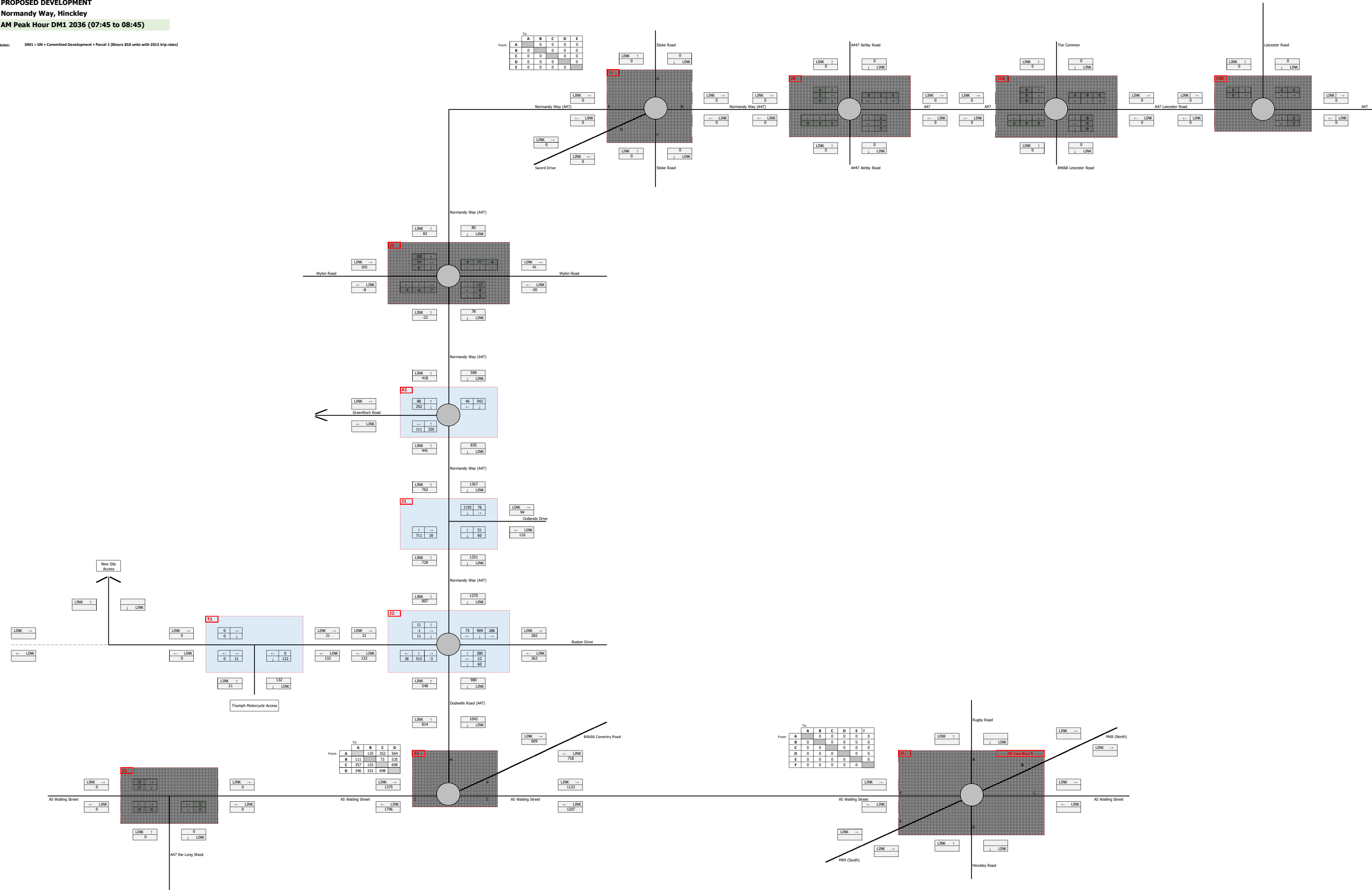
Notes: •Barwell SUE is considered 80% complete (2,140 dwellings)
•Earl Shilton SUE 90% complete (1,355 dwellings)

Movements taken from Bloors Parcel 1 TA Reference: February 2015, ap/14001/v1
(PM Peak, Figure 14 - Figure 30)



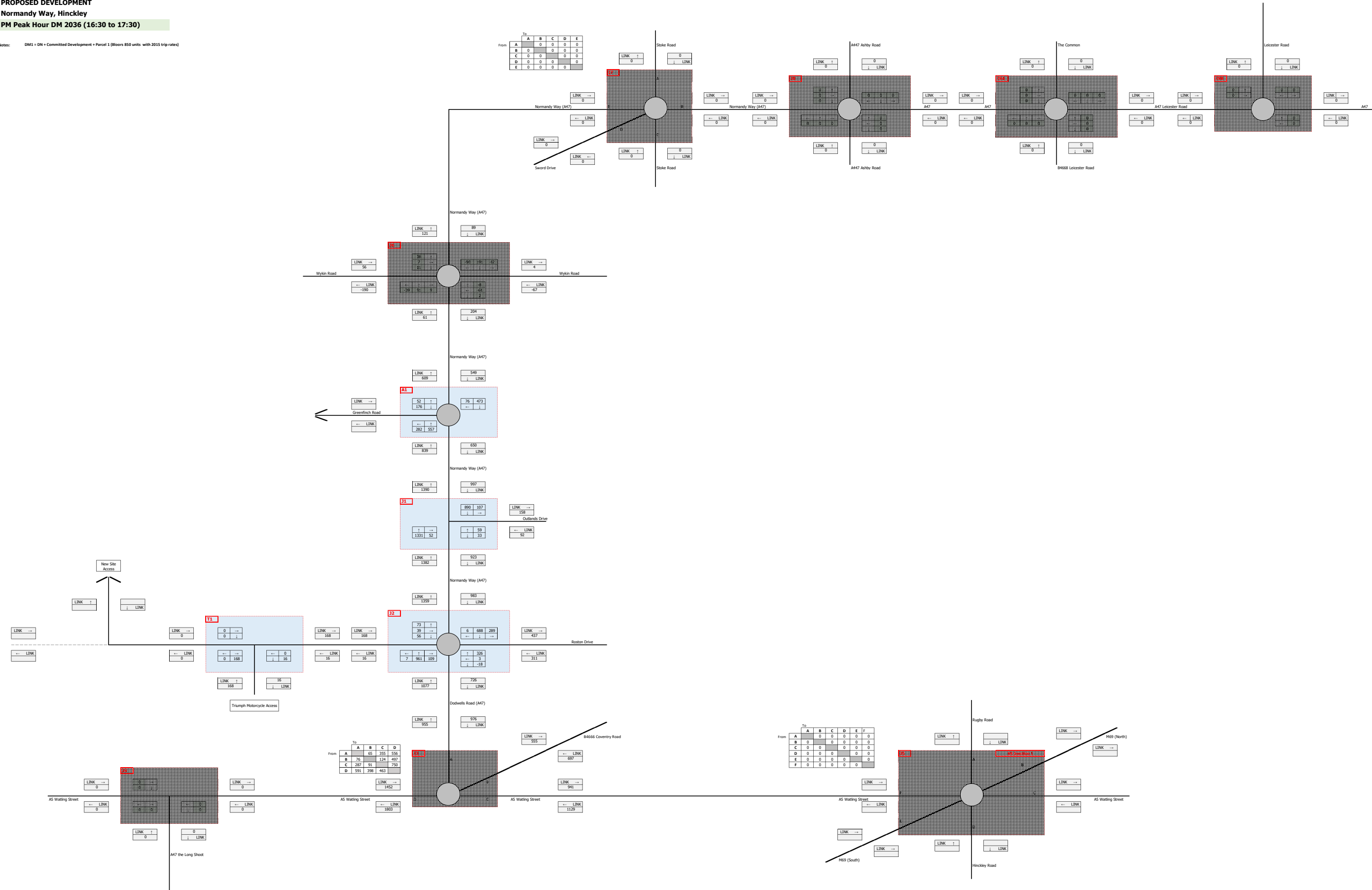
C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
AM Peak Hour DM1 2036 (07:45 to 08:45)

Notes: DM1 = DM + Committed Development + Parcel 1 (Bloors 850 units with 2015 trip rates)



C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
PM Peak Hour DM 2036 (16:30 to 17:30)

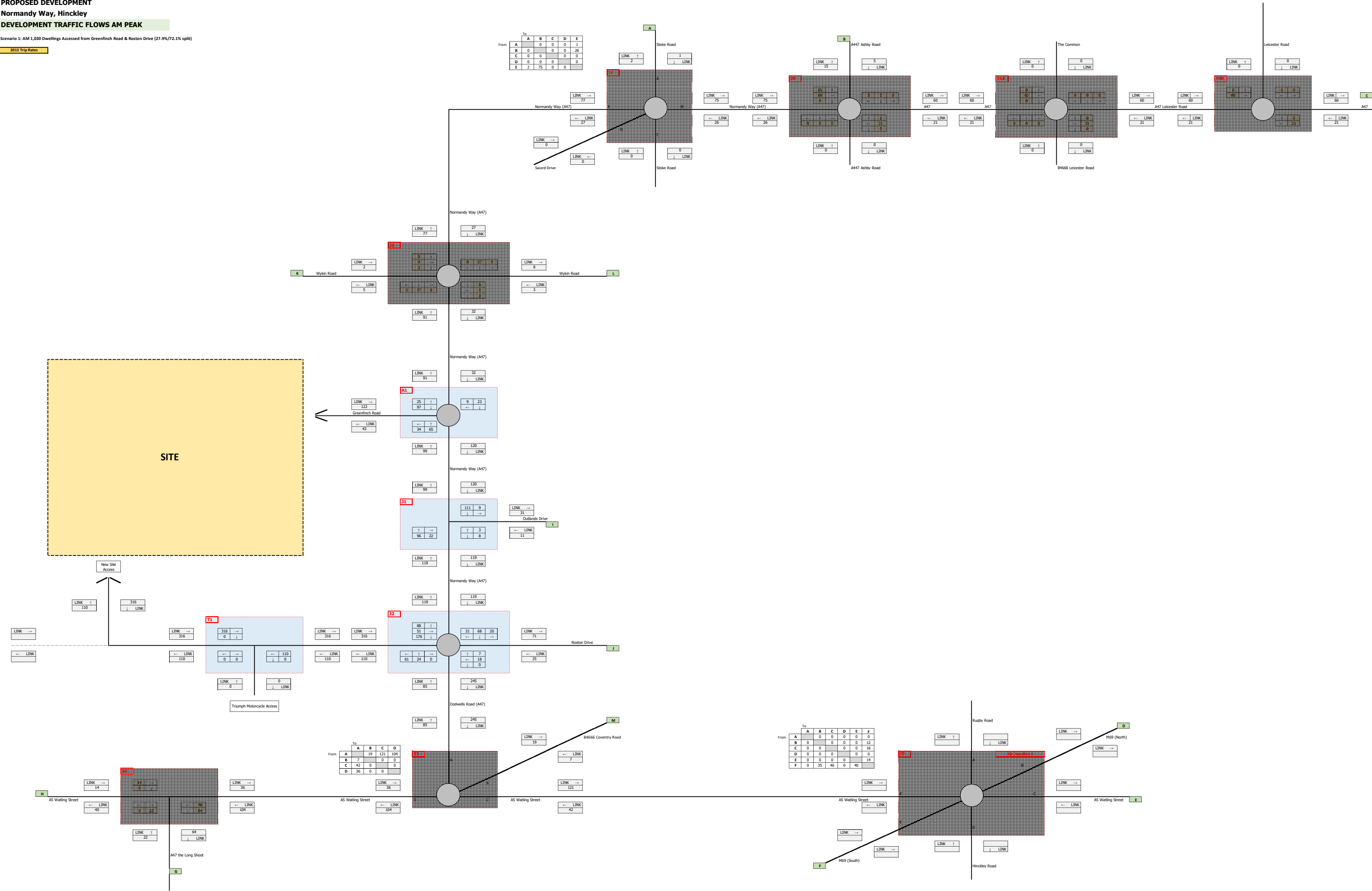
Notes: DM1 = DM + Committed Development + Parcel 1 (Bloors 850 units with 2015 trip rates)



C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
DEVELOPMENT TRAFFIC FLOWS AM PEAK

Scenario 1: AM 1,030 Dwellings Accessed from Greenfinch Road & Roston Drive (27.9%/72.1% split)

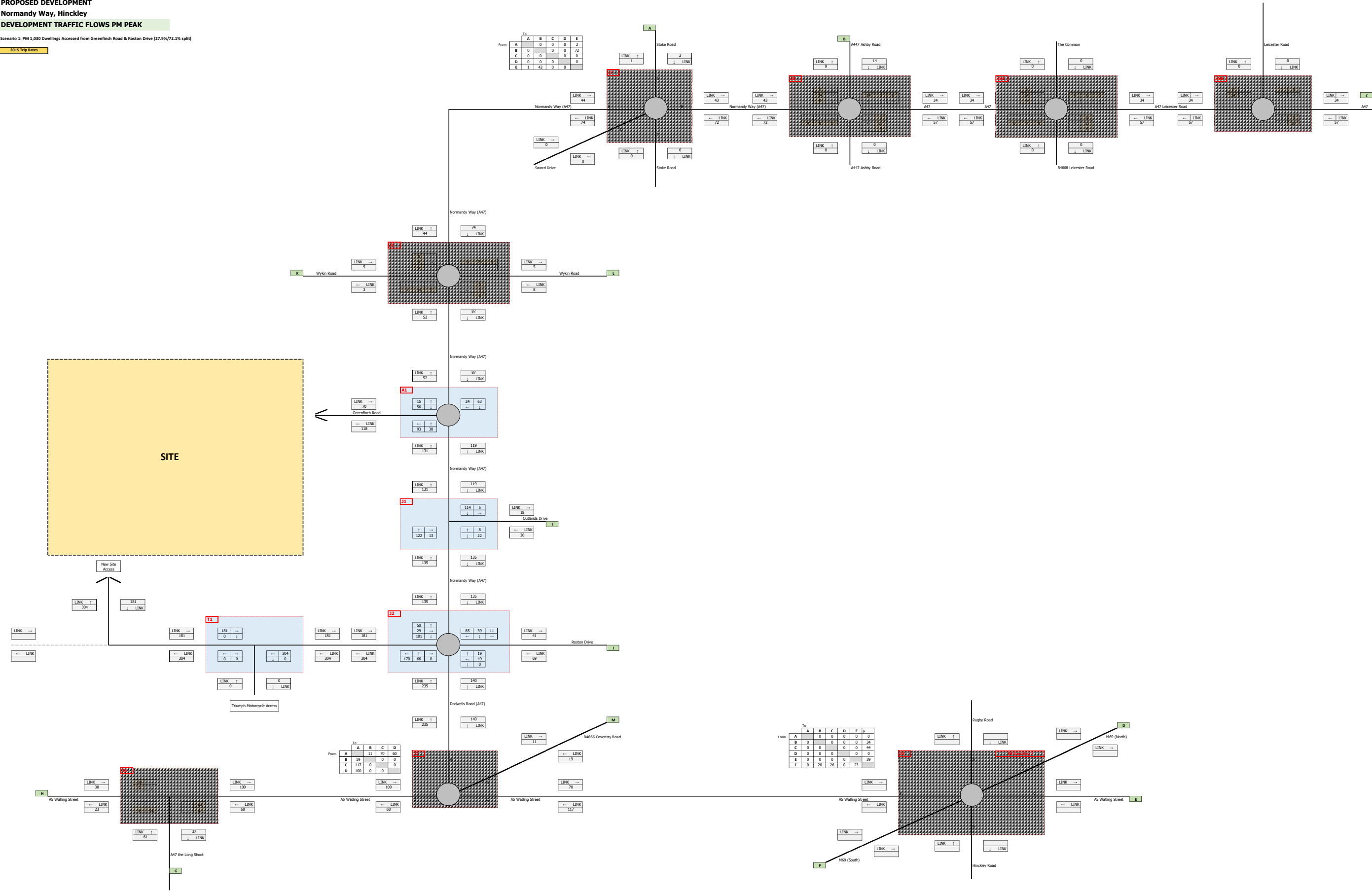
2015 Trip Rates



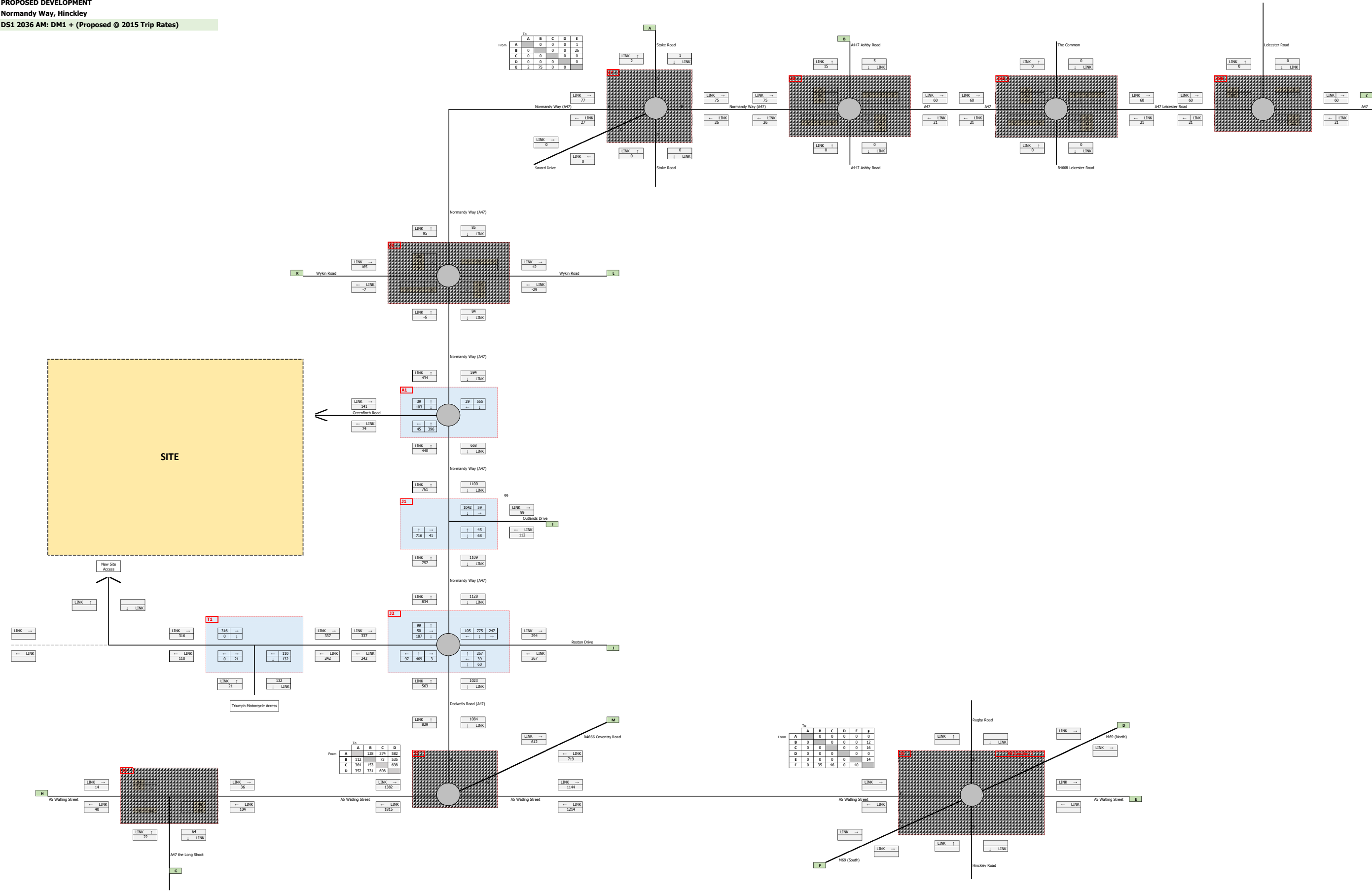
C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
DEVELOPMENT TRAFFIC FLOWS PM PEAK

Scenario 1: PM 1,030 Dwellings Accessed from Greenfinch Road & Roston Drive (27.9%/72.1% split)

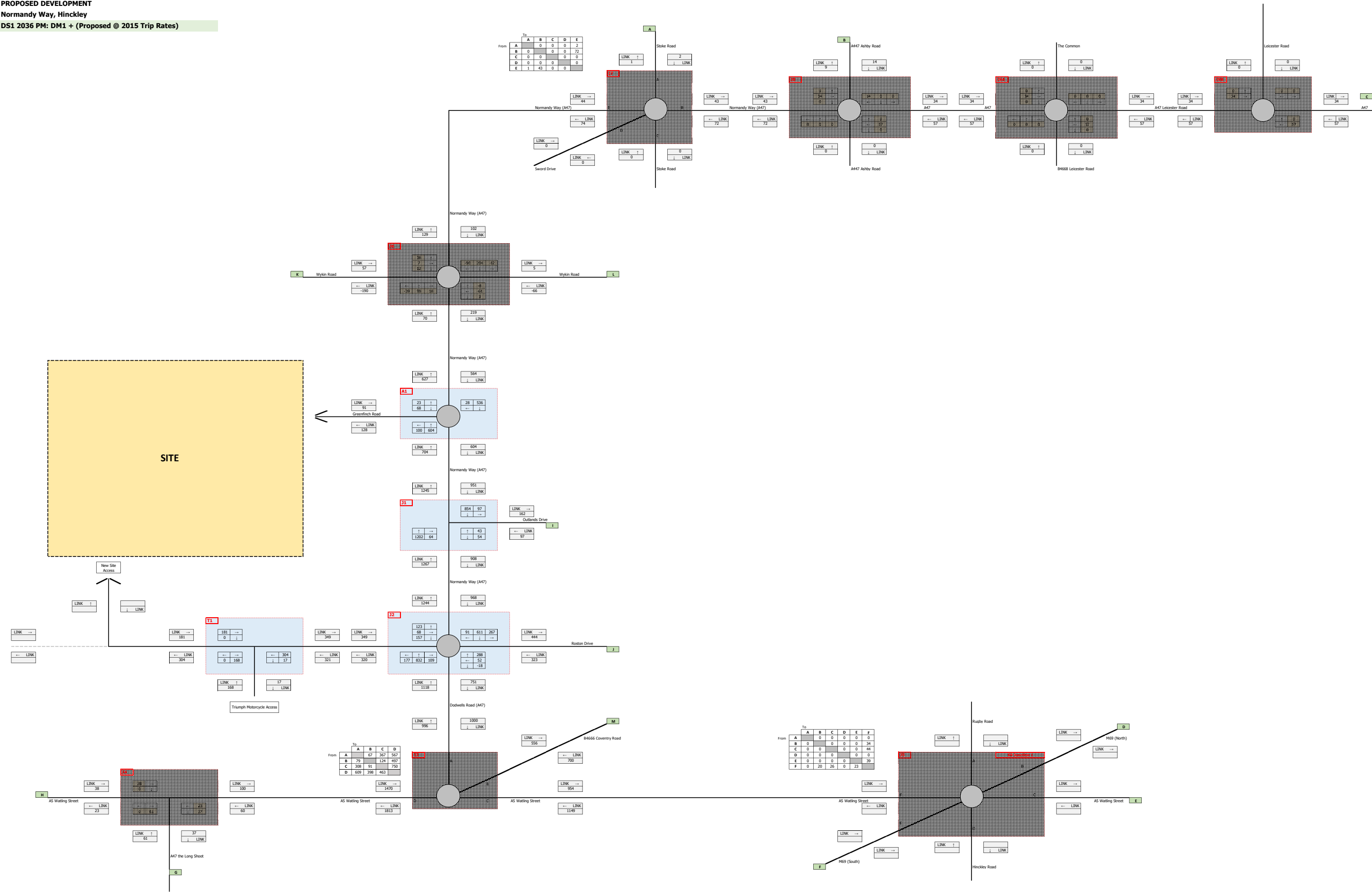
2015 Trip Rates



C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
DS1 2036 AM: DM1 + (Proposed @ 2015 Trip Rates)

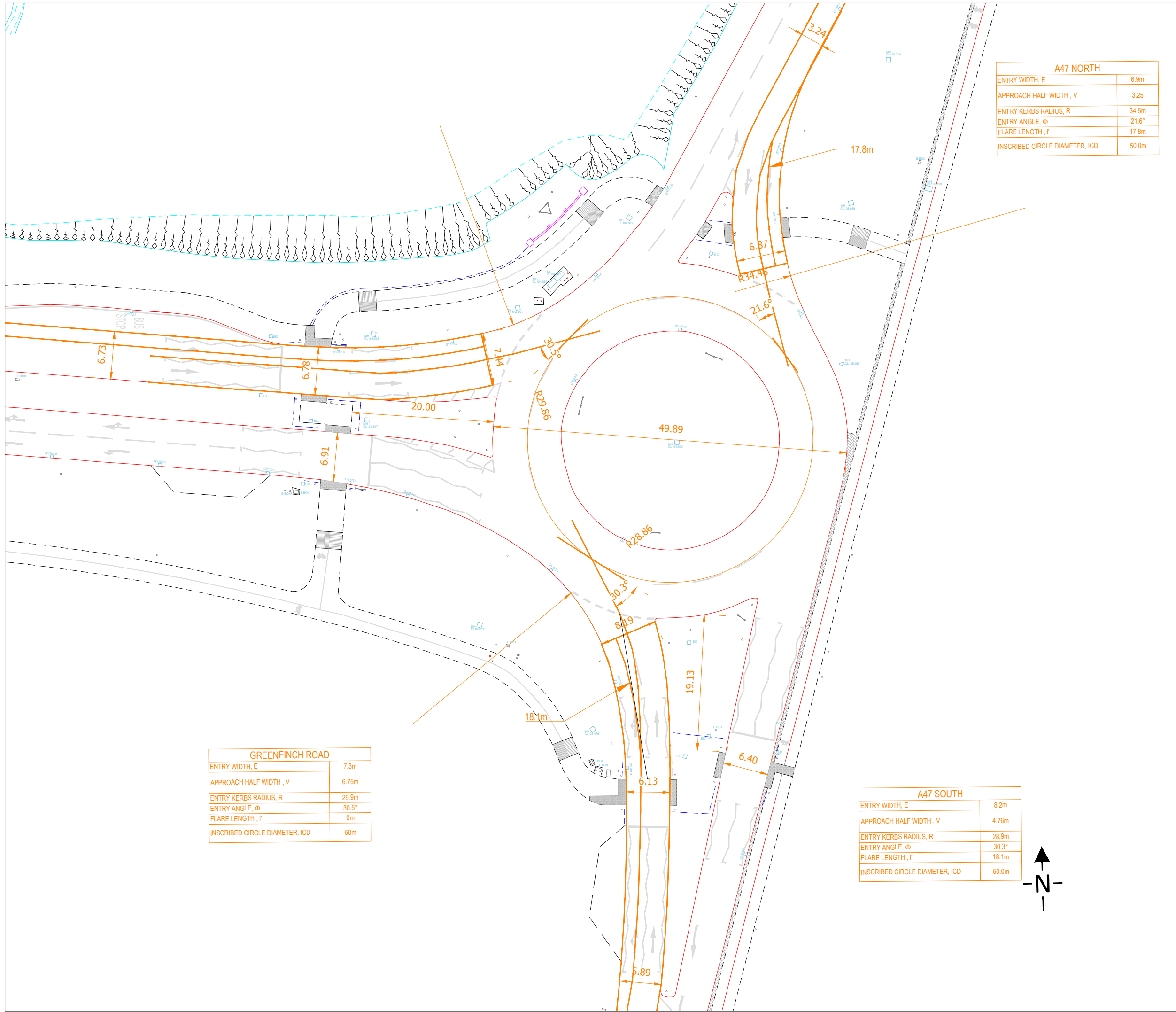


C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
DS1 2036 PM: DM1 + (Proposed @ 2015 Trip Rates)



APPENDIX M

JUNCTIONS 10 MODEL GEOMETRIC INPUTS



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

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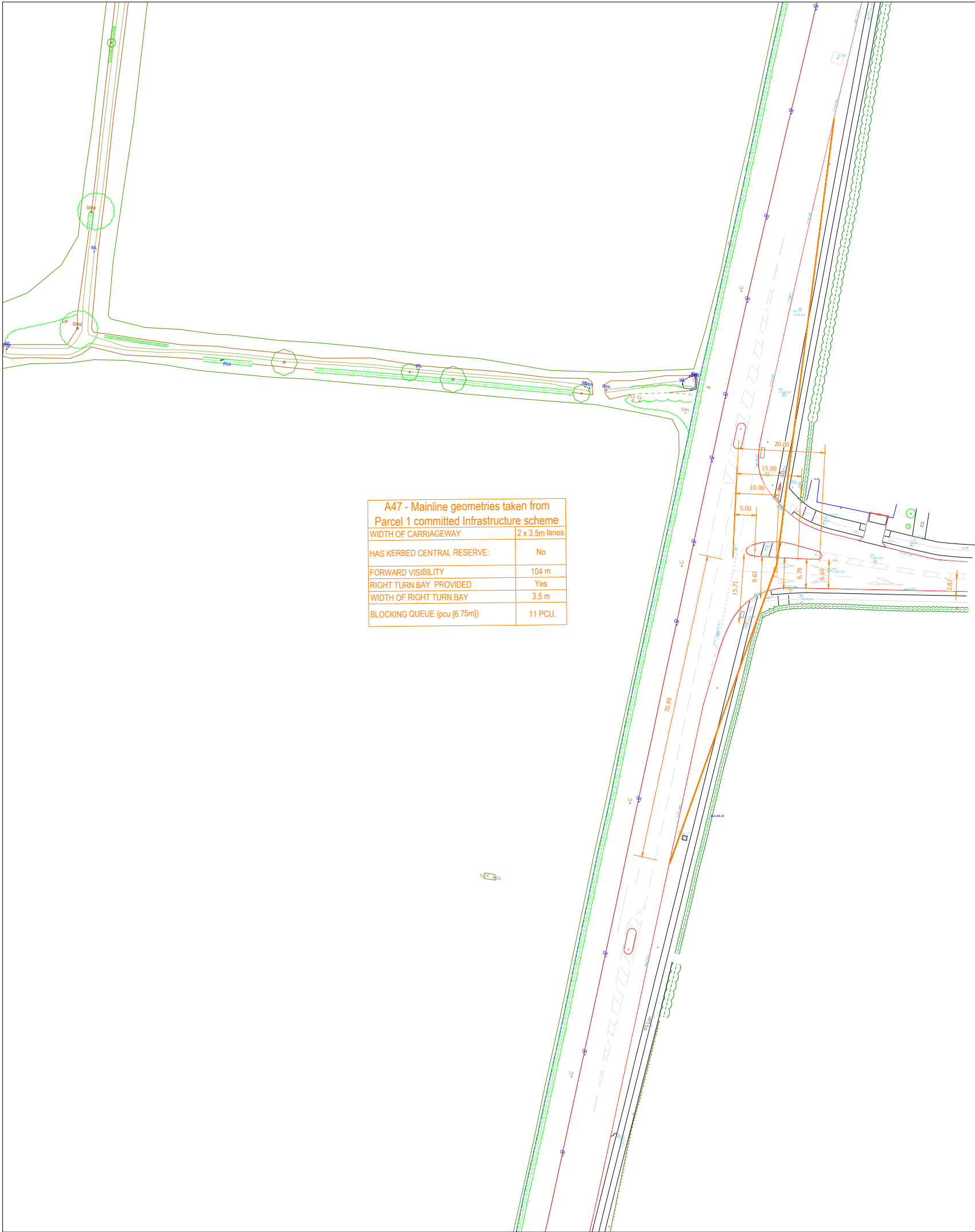
CLIENT
BLOOR HOMES

PROJECT
**LAND WEST OF NORMANDY WAY
HINCKLEY, LEICESTERSHIRE**

TITLE
JUNCTION A1: GEMOETRIES

DRAWN MC	AUTHORISED MC	SCALE 1:500	SHEET SIZE A3	DATE 14/11/22
-------------	------------------	----------------	------------------	------------------

PROJECT NO. C21021	DRAWING NO. JCT-JA1-GEO-001	REV -
-----------------------	--------------------------------	----------



A47 - Mainline geometries taken from Parcel 1 committed Infrastructure scheme	
WIDTH OF CARRIAGEWAY	2 x 3.5m lanes
HAS KERBED CENTRAL RESERVE:	No
FORWARD VISIBILITY	104 m
RIGHT TURN BAY PROVIDED	Yes
WIDTH OF RIGHT TURN BAY	3.5 m
BLOCKING QUEUE (pcu @ 6.75m)	11 PCU.

OUTLANDS DRIVE	
MINOR ARM TYPE	ONE LANE plus flare
LANE WIDTH AT GW LINE (10MAX)	10 m
LANE WIDTH 5M	9.6 m
LANE WIDTH 10M	7.3 m
LANE WIDTH 15M	6.8 m
LANE WIDTH 20M	6.6 m
VISIBILITY TO LEFT	104 m
VISIBILITY TO RIGHT	71.0 m

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

A	Committed infrastructure improvement geometries added to main line geometric parameters box	19/12/22	MC	MC
---	---	----------	----	----

REV	DESCRIPTION	DATE	BY	AUTH
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CLIENT

BLOOR HOMES

PROJECT

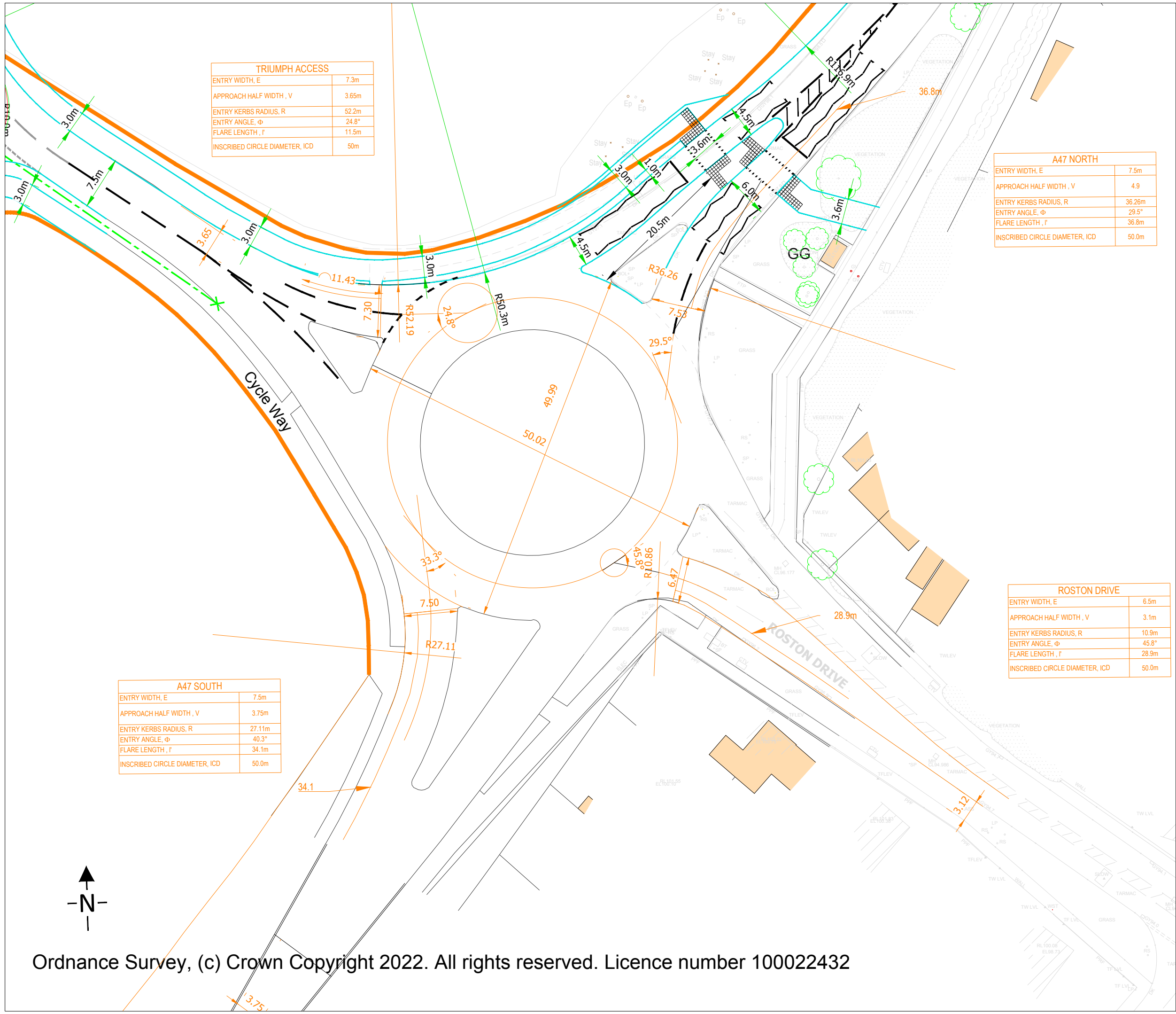
LAND WEST OF NORMANDY WAY
HINCKLEY, LEICESTERSHIRE

TITLE

JUNCTION 1: GEOMETRIES

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MC	MC	1:1000	A3	14/11/22

PROJECT NO.	DRAWING NO.	REV
C21021	JCT-J1-GEO-001	A



TRIUMPH ACCESS	
ENTRY WIDTH, E	7.3m
APPROACH HALF WIDTH , V	3.65m
ENTRY KERBS RADIUS, R	52.2m
ENTRY ANGLE, Φ	24.8°
FLARE LENGTH , I'	11.5m
INSCRIBED CIRCLE DIAMETER, ICD	50m

A47 NORTH	
ENTRY WIDTH, E	7.5m
APPROACH HALF WIDTH , V	4.9
ENTRY KERBS RADIUS, R	36.26m
ENTRY ANGLE, Φ	29.5°
FLARE LENGTH , I'	36.8m
INSCRIBED CIRCLE DIAMETER, ICD	50.0m

ROSTON DRIVE	
ENTRY WIDTH, E	6.5m
APPROACH HALF WIDTH , V	3.1m
ENTRY KERBS RADIUS, R	10.9m
ENTRY ANGLE, Φ	45.8°
FLARE LENGTH , I'	28.9m
INSCRIBED CIRCLE DIAMETER, ICD	50.0m

A47 SOUTH	
ENTRY WIDTH, E	7.5m
APPROACH HALF WIDTH , V	3.75m
ENTRY KERBS RADIUS, R	27.11m
ENTRY ANGLE, Φ	40.3°
FLARE LENGTH , I'	34.1m
INSCRIBED CIRCLE DIAMETER, ICD	50.0m

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

HIGHWAY BOUNDARY

REV	DESCRIPTION	DATE	BY	AUTH
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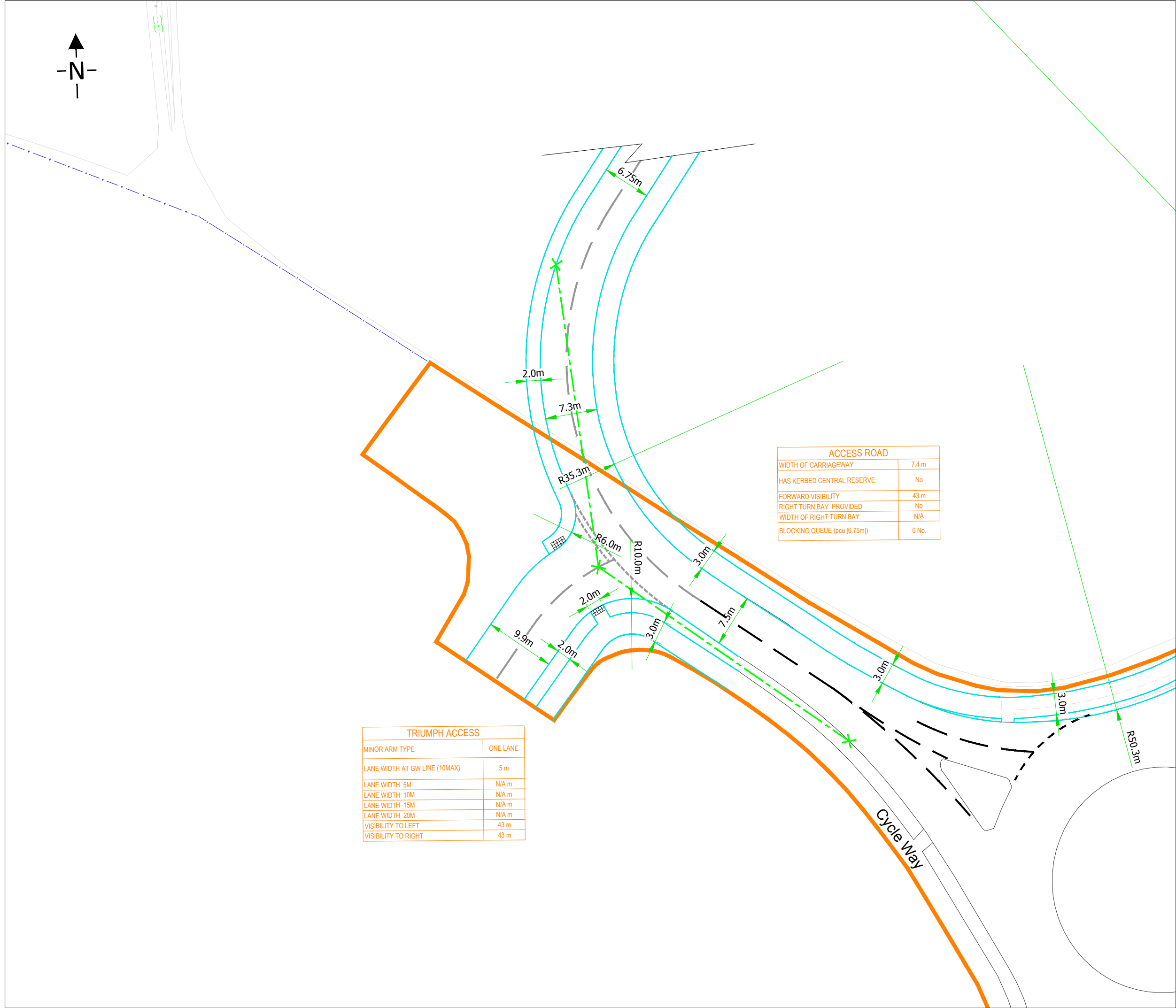
CLIENT
BLOOR HOMES

PROJECT
LAND WEST OF NORMANDY WAY
HINCKLEY, LEICESTERSHIRE

TITLE
JUNCTION 2: GEOMETRIES

DRAWN MC	AUTHORISED MC	SCALE 1:500	SHEET SIZE A3	DATE 14/11/22
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PROJECT NO. C21021	DRAWING NO. JCT-J2-GEO-001	REV -
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ACCESS ROAD	
WIDTH OF CARRIAGEWAY	7.4 m
HAS KERBED CENTRAL RESERVE:	No
FORWARD VISIBILITY	43 m
RIGHT TURN BAY PROVIDED	No
WIDTH OF RIGHT TURN BAY	N/A
BLOCKING QUEUE (pcu [6.75m])	0 No.

TRIUMPH ACCESS	
MINOR ARM TYPE	ONE LANE
LANE WIDTH AT GW LINE (10MAX)	5 m
LANE WIDTH 5M	N/A m
LANE WIDTH 10M	N/A m
LANE WIDTH 15M	N/A m
LANE WIDTH 20M	N/A m
VISIBILITY TO LEFT	43 m
VISIBILITY TO RIGHT	43 m

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

HIGHWAY BOUNDARY

REV	DESCRIPTION	DATE	BY	AUTH
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BLOOR HOMES

PROJECT
LAND WEST OF NORMANDY WAY
HINCKLEY, LEICESTERSHIRE

TITLE
JUNCTION T1: Geometries

DRAWN MC	AUTHORISED MC	SCALE 1:500	SHEET SIZE A3	DATE 14/11/22
-------------	------------------	----------------	------------------	------------------

PROJECT NO. C21021	DRAWING NO. JCT-T1-GEO-001	REV -
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APPENDIX N

JUNCTIONS 10 MODEL OUTPUTS

Junctions 9														
ARCADY 9 - Roundabout Module														
Version: 9.5.2.1013														
© Copyright TRL Limited, 2019														
For sales and distribution information, program advice and maintenance, contact TRL:														
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk														
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution														

Filename: A1 Junction Model (One Hour Profile) v2.0.j9

Path: X:\VC0453 Normandy Way, Hinckley\180 Dev App Data\Modelling

Report generation date: 19/12/2022 15:09:16

»Survey 2022, AM
»Survey 2022, PM
»DM1 2036, AM
»DM1 2036, PM
»DS1 2036, AM
»DS1 2036, PM
»DS2 2036, AM
»DS2 2036, PM

Summary of junction performance

	AM							PM						
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	Survey 2022													
1 - Greenfinch Way	D1	0.0	2.23	0.01	A	2.95	224 %	D2	0.0	2.34	0.01	A	2.84	271 %
2 - A47 Normandy Way (North)		0.5	3.23	0.29	A		[2 - A47 Normandy Way (North)]		0.3	2.86	0.20	A		[3 - A47 Normandy Way (South)]
3 - A47 Normandy Way (South)		0.3	2.66	0.23	A				0.4	2.84	0.28	A		
	DM1 2036													
1 - Greenfinch Way	D3	0.3	2.79	0.23	A	3.49	93 %	D4	0.2	2.80	0.15	A	3.80	107 %
2 - A47 Normandy Way (North)		0.8	4.47	0.42	A		[2 - A47 Normandy Way (North)]		0.7	3.93	0.37	A		[3 - A47 Normandy Way (South)]
3 - A47 Normandy Way (South)		0.4	2.78	0.25	A				1.0	3.99	0.48	A		
	DS1 2036													
1 - Greenfinch Way	D5	0.1	2.43	0.09	A	3.30	127 %	D6	0.1	2.59	0.06	A	3.48	146 %
2 - A47 Normandy Way (North)		0.7	3.92	0.39	A		[2 - A47 Normandy Way (North)]		0.6	3.71	0.37	A		[2 - A47 Normandy Way (North)]
3 - A47 Normandy Way (South)		0.4	2.75	0.25	A				0.7	3.40	0.40	A		
	DS2 2036													
1 - Greenfinch Way	D7	0.1	2.39	0.08	A	3.28	130 %	D8	0.0	2.50	0.04	A	3.36	163 %
2 - A47 Normandy Way (North)		0.7	3.88	0.39	A		[2 - A47 Normandy Way (North)]		0.6	3.57	0.35	A		[2 - A47 Normandy Way (North)]
3 - A47 Normandy Way (South)		0.4	2.73	0.25	A				0.7	3.27	0.38	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

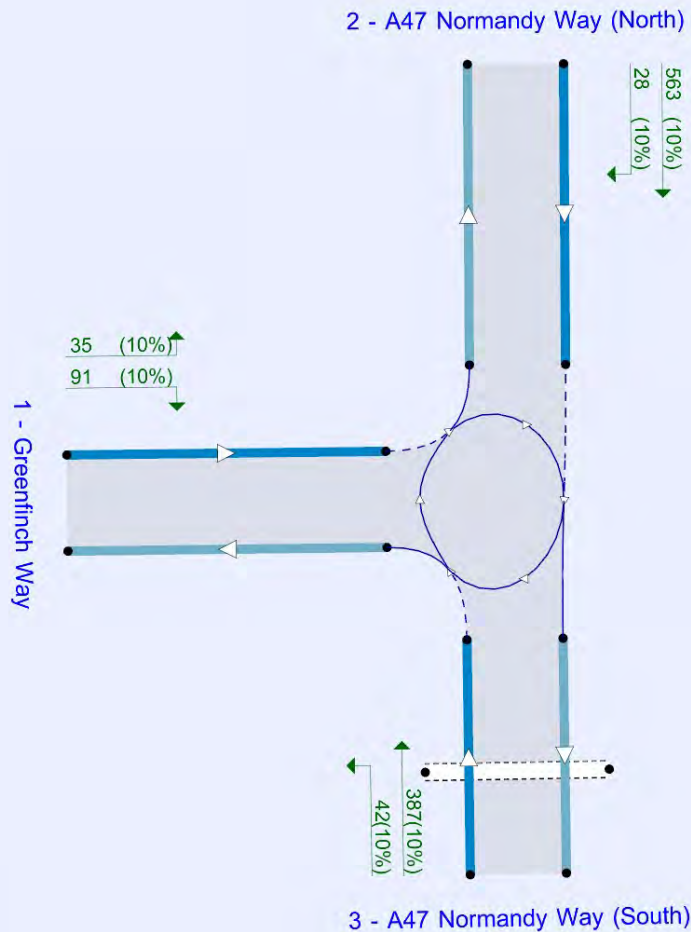
File summary

File Description

Title	Proposed Development, Normandy Way
Location	Greenfinch Way / Normandy Way
Site number	
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTIO-PC1\m_cle
Description	One Hour Profile

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Survey 2022	AM	ONE HOUR	07:30	09:00	15	✓
D2	Survey 2022	PM	ONE HOUR	16:15	17:45	15	✓
D3	DM1 2036	AM	ONE HOUR	07:30	09:00	15	✓
D4	DM1 2036	PM	ONE HOUR	16:15	17:45	15	✓
D5	DS1 2036	AM	ONE HOUR	07:30	09:00	15	✓
D6	DS1 2036	PM	ONE HOUR	16:15	17:45	15	✓
D7	DS2 2036	AM	ONE HOUR	07:30	09:00	15	✓
D8	DS2 2036	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

Survey 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.95	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	224	2 - A47 Normandy Way (North)

Arms

Arms

Arm	Name	Description
1	Greenfinch Way	
2	A47 Normandy Way (North)	
3	A47 Normandy Way (South)	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Greenfinch Way	6.75	7.40	0.1	29.8	50.0	30.5	
2 - A47 Normandy Way (North)	3.25	6.90	17.8	34.5	50.0	21.6	
3 - A47 Normandy Way (South)	4.76	8.20	18.1	28.9	50.0	30.3	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
3 - A47 Normandy Way (South)	7.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Greenfinch Way	0.685	2084
2 - A47 Normandy Way (North)	0.629	1735
3 - A47 Normandy Way (South)	0.692	2120

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Survey 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Greenfinch Way		ONE HOUR	✓	17	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	458	100.000
3 - A47 Normandy Way (South)		ONE HOUR	✓	398	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Greenfinch Way		
2 - A47 Normandy Way (North)		
3 - A47 Normandy Way (South)	[ONE HOUR]	50.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
From				
	1 - Greenfinch Way	0	12	5
	2 - A47 Normandy Way (North)	18	0	440
	3 - A47 Normandy Way (South)	10	388	0

Proportions

	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
From				
	1 - Greenfinch Way	0.00	0.71	
	2 - A47 Normandy Way (North)	0.04	0.00	
	3 - A47 Normandy Way (South)	0.03	0.97	

Vehicle Mix

HV %s

	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
From				
	1 - Greenfinch Way	10	10	10
	2 - A47 Normandy Way (North)	10	10	10
	3 - A47 Normandy Way (South)	10	10	10

Av. PCU Per Veh

	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
From				
	1 - Greenfinch Way	1.100	1.100	1
	2 - A47 Normandy Way (North)	1.100	1.100	1
	3 - A47 Normandy Way (South)	1.100	1.100	1

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
07:30-07:45	1 - Greenfinch Way	13	13	
	2 - A47 Normandy Way (North)	345	345	
	3 - A47 Normandy Way (South)	300	300	37.64
07:45-08:00	1 - Greenfinch Way	15	15	
	2 - A47 Normandy Way (North)	412	412	
	3 - A47 Normandy Way (South)	358	358	44.95
08:00-08:15	1 - Greenfinch Way	19	19	
	2 - A47 Normandy Way (North)	504	504	
	3 - A47 Normandy Way (South)	438	438	55.05
08:15-08:30	1 - Greenfinch Way	19	19	
	2 - A47 Normandy Way (North)	504	504	
	3 - A47 Normandy Way (South)	438	438	55.05
08:30-08:45	1 - Greenfinch Way	15	15	
	2 - A47 Normandy Way (North)	412	412	
	3 - A47 Normandy Way (South)	358	358	44.95
08:45-09:00	1 - Greenfinch Way	13	13	
	2 - A47 Normandy Way (North)	345	345	
	3 - A47 Normandy Way (South)	300	300	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Greenfinch Way	0.01	2.23	0.0	A	16	23
2 - A47 Normandy Way (North)	0.29	3.23	0.5	A	420	630
3 - A47 Normandy Way (South)	0.23	2.66	0.3	A	365	548

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	13	3	291		1884	0.007	13	21	0.0	0.0	2.115	A
2 - A47 Normandy Way (North)	345	86	4		1732	0.199	344	300	0.0	0.3	2.852	A
3 - A47 Normandy Way (South)	300	75	14	37.64	1976	0.152	299	334	0.0	0.2	2.360	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	15	4	349		1845	0.008	15	25	0.0	0.0	2.164	A
2 - A47 Normandy Way (North)	412	103	4		1732	0.238	411	359	0.3	0.3	2.999	A
3 - A47 Normandy Way (South)	358	89	16	44.95	1956	0.183	358	400	0.2	0.2	2.476	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	19	5	427		1791	0.010	19	31	0.0	0.0	2.233	A
2 - A47 Normandy Way (North)	504	126	6		1731	0.291	504	440	0.3	0.4	3.226	A
3 - A47 Normandy Way (South)	438	110	20	55.05	1929	0.227	438	490	0.2	0.3	2.656	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	19	5	427		1791	0.010	19	31	0.0	0.0	2.234	A
2 - A47 Normandy Way (North)	504	126	6		1731	0.291	504	440	0.4	0.5	3.226	A
3 - A47 Normandy Way (South)	438	110	20	55.05	1930	0.227	438	490	0.3	0.3	2.653	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	15	4	349		1845	0.008	15	25	0.0	0.0	2.164	A
2 - A47 Normandy Way (North)	412	103	4		1732	0.238	412	360	0.5	0.3	3.003	A
3 - A47 Normandy Way (South)	358	89	16	44.95	1959	0.183	358	400	0.3	0.2	2.474	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	13	3	292		1883	0.007	13	21	0.0	0.0	2.118	A
2 - A47 Normandy Way (North)	345	86	4		1732	0.199	345	301	0.3	0.3	2.856	A
3 - A47 Normandy Way (South)	300	75	14	37.64	1980	0.151	300	335	0.2	0.2	2.357	A

Survey 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.84	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	271	3 - A47 Normandy Way (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Survey 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Greenfinch Way		ONE HOUR	✓	19	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	313	100.000
3 - A47 Normandy Way (South)		ONE HOUR	✓	498	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Greenfinch Way		
2 - A47 Normandy Way (North)		
3 - A47 Normandy Way (South)	[ONE HOUR]	50.00

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0	8	11
2 - A47 Normandy Way (North)		3	0	310
3 - A47 Normandy Way (South)		6	492	0

Proportions

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0.00	0.42	
2 - A47 Normandy Way (North)		0.01	0.00	
3 - A47 Normandy Way (South)		0.01	0.99	

Vehicle Mix

HV %s

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	10	10	10
	2 - A47 Normandy Way (North)	10	10	10
	3 - A47 Normandy Way (South)	10	10	10

Av. PCU Per Veh

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	1.100	1.100	1.100
	2 - A47 Normandy Way (North)	1.100	1.100	1.100
	3 - A47 Normandy Way (South)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
16:15-16:30	1 - Greenfinch Way	14	14	
	2 - A47 Normandy Way (North)	236	236	
	3 - A47 Normandy Way (South)	375	375	37.64
16:30-16:45	1 - Greenfinch Way	17	17	
	2 - A47 Normandy Way (North)	281	281	
	3 - A47 Normandy Way (South)	448	448	44.95
16:45-17:00	1 - Greenfinch Way	21	21	
	2 - A47 Normandy Way (North)	345	345	
	3 - A47 Normandy Way (South)	548	548	55.05
17:00-17:15	1 - Greenfinch Way	21	21	
	2 - A47 Normandy Way (North)	345	345	
	3 - A47 Normandy Way (South)	548	548	55.05
17:15-17:30	1 - Greenfinch Way	17	17	
	2 - A47 Normandy Way (North)	281	281	
	3 - A47 Normandy Way (South)	448	448	44.95
17:30-17:45	1 - Greenfinch Way	14	14	
	2 - A47 Normandy Way (North)	236	236	
	3 - A47 Normandy Way (South)	375	375	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Greenfinch Way	0.01	2.34	0.0	A	17	26
2 - A47 Normandy Way (North)	0.20	2.86	0.3	A	287	431
3 - A47 Normandy Way (South)	0.28	2.84	0.4	A	457	685

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	14	4	369		1831	0.008	14	7	0.0	0.0	2.179	A
2 - A47 Normandy Way (North)	236	59	8		1729	0.136	235	375	0.0	0.2	2.648	A
3 - A47 Normandy Way (South)	375	94	2	37.64	1984	0.189	374	241	0.0	0.3	2.458	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	17	4	442		1781	0.010	17	8	0.0	0.0	2.244	A
2 - A47 Normandy Way (North)	281	70	10		1728	0.163	281	449	0.2	0.2	2.736	A
3 - A47 Normandy Way (South)	448	112	3	44.95	1968	0.228	447	288	0.3	0.3	2.604	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	21	5	541		1713	0.012	21	10	0.0	0.0	2.340	A
2 - A47 Normandy Way (North)	345	86	12		1727	0.200	344	550	0.2	0.3	2.863	A
3 - A47 Normandy Way (South)	548	137	3	55.05	1944	0.282	548	353	0.3	0.4	2.837	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	21	5	542		1713	0.012	21	10	0.0	0.0	2.340	A
2 - A47 Normandy Way (North)	345	86	12		1727	0.200	345	551	0.3	0.3	2.864	A
3 - A47 Normandy Way (South)	548	137	3	55.05	1946	0.282	548	353	0.4	0.4	2.832	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	17	4	443		1780	0.010	17	8	0.0	0.0	2.247	A
2 - A47 Normandy Way (North)	281	70	10		1728	0.163	282	450	0.3	0.2	2.739	A
3 - A47 Normandy Way (South)	448	112	3	44.95	1971	0.227	448	289	0.4	0.3	2.602	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	14	4	371		1830	0.008	14	7	0.0	0.0	2.180	A
2 - A47 Normandy Way (North)	236	59	8		1729	0.136	236	377	0.2	0.2	2.651	A
3 - A47 Normandy Way (South)	375	94	2	37.64	1989	0.188	375	242	0.3	0.3	2.453	A

DM1 2036, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.49	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	93	2 - A47 Normandy Way (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DM1 2036	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Greenfinch Way		ONE HOUR	✓	380	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	588	100.000
3 - A47 Normandy Way (South)		ONE HOUR	✓	441	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Greenfinch Way		
2 - A47 Normandy Way (North)		
3 - A47 Normandy Way (South)	[ONE HOUR]	50.00

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0	88	292
2 - A47 Normandy Way (North)		46	0	542
3 - A47 Normandy Way (South)		111	330	0

Proportions

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0.00	0.23	
2 - A47 Normandy Way (North)		0.08	0.00	
3 - A47 Normandy Way (South)		0.25	0.75	

Vehicle Mix

HV %s

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	10	10	10
	2 - A47 Normandy Way (North)	10	10	10
	3 - A47 Normandy Way (South)	10	10	10

Av. PCU Per Veh

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	1.100	1.100	1.100
	2 - A47 Normandy Way (North)	1.100	1.100	1.100
	3 - A47 Normandy Way (South)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
07:30-07:45	1 - Greenfinch Way	286	286	
	2 - A47 Normandy Way (North)	443	443	
	3 - A47 Normandy Way (South)	332	332	37.64
07:45-08:00	1 - Greenfinch Way	342	342	
	2 - A47 Normandy Way (North)	529	529	
	3 - A47 Normandy Way (South)	396	396	44.95
08:00-08:15	1 - Greenfinch Way	418	418	
	2 - A47 Normandy Way (North)	647	647	
	3 - A47 Normandy Way (South)	486	486	55.05
08:15-08:30	1 - Greenfinch Way	418	418	
	2 - A47 Normandy Way (North)	647	647	
	3 - A47 Normandy Way (South)	486	486	55.05
08:30-08:45	1 - Greenfinch Way	342	342	
	2 - A47 Normandy Way (North)	529	529	
	3 - A47 Normandy Way (South)	396	396	44.95
08:45-09:00	1 - Greenfinch Way	286	286	
	2 - A47 Normandy Way (North)	443	443	
	3 - A47 Normandy Way (South)	332	332	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Greenfinch Way	0.23	2.79	0.3	A	349	523
2 - A47 Normandy Way (North)	0.42	4.47	0.8	A	540	809
3 - A47 Normandy Way (South)	0.25	2.78	0.4	A	405	607

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	286	72	248		1914	0.149	285	118	0.0	0.2	2.430	A
2 - A47 Normandy Way (North)	443	111	219		1597	0.277	441	314	0.0	0.4	3.422	A
3 - A47 Normandy Way (South)	332	83	34	37.64	1963	0.169	331	626	0.0	0.2	2.426	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	342	85	296		1881	0.182	341	141	0.2	0.2	2.572	A
2 - A47 Normandy Way (North)	529	132	262		1570	0.337	528	376	0.4	0.6	3.800	A
3 - A47 Normandy Way (South)	396	99	41	44.95	1942	0.204	396	749	0.2	0.3	2.562	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	418	105	363		1835	0.228	418	173	0.2	0.3	2.794	A
2 - A47 Normandy Way (North)	647	162	321		1532	0.422	646	460	0.6	0.8	4.465	A
3 - A47 Normandy Way (South)	486	121	51	55.05	1911	0.254	485	917	0.3	0.4	2.776	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	418	105	363		1835	0.228	418	173	0.3	0.3	2.795	A
2 - A47 Normandy Way (North)	647	162	321		1532	0.423	647	460	0.8	0.8	4.474	A
3 - A47 Normandy Way (South)	486	121	51	55.05	1913	0.254	486	918	0.4	0.4	2.773	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	342	85	297		1880	0.182	342	141	0.3	0.2	2.576	A
2 - A47 Normandy Way (North)	529	132	263		1569	0.337	530	376	0.8	0.6	3.814	A
3 - A47 Normandy Way (South)	396	99	41	44.95	1944	0.204	397	751	0.4	0.3	2.561	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	286	72	249		1913	0.150	286	118	0.2	0.2	2.433	A
2 - A47 Normandy Way (North)	443	111	220		1596	0.277	443	315	0.6	0.4	3.435	A
3 - A47 Normandy Way (South)	332	83	35	37.64	1967	0.169	332	629	0.3	0.2	2.423	A

DM1 2036, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.80	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	107	3 - A47 Normandy Way (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DM1 2036	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Greenfinch Way		ONE HOUR	✓	228	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	549	100.000
3 - A47 Normandy Way (South)		ONE HOUR	✓	839	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Greenfinch Way		
2 - A47 Normandy Way (North)		
3 - A47 Normandy Way (South)	[ONE HOUR]	50.00

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0	52	176
2 - A47 Normandy Way (North)		76	0	473
3 - A47 Normandy Way (South)		282	557	0

Proportions

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0.00	0.23	
2 - A47 Normandy Way (North)		0.14	0.00	
3 - A47 Normandy Way (South)		0.34	0.66	

Vehicle Mix

HV %s

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	10	10	10
	2 - A47 Normandy Way (North)	10	10	10
	3 - A47 Normandy Way (South)	10	10	10

Av. PCU Per Veh

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	1.100	1.100	1.100
	2 - A47 Normandy Way (North)	1.100	1.100	1.100
	3 - A47 Normandy Way (South)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
16:15-16:30	1 - Greenfinch Way	172	172	
	2 - A47 Normandy Way (North)	413	413	
	3 - A47 Normandy Way (South)	632	632	37.64
16:30-16:45	1 - Greenfinch Way	205	205	
	2 - A47 Normandy Way (North)	494	494	
	3 - A47 Normandy Way (South)	754	754	44.95
16:45-17:00	1 - Greenfinch Way	251	251	
	2 - A47 Normandy Way (North)	604	604	
	3 - A47 Normandy Way (South)	924	924	55.05
17:00-17:15	1 - Greenfinch Way	251	251	
	2 - A47 Normandy Way (North)	604	604	
	3 - A47 Normandy Way (South)	924	924	55.05
17:15-17:30	1 - Greenfinch Way	205	205	
	2 - A47 Normandy Way (North)	494	494	
	3 - A47 Normandy Way (South)	754	754	44.95
17:30-17:45	1 - Greenfinch Way	172	172	
	2 - A47 Normandy Way (North)	413	413	
	3 - A47 Normandy Way (South)	632	632	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Greenfinch Way	0.15	2.80	0.2	A	209	314
2 - A47 Normandy Way (North)	0.37	3.93	0.7	A	504	756
3 - A47 Normandy Way (South)	0.48	3.99	1.0	A	770	1155

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	172	43	418		1797	0.096	171	269	0.0	0.1	2.435	A
2 - A47 Normandy Way (North)	413	103	132		1651	0.250	412	457	0.0	0.4	3.190	A
3 - A47 Normandy Way (South)	632	158	57	37.64	1954	0.323	630	487	0.0	0.5	2.981	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	205	51	500		1741	0.118	205	322	0.1	0.1	2.577	A
2 - A47 Normandy Way (North)	494	123	158		1635	0.302	493	547	0.4	0.5	3.468	A
3 - A47 Normandy Way (South)	754	189	68	44.95	1938	0.389	754	583	0.5	0.7	3.341	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	251	63	612		1664	0.151	251	394	0.1	0.2	2.801	A
2 - A47 Normandy Way (North)	604	151	194		1613	0.375	604	670	0.5	0.7	3.922	A
3 - A47 Normandy Way (South)	924	231	84	55.05	1913	0.483	922	714	0.7	1.0	3.993	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	251	63	613		1663	0.151	251	394	0.2	0.2	2.803	A
2 - A47 Normandy Way (North)	604	151	194		1613	0.375	604	671	0.7	0.7	3.927	A
3 - A47 Normandy Way (South)	924	231	84	55.05	1920	0.481	924	715	1.0	1.0	3.974	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	205	51	502		1740	0.118	205	322	0.2	0.1	2.581	A
2 - A47 Normandy Way (North)	494	123	158		1635	0.302	494	548	0.7	0.5	3.472	A
3 - A47 Normandy Way (South)	754	189	68	44.95	1947	0.387	756	584	1.0	0.7	3.328	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	172	43	420		1796	0.096	172	270	0.1	0.1	2.439	A
2 - A47 Normandy Way (North)	413	103	133		1651	0.250	414	459	0.5	0.4	3.203	A
3 - A47 Normandy Way (South)	632	158	57	37.64	1965	0.322	632	489	0.7	0.5	2.973	A

DS1 2036, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.30	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	127	2 - A47 Normandy Way (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DS1 2036	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Greenfinch Way		ONE HOUR	✓	142	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	594	100.000
3 - A47 Normandy Way (South)		ONE HOUR	✓	441	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Greenfinch Way		
2 - A47 Normandy Way (North)		
3 - A47 Normandy Way (South)	[ONE HOUR]	50.00

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0	39	103
2 - A47 Normandy Way (North)		29	0	565
3 - A47 Normandy Way (South)		45	396	0

Proportions

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0.00	0.27	
2 - A47 Normandy Way (North)		0.05	0.00	
3 - A47 Normandy Way (South)		0.10	0.90	

Vehicle Mix

HV %s

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	10	10	10
	2 - A47 Normandy Way (North)	10	10	10
	3 - A47 Normandy Way (South)	10	10	10

Av. PCU Per Veh

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	1.100	1.100	1.100
	2 - A47 Normandy Way (North)	1.100	1.100	1.100
	3 - A47 Normandy Way (South)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
07:30-07:45	1 - Greenfinch Way	107	107	
	2 - A47 Normandy Way (North)	447	447	
	3 - A47 Normandy Way (South)	332	332	37.64
07:45-08:00	1 - Greenfinch Way	128	128	
	2 - A47 Normandy Way (North)	534	534	
	3 - A47 Normandy Way (South)	396	396	44.95
08:00-08:15	1 - Greenfinch Way	156	156	
	2 - A47 Normandy Way (North)	654	654	
	3 - A47 Normandy Way (South)	486	486	55.05
08:15-08:30	1 - Greenfinch Way	156	156	
	2 - A47 Normandy Way (North)	654	654	
	3 - A47 Normandy Way (South)	486	486	55.05
08:30-08:45	1 - Greenfinch Way	128	128	
	2 - A47 Normandy Way (North)	534	534	
	3 - A47 Normandy Way (South)	396	396	44.95
08:45-09:00	1 - Greenfinch Way	107	107	
	2 - A47 Normandy Way (North)	447	447	
	3 - A47 Normandy Way (South)	332	332	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Greenfinch Way	0.09	2.43	0.1	A	130	195
2 - A47 Normandy Way (North)	0.39	3.92	0.7	A	545	818
3 - A47 Normandy Way (South)	0.25	2.75	0.4	A	405	607

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	107	27	297		1880	0.057	107	56	0.0	0.1	2.233	A
2 - A47 Normandy Way (North)	447	112	77		1686	0.265	446	327	0.0	0.4	3.188	A
3 - A47 Normandy Way (South)	332	83	22	37.64	1971	0.168	331	501	0.0	0.2	2.413	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	128	32	356		1840	0.069	128	66	0.1	0.1	2.312	A
2 - A47 Normandy Way (North)	534	133	93		1676	0.319	534	391	0.4	0.5	3.462	A
3 - A47 Normandy Way (South)	396	99	26	44.95	1951	0.203	396	600	0.2	0.3	2.546	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	156	39	436		1785	0.088	156	81	0.1	0.1	2.430	A
2 - A47 Normandy Way (North)	654	164	113		1663	0.393	653	479	0.5	0.7	3.914	A
3 - A47 Normandy Way (South)	486	121	32	55.05	1923	0.253	485	735	0.3	0.4	2.754	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	156	39	436		1785	0.088	156	81	0.1	0.1	2.431	A
2 - A47 Normandy Way (North)	654	164	113		1663	0.393	654	479	0.7	0.7	3.923	A
3 - A47 Normandy Way (South)	486	121	32	55.05	1925	0.252	486	735	0.4	0.4	2.750	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	128	32	356		1840	0.069	128	67	0.1	0.1	2.314	A
2 - A47 Normandy Way (North)	534	133	93		1676	0.319	535	391	0.7	0.5	3.470	A
3 - A47 Normandy Way (South)	396	99	26	44.95	1954	0.203	397	601	0.4	0.3	2.543	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	107	27	298		1879	0.057	107	56	0.1	0.1	2.234	A
2 - A47 Normandy Way (North)	447	112	78		1686	0.265	448	328	0.5	0.4	3.201	A
3 - A47 Normandy Way (South)	332	83	22	37.64	1975	0.168	332	503	0.3	0.2	2.411	A

DS1 2036, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.48	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	146	2 - A47 Normandy Way (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DS1 2036	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Greenfinch Way		ONE HOUR	✓	91	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	564	100.000
3 - A47 Normandy Way (South)		ONE HOUR	✓	704	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Greenfinch Way		
2 - A47 Normandy Way (North)		
3 - A47 Normandy Way (South)	[ONE HOUR]	50.00

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0	23	68
2 - A47 Normandy Way (North)		28	0	536
3 - A47 Normandy Way (South)		100	604	0

Proportions

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0.00	0.25	
2 - A47 Normandy Way (North)		0.05	0.00	
3 - A47 Normandy Way (South)		0.14	0.86	

Vehicle Mix

HV %s

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	10	10	10
	2 - A47 Normandy Way (North)	10	10	10
	3 - A47 Normandy Way (South)	10	10	10

Av. PCU Per Veh

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	1.100	1.100	1.100
	2 - A47 Normandy Way (North)	1.100	1.100	1.100
	3 - A47 Normandy Way (South)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
16:15-16:30	1 - Greenfinch Way	69	69	
	2 - A47 Normandy Way (North)	425	425	
	3 - A47 Normandy Way (South)	530	530	37.64
16:30-16:45	1 - Greenfinch Way	82	82	
	2 - A47 Normandy Way (North)	507	507	
	3 - A47 Normandy Way (South)	633	633	44.95
16:45-17:00	1 - Greenfinch Way	100	100	
	2 - A47 Normandy Way (North)	621	621	
	3 - A47 Normandy Way (South)	775	775	55.05
17:00-17:15	1 - Greenfinch Way	100	100	
	2 - A47 Normandy Way (North)	621	621	
	3 - A47 Normandy Way (South)	775	775	55.05
17:15-17:30	1 - Greenfinch Way	82	82	
	2 - A47 Normandy Way (North)	507	507	
	3 - A47 Normandy Way (South)	633	633	44.95
17:30-17:45	1 - Greenfinch Way	69	69	
	2 - A47 Normandy Way (North)	425	425	
	3 - A47 Normandy Way (South)	530	530	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Greenfinch Way	0.06	2.59	0.1	A	84	125
2 - A47 Normandy Way (North)	0.37	3.71	0.6	A	518	776
3 - A47 Normandy Way (South)	0.40	3.40	0.7	A	646	969

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	69	17	453		1773	0.039	68	96	0.0	0.0	2.322	A
2 - A47 Normandy Way (North)	425	106	51		1702	0.249	423	471	0.0	0.4	3.093	A
3 - A47 Normandy Way (South)	530	133	21	37.64	1975	0.268	528	453	0.0	0.4	2.736	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	82	20	543		1712	0.048	82	115	0.0	0.1	2.428	A
2 - A47 Normandy Way (North)	507	127	61		1696	0.299	507	563	0.4	0.5	3.329	A
3 - A47 Normandy Way (South)	633	158	25	44.95	1960	0.323	632	543	0.4	0.5	2.982	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	100	25	664		1629	0.062	100	141	0.1	0.1	2.590	A
2 - A47 Normandy Way (North)	621	155	75		1688	0.368	620	690	0.5	0.6	3.709	A
3 - A47 Normandy Way (South)	775	194	31	55.05	1937	0.400	774	664	0.5	0.7	3.405	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	100	25	665		1628	0.062	100	141	0.1	0.1	2.591	A
2 - A47 Normandy Way (North)	621	155	75		1688	0.368	621	690	0.6	0.6	3.712	A
3 - A47 Normandy Way (South)	775	194	31	55.05	1941	0.399	775	665	0.7	0.7	3.394	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	82	20	544		1711	0.048	82	115	0.1	0.1	2.430	A
2 - A47 Normandy Way (North)	507	127	61		1696	0.299	508	564	0.6	0.5	3.335	A
3 - A47 Normandy Way (South)	633	158	25	44.95	1967	0.322	634	544	0.7	0.5	2.974	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	69	17	455		1772	0.039	69	96	0.1	0.0	2.326	A
2 - A47 Normandy Way (North)	425	106	51		1702	0.249	425	472	0.5	0.4	3.102	A
3 - A47 Normandy Way (South)	530	133	21	37.64	1983	0.267	530	455	0.5	0.4	2.728	A

DS2 2036, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.28	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	130	2 - A47 Normandy Way (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS2 2036	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Greenfinch Way		ONE HOUR	✓	126	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	591	100.000
3 - A47 Normandy Way (South)		ONE HOUR	✓	429	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Greenfinch Way		
2 - A47 Normandy Way (North)		
3 - A47 Normandy Way (South)	[ONE HOUR]	50.00

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0	35	91
2 - A47 Normandy Way (North)		28	0	563
3 - A47 Normandy Way (South)		42	387	0

Proportions

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0.00	0.28	
2 - A47 Normandy Way (North)		0.05	0.00	
3 - A47 Normandy Way (South)		0.10	0.90	

Vehicle Mix

HV %s

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	10	10	10
	2 - A47 Normandy Way (North)	10	10	10
	3 - A47 Normandy Way (South)	10	10	10

Av. PCU Per Veh

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	1.100	1.100	1.100
	2 - A47 Normandy Way (North)	1.100	1.100	1.100
	3 - A47 Normandy Way (South)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
07:30-07:45	1 - Greenfinch Way	95	95	
	2 - A47 Normandy Way (North)	445	445	
	3 - A47 Normandy Way (South)	323	323	37.64
07:45-08:00	1 - Greenfinch Way	113	113	
	2 - A47 Normandy Way (North)	531	531	
	3 - A47 Normandy Way (South)	386	386	44.95
08:00-08:15	1 - Greenfinch Way	139	139	
	2 - A47 Normandy Way (North)	651	651	
	3 - A47 Normandy Way (South)	472	472	55.05
08:15-08:30	1 - Greenfinch Way	139	139	
	2 - A47 Normandy Way (North)	651	651	
	3 - A47 Normandy Way (South)	472	472	55.05
08:30-08:45	1 - Greenfinch Way	113	113	
	2 - A47 Normandy Way (North)	531	531	
	3 - A47 Normandy Way (South)	386	386	44.95
08:45-09:00	1 - Greenfinch Way	95	95	
	2 - A47 Normandy Way (North)	445	445	
	3 - A47 Normandy Way (South)	323	323	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Greenfinch Way	0.08	2.39	0.1	A	116	173
2 - A47 Normandy Way (North)	0.39	3.88	0.7	A	542	813
3 - A47 Normandy Way (South)	0.25	2.73	0.4	A	394	590

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	95	24	291		1885	0.050	95	53	0.0	0.1	2.212	A
2 - A47 Normandy Way (North)	445	111	68		1692	0.263	443	317	0.0	0.4	3.168	A
3 - A47 Normandy Way (South)	323	81	21	37.64	1971	0.164	322	491	0.0	0.2	2.400	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	113	28	348		1845	0.061	113	63	0.1	0.1	2.285	A
2 - A47 Normandy Way (North)	531	133	82		1683	0.316	531	379	0.4	0.5	3.434	A
3 - A47 Normandy Way (South)	386	96	25	44.95	1951	0.198	385	587	0.2	0.3	2.528	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	139	35	426		1792	0.077	139	77	0.1	0.1	2.394	A
2 - A47 Normandy Way (North)	651	163	100		1672	0.389	650	464	0.5	0.7	3.874	A
3 - A47 Normandy Way (South)	472	118	31	55.05	1923	0.246	472	719	0.3	0.4	2.729	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	139	35	426		1792	0.077	139	77	0.1	0.1	2.395	A
2 - A47 Normandy Way (North)	651	163	100		1672	0.389	651	465	0.7	0.7	3.878	A
3 - A47 Normandy Way (South)	472	118	31	55.05	1925	0.245	472	720	0.4	0.4	2.725	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	113	28	348		1845	0.061	113	63	0.1	0.1	2.286	A
2 - A47 Normandy Way (North)	531	133	82		1683	0.316	532	380	0.7	0.5	3.444	A
3 - A47 Normandy Way (South)	386	96	25	44.95	1954	0.197	386	589	0.4	0.3	2.525	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	95	24	292		1884	0.050	95	53	0.1	0.1	2.213	A
2 - A47 Normandy Way (North)	445	111	69		1691	0.263	445	318	0.5	0.4	3.180	A
3 - A47 Normandy Way (South)	323	81	21	37.64	1976	0.163	323	493	0.3	0.2	2.396	A

DS2 2036, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.36	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	163	2 - A47 Normandy Way (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS2 2036	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Greenfinch Way		ONE HOUR	✓	60	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	541	100.000
3 - A47 Normandy Way (South)		ONE HOUR	✓	661	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - Greenfinch Way		
2 - A47 Normandy Way (North)		
3 - A47 Normandy Way (South)	[ONE HOUR]	50.00

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0	17	43
2 - A47 Normandy Way (North)		23	0	518
3 - A47 Normandy Way (South)		82	579	0

Proportions

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
1 - Greenfinch Way		0.00	0.28	
2 - A47 Normandy Way (North)		0.04	0.00	
3 - A47 Normandy Way (South)		0.12	0.88	

Vehicle Mix

HV %s

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	10	10	10
	2 - A47 Normandy Way (North)	10	10	10
	3 - A47 Normandy Way (South)	10	10	10

Av. PCU Per Veh

From	To			
		1 - Greenfinch Way	2 - A47 Normandy Way (North)	3 - A47 Normandy Way (South)
	1 - Greenfinch Way	1.100	1.100	1.100
	2 - A47 Normandy Way (North)	1.100	1.100	1.100
	3 - A47 Normandy Way (South)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
16:15-16:30	1 - Greenfinch Way	45	45	
	2 - A47 Normandy Way (North)	407	407	
	3 - A47 Normandy Way (South)	498	498	37.64
16:30-16:45	1 - Greenfinch Way	54	54	
	2 - A47 Normandy Way (North)	486	486	
	3 - A47 Normandy Way (South)	594	594	44.95
16:45-17:00	1 - Greenfinch Way	66	66	
	2 - A47 Normandy Way (North)	596	596	
	3 - A47 Normandy Way (South)	728	728	55.05
17:00-17:15	1 - Greenfinch Way	66	66	
	2 - A47 Normandy Way (North)	596	596	
	3 - A47 Normandy Way (South)	728	728	55.05
17:15-17:30	1 - Greenfinch Way	54	54	
	2 - A47 Normandy Way (North)	486	486	
	3 - A47 Normandy Way (South)	594	594	44.95
17:30-17:45	1 - Greenfinch Way	45	45	
	2 - A47 Normandy Way (North)	407	407	
	3 - A47 Normandy Way (South)	498	498	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Greenfinch Way	0.04	2.50	0.0	A	55	83
2 - A47 Normandy Way (North)	0.35	3.57	0.6	A	496	745
3 - A47 Normandy Way (South)	0.38	3.27	0.7	A	607	910

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	45	11	435		1786	0.025	45	79	0.0	0.0	2.274	A
2 - A47 Normandy Way (North)	407	102	32		1714	0.238	406	447	0.0	0.3	3.024	A
3 - A47 Normandy Way (South)	498	124	17	37.64	1976	0.252	496	421	0.0	0.4	2.673	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	54	13	520		1727	0.031	54	94	0.0	0.0	2.366	A
2 - A47 Normandy Way (North)	486	122	39		1710	0.284	486	535	0.3	0.4	3.234	A
3 - A47 Normandy Way (South)	594	149	21	44.95	1962	0.303	594	504	0.4	0.5	2.895	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	66	17	637		1647	0.040	66	115	0.0	0.0	2.503	A
2 - A47 Normandy Way (North)	596	149	47		1705	0.349	595	656	0.4	0.6	3.566	A
3 - A47 Normandy Way (South)	728	182	25	55.05	1938	0.376	727	617	0.5	0.7	3.268	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	66	17	637		1647	0.040	66	116	0.0	0.0	2.504	A
2 - A47 Normandy Way (North)	596	149	47		1705	0.349	596	656	0.6	0.6	3.569	A
3 - A47 Normandy Way (South)	728	182	25	55.05	1942	0.375	728	618	0.7	0.7	3.260	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	54	13	521		1727	0.031	54	95	0.0	0.0	2.367	A
2 - A47 Normandy Way (North)	486	122	39		1710	0.284	487	536	0.6	0.4	3.237	A
3 - A47 Normandy Way (South)	594	149	21	44.95	1967	0.302	595	505	0.7	0.5	2.886	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Greenfinch Way	45	11	436		1785	0.025	45	79	0.0	0.0	2.277	A
2 - A47 Normandy Way (North)	407	102	32		1714	0.238	408	449	0.4	0.3	3.031	A
3 - A47 Normandy Way (South)	498	124	17	37.64	1984	0.251	498	423	0.5	0.4	2.667	A

Junctions 9													
PICADY 9 - Priority Intersection Module													
Version: 9.5.2.1013													
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Filename: J1 Junction Model Existing (One Hour Profile) v2.0.j9
Path: X:\VC0453 Normandy Way, Hinckley\180 Dev App Data\Modelling
Report generation date: 19/12/2022 15:33:07

»Survey 2022, AM
 »Survey 2022, PM
 »DM1 2022, AM
 »DM1 2022, PM
 »DS1 2022, AM
 »DS1 2022, PM
 »DS2 2022, AM
 »DS2 2022, PM

Summary of junction performance

	AM							PM						
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	Survey 2022													
Stream B-C	D1	0.2	9.45	0.14	A	1.23	17 % [Stream B-A]	D2	0.1	7.82	0.07	A	0.97	19 % [Stream B-A]
Stream B-A		0.3	21.79	0.24	C				0.2	20.41	0.19	C		
Stream C-AB		0.1	7.75	0.06	A				0.2	7.55	0.14	A		
	DM1 2022													
Stream B-C	D3	0.3	15.12	0.20	C	2.33	-11 % [Stream B-A]	D4	3.1	267.04	1.06	F	9.98	-17 % [Stream B-A]
Stream B-A		1.1	74.94	0.52	F				4.6	260.65	0.94	F		
Stream C-AB		0.1	10.53	0.05	B				0.1	9.22	0.12	A		
	DS1 2022													
Stream B-C	D5	0.2	11.99	0.18	B	1.61	-4 % [Stream B-A]	D6	0.2	10.98	0.14	B	2.05	-12 % [Stream B-A]
Stream B-A		0.6	43.74	0.35	E				1.0	82.95	0.50	F		
Stream C-AB		0.1	9.74	0.10	A				0.2	9.17	0.14	A		
	DS2 2022													
Stream B-C	D7	0.2	11.69	0.18	B	1.50	-3 % [Stream B-A]	D8	0.2	10.10	0.13	B	1.55	-9 % [Stream B-A]
Stream B-A		0.5	40.22	0.33	E				0.7	59.26	0.41	F		
Stream C-AB		0.1	9.54	0.09	A				0.2	8.83	0.13	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

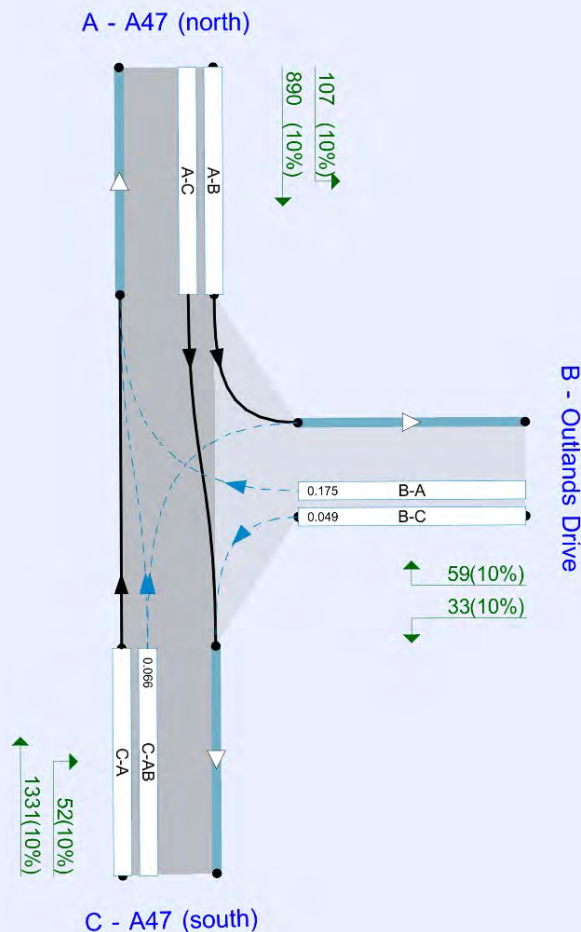
File summary

File Description

Title	Proposed Development, Normandy Way
Location	A47 / Outlands Drive
Site number	
Date	10/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTIO-PC1\m_cle
Description	One Hour Profile

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Survey 2022	AM	ONE HOUR	07:30	09:00	15	✓
D2	Survey 2022	PM	ONE HOUR	16:15	17:45	15	✓
D3	DM1 2022	AM	ONE HOUR	07:30	09:00	15	✓
D4	DM1 2022	PM	ONE HOUR	16:15	17:45	15	✓
D5	DS1 2022	AM	ONE HOUR	07:30	09:00	15	✓
D6	DS1 2022	PM	ONE HOUR	16:15	17:45	15	✓
D7	DS2 2022	AM	ONE HOUR	07:30	09:00	15	✓
D8	DS2 2022	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

Survey 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.23	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	17	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	A47 (north)		Major
B	Outlands Drive		Minor
C	A47 (south)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A47 (south)	7.00		✓	3.50	250.0	✓	11.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Outlands Drive	One lane plus flare	10.00	9.50	7.30	6.80	6.60		5.00	89	104

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	603	0.105	0.266	0.167	0.380
B-C	776	0.114	0.287	-	-
C-B	820	0.304	0.304	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Survey 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A47 (north)		ONE HOUR	✓	829	100.000
B - Outlands Drive		ONE HOUR	✓	116	100.000
C - A47 (south)		ONE HOUR	✓	663	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	0	44	785
	B - Outlands Drive	53	0	63
	C - A47 (south)	634	29	0

Proportions

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	0.00	0.05	0.95
	B - Outlands Drive	0.46	0.00	0.54
	C - A47 (south)	0.96	0.04	0.00

Vehicle Mix

HV %s

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	10	10	10
	B - Outlands Drive	10	10	10
	C - A47 (south)	10	10	10

Av. PCU Per Veh

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	1.100	1.100	1.100
	B - Outlands Drive	1.100	1.100	1.100
	C - A47 (south)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A47 (north)	624	624
	B - Outlands Drive	87	87
	C - A47 (south)	499	499
07:45-08:00	A - A47 (north)	745	745
	B - Outlands Drive	104	104
	C - A47 (south)	596	596
08:00-08:15	A - A47 (north)	913	913
	B - Outlands Drive	128	128
	C - A47 (south)	730	730
08:15-08:30	A - A47 (north)	913	913
	B - Outlands Drive	128	128
	C - A47 (south)	730	730
08:30-08:45	A - A47 (north)	745	745
	B - Outlands Drive	104	104
	C - A47 (south)	596	596
08:45-09:00	A - A47 (north)	624	624
	B - Outlands Drive	87	87
	C - A47 (south)	499	499

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	9.45	0.2	A	58	87
B-A	0.24	21.79	0.3	C	49	73
C-AB	0.06	7.75	0.1	A	27	40
C-A					582	873
A-B					40	61
A-C					720	1080

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	585	0.081	47	0.0	0.1	7.356	A
B-A	40	10	355	0.112	39	0.0	0.1	12.535	B
C-AB	22	5	631	0.035	22	0.0	0.0	6.500	A
C-A	477	119			477				
A-B	33	8			33				
A-C	591	148			591				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	546	0.104	57	0.1	0.1	8.094	A
B-A	48	12	307	0.155	47	0.1	0.2	15.265	C
C-AB	26	7	594	0.044	26	0.0	0.1	6.973	A
C-A	570	142			570				
A-B	40	10			40				
A-C	706	176			706				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	489	0.142	69	0.1	0.2	9.422	A
B-A	58	15	240	0.243	58	0.2	0.3	21.676	C
C-AB	32	8	543	0.059	32	0.1	0.1	7.748	A
C-A	698	175			698				
A-B	48	12			48				
A-C	864	216			864				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	489	0.142	69	0.2	0.2	9.445	A
B-A	58	15	240	0.243	58	0.3	0.3	21.791	C
C-AB	32	8	543	0.059	32	0.1	0.1	7.749	A
C-A	698	175			698				
A-B	48	12			48				
A-C	864	216			864				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	545	0.104	57	0.2	0.1	8.121	A
B-A	48	12	307	0.155	48	0.3	0.2	15.341	C
C-AB	26	7	594	0.044	26	0.1	0.1	6.975	A
C-A	570	142			570				
A-B	40	10			40				
A-C	706	176			706				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	584	0.081	48	0.1	0.1	7.380	A
B-A	40	10	355	0.112	40	0.2	0.1	12.590	B
C-AB	22	5	631	0.035	22	0.1	0.0	6.504	A
C-A	477	119			477				
A-B	33	8			33				
A-C	591	148			591				

Survey 2022 , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.97	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	19	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Survey 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A47 (north)		ONE HOUR	✓	628	100.000
B - Outlands Drive		ONE HOUR	✓	75	100.000
C - A47 (south)		ONE HOUR	✓	1024	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	0	92	536
	B - Outlands Drive	40	0	35
	C - A47 (south)	946	78	0

Proportions

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	0.00	0.15	0.85
	B - Outlands Drive	0.53	0.00	0.47
	C - A47 (south)	0.92	0.08	0.00

Vehicle Mix

HV %s

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	10	10	10
	B - Outlands Drive	10	10	10
	C - A47 (south)	10	10	10

Av. PCU Per Veh

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	1.100	1.100	1.100
	B - Outlands Drive	1.100	1.100	1.100
	C - A47 (south)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	A - A47 (north)	473	473
	B - Outlands Drive	56	56
	C - A47 (south)	771	771
16:30-16:45	A - A47 (north)	565	565
	B - Outlands Drive	67	67
	C - A47 (south)	921	921
16:45-17:00	A - A47 (north)	691	691
	B - Outlands Drive	83	83
	C - A47 (south)	1127	1127
17:00-17:15	A - A47 (north)	691	691
	B - Outlands Drive	83	83
	C - A47 (south)	1127	1127
17:15-17:30	A - A47 (north)	565	565
	B - Outlands Drive	67	67
	C - A47 (south)	921	921
17:30-17:45	A - A47 (north)	473	473
	B - Outlands Drive	56	56
	C - A47 (south)	771	771

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.82	0.1	A	32	48
B-A	0.19	20.41	0.2	C	37	55
C-AB	0.14	7.55	0.2	A	72	107
C-A					868	1302
A-B					84	127
A-C					492	738

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	614	0.043	26	0.0	0.0	6.729	A
B-A	30	8	361	0.083	30	0.0	0.1	11.938	B
C-AB	59	15	677	0.087	58	0.0	0.1	6.399	A
C-A	712	178			712				
A-B	69	17			69				
A-C	404	101			404				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	586	0.054	31	0.0	0.1	7.135	A
B-A	36	9	309	0.116	36	0.1	0.1	14.468	B
C-AB	70	18	649	0.108	70	0.1	0.1	6.839	A
C-A	850	213			850				
A-B	83	21			83				
A-C	482	120			482				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	545	0.071	38	0.1	0.1	7.813	A
B-A	44	11	238	0.185	44	0.1	0.2	20.334	C
C-AB	86	21	610	0.141	86	0.1	0.2	7.548	A
C-A	1042	260			1042				
A-B	101	25			101				
A-C	590	148			590				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	545	0.071	39	0.1	0.1	7.824	A
B-A	44	11	238	0.185	44	0.2	0.2	20.405	C
C-AB	86	21	610	0.141	86	0.2	0.2	7.551	A
C-A	1042	260			1042				
A-B	101	25			101				
A-C	590	148			590				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	585	0.054	32	0.1	0.1	7.152	A
B-A	36	9	310	0.116	36	0.2	0.1	14.515	B
C-AB	70	18	649	0.108	70	0.2	0.1	6.846	A
C-A	850	213			850				
A-B	83	21			83				
A-C	482	120			482				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	614	0.043	26	0.1	0.0	6.743	A
B-A	30	8	361	0.083	30	0.1	0.1	11.979	B
C-AB	59	15	677	0.087	59	0.1	0.1	6.409	A
C-A	712	178			712				
A-B	69	17			69				
A-C	404	101			404				

DM1 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.33	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	-11	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DM1 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A47 (north)		ONE HOUR	✓	1268	100.000
B - Outlands Drive		ONE HOUR	✓	111	100.000
C - A47 (south)		ONE HOUR	✓	729	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	0	76	1192
	B - Outlands Drive	51	0	60
	C - A47 (south)	711	18	0

Proportions

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	0.00	0.06	0.94
	B - Outlands Drive	0.46	0.00	0.54
	C - A47 (south)	0.98	0.02	0.00

Vehicle Mix

HV %s

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	10	10	10
	B - Outlands Drive	10	10	10
	C - A47 (south)	10	10	10

Av. PCU Per Veh

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	1.100	1.100	1.100
	B - Outlands Drive	1.100	1.100	1.100
	C - A47 (south)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A47 (north)	955	955
	B - Outlands Drive	84	84
	C - A47 (south)	549	549
07:45-08:00	A - A47 (north)	1140	1140
	B - Outlands Drive	100	100
	C - A47 (south)	655	655
08:00-08:15	A - A47 (north)	1396	1396
	B - Outlands Drive	122	122
	C - A47 (south)	803	803
08:15-08:30	A - A47 (north)	1396	1396
	B - Outlands Drive	122	122
	C - A47 (south)	803	803
08:30-08:45	A - A47 (north)	1140	1140
	B - Outlands Drive	100	100
	C - A47 (south)	655	655
08:45-09:00	A - A47 (north)	955	955
	B - Outlands Drive	84	84
	C - A47 (south)	549	549

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	15.12	0.3	C	55	83
B-A	0.52	74.94	1.1	F	47	70
C-AB	0.05	10.53	0.1	B	17	25
C-A					652	979
A-B					70	105
A-C					1094	1641

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	492	0.092	45	0.0	0.1	8.844	A
B-A	38	10	265	0.145	38	0.0	0.2	17.401	C
C-AB	14	3	530	0.026	13	0.0	0.0	7.661	A
C-A	535	134			535				
A-B	57	14			57				
A-C	897	224			897				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	432	0.125	54	0.1	0.2	10.461	B
B-A	46	11	199	0.231	45	0.2	0.3	25.713	D
C-AB	16	4	474	0.034	16	0.0	0.0	8.652	A
C-A	639	160			639				
A-B	68	17			68				
A-C	1072	268			1072				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	333	0.199	66	0.2	0.3	14.798	B
B-A	56	14	108	0.522	53	0.3	1.0	69.670	F
C-AB	20	5	396	0.050	20	0.0	0.1	10.522	B
C-A	783	196			783				
A-B	84	21			84				
A-C	1312	328			1312				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	328	0.201	66	0.3	0.3	15.120	C
B-A	56	14	108	0.520	56	1.0	1.1	74.940	F
C-AB	20	5	396	0.050	20	0.1	0.1	10.527	B
C-A	783	196			783				
A-B	84	21			84				
A-C	1312	328			1312				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	427	0.126	54	0.3	0.2	10.628	B
B-A	46	11	200	0.229	49	1.1	0.3	26.671	D
C-AB	16	4	474	0.034	16	0.1	0.0	8.655	A
C-A	639	160			639				
A-B	68	17			68				
A-C	1072	268			1072				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	491	0.092	45	0.2	0.1	8.898	A
B-A	38	10	265	0.145	39	0.3	0.2	17.566	C
C-AB	14	3	530	0.026	14	0.0	0.0	7.668	A
C-A	535	134			535				
A-B	57	14			57				
A-C	897	224			897				

DM1 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.98	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	-17	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DM1 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A47 (north)		ONE HOUR	✓	997	100.000
B - Outlands Drive		ONE HOUR	✓	92	100.000
C - A47 (south)		ONE HOUR	✓	1383	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	0	107	890
	B - Outlands Drive	59	0	33
	C - A47 (south)	1331	52	0

Proportions

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	0.00	0.11	0.89
	B - Outlands Drive	0.64	0.00	0.36
	C - A47 (south)	0.96	0.04	0.00

Vehicle Mix

HV %s

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	10	10	10
	B - Outlands Drive	10	10	10
	C - A47 (south)	10	10	10

Av. PCU Per Veh

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	1.100	1.100	1.100
	B - Outlands Drive	1.100	1.100	1.100
	C - A47 (south)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	A - A47 (north)	751	751
	B - Outlands Drive	69	69
	C - A47 (south)	1041	1041
16:30-16:45	A - A47 (north)	896	896
	B - Outlands Drive	83	83
	C - A47 (south)	1243	1243
16:45-17:00	A - A47 (north)	1098	1098
	B - Outlands Drive	101	101
	C - A47 (south)	1523	1523
17:00-17:15	A - A47 (north)	1098	1098
	B - Outlands Drive	101	101
	C - A47 (south)	1523	1523
17:15-17:30	A - A47 (north)	896	896
	B - Outlands Drive	83	83
	C - A47 (south)	1243	1243
17:30-17:45	A - A47 (north)	751	751
	B - Outlands Drive	69	69
	C - A47 (south)	1041	1041

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.06	267.04	3.1	F	30	45
B-A	0.94	260.65	4.6	F	54	81
C-AB	0.12	9.22	0.1	A	48	72
C-A					1221	1832
A-B					98	147
A-C					817	1225

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	507	0.049	25	0.0	0.1	8.214	A
B-A	44	11	253	0.175	44	0.0	0.2	18.800	C
C-AB	39	10	592	0.066	39	0.0	0.1	7.153	A
C-A	1002	251			1002				
A-B	81	20			81				
A-C	670	168			670				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	455	0.065	30	0.1	0.1	9.304	A
B-A	53	13	176	0.301	52	0.2	0.5	31.749	D
C-AB	47	12	548	0.085	47	0.1	0.1	7.897	A
C-A	1197	299			1197				
A-B	96	24			96				
A-C	800	200			800				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	96	0.380	34	0.1	0.6	62.650	F
B-A	65	16	69	0.941	53	0.5	3.4	190.132	F
C-AB	57	14	487	0.118	57	0.1	0.1	9.214	A
C-A	1465	366			1465				
A-B	118	29			118				
A-C	980	245			980				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	34	1.058	27	0.6	3.1	267.044	F
B-A	65	16	70	0.935	60	3.4	4.6	260.651	F
C-AB	57	14	487	0.118	57	0.1	0.1	9.221	A
C-A	1465	366			1465				
A-B	118	29			118				
A-C	980	245			980				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	444	0.067	42	3.1	0.1	10.119	B
B-A	53	13	175	0.303	69	4.6	0.5	42.578	E
C-AB	47	12	548	0.085	47	0.1	0.1	7.906	A
C-A	1197	299			1197				
A-B	96	24			96				
A-C	800	200			800				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	504	0.049	25	0.1	0.1	8.268	A
B-A	44	11	254	0.175	45	0.5	0.2	19.106	C
C-AB	39	10	592	0.066	39	0.1	0.1	7.164	A
C-A	1002	251			1002				
A-B	81	20			81				
A-C	670	168			670				

DS1 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.61	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	-4	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DS1 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A47 (north)		ONE HOUR	✓	1101	100.000
B - Outlands Drive		ONE HOUR	✓	113	100.000
C - A47 (south)		ONE HOUR	✓	757	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	0	59	1042
	B - Outlands Drive	45	0	68
	C - A47 (south)	716	41	0

Proportions

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	0.00	0.05	0.95
	B - Outlands Drive	0.40	0.00	0.60
	C - A47 (south)	0.95	0.05	0.00

Vehicle Mix

HV %s

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	10	10	10
	B - Outlands Drive	10	10	10
	C - A47 (south)	10	10	10

Av. PCU Per Veh

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	From			
	A - A47 (north)	1.100	1.100	1.100
	B - Outlands Drive	1.100	1.100	1.100
	C - A47 (south)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A47 (north)	829	829
	B - Outlands Drive	85	85
	C - A47 (south)	570	570
07:45-08:00	A - A47 (north)	990	990
	B - Outlands Drive	102	102
	C - A47 (south)	681	681
08:00-08:15	A - A47 (north)	1212	1212
	B - Outlands Drive	124	124
	C - A47 (south)	833	833
08:15-08:30	A - A47 (north)	1212	1212
	B - Outlands Drive	124	124
	C - A47 (south)	833	833
08:30-08:45	A - A47 (north)	990	990
	B - Outlands Drive	102	102
	C - A47 (south)	681	681
08:45-09:00	A - A47 (north)	829	829
	B - Outlands Drive	85	85
	C - A47 (south)	570	570

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	11.99	0.2	B	62	94
B-A	0.35	43.74	0.6	E	41	62
C-AB	0.10	9.74	0.1	A	38	56
C-A					657	986
A-B					54	81
A-C					956	1434

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	540	0.095	51	0.0	0.1	8.085	A
B-A	34	8	282	0.120	33	0.0	0.1	15.891	C
C-AB	31	8	568	0.054	31	0.0	0.1	7.360	A
C-A	539	135			539				
A-B	44	11			44				
A-C	784	196			784				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	487	0.125	61	0.1	0.2	9.286	A
B-A	40	10	222	0.182	40	0.1	0.2	21.697	C
C-AB	37	9	519	0.071	37	0.1	0.1	8.203	A
C-A	644	161			644				
A-B	53	13			53				
A-C	937	234			937				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	407	0.184	75	0.2	0.2	11.908	B
B-A	50	12	140	0.355	48	0.2	0.6	42.757	E
C-AB	45	11	452	0.100	45	0.1	0.1	9.730	A
C-A	788	197			788				
A-B	65	16			65				
A-C	1147	287			1147				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	405	0.185	75	0.2	0.2	11.995	B
B-A	50	12	140	0.354	49	0.6	0.6	43.735	E
C-AB	45	11	452	0.100	45	0.1	0.1	9.736	A
C-A	788	197			788				
A-B	65	16			65				
A-C	1147	287			1147				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	485	0.126	61	0.2	0.2	9.361	A
B-A	40	10	223	0.182	42	0.6	0.3	22.022	C
C-AB	37	9	519	0.071	37	0.1	0.1	8.211	A
C-A	644	161			644				
A-B	53	13			53				
A-C	937	234			937				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	539	0.095	51	0.2	0.1	8.127	A
B-A	34	8	282	0.120	34	0.3	0.2	15.994	C
C-AB	31	8	568	0.054	31	0.1	0.1	7.368	A
C-A	539	135			539				
A-B	44	11			44				
A-C	784	196			784				

DS1 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.05	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	-12	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DS1 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A47 (north)		ONE HOUR	✓	951	100.000
B - Outlands Drive		ONE HOUR	✓	97	100.000
C - A47 (south)		ONE HOUR	✓	1266	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	0	97	854
	B - Outlands Drive	43	0	54
	C - A47 (south)	1202	64	0

Proportions

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	0.00	0.10	0.90
	B - Outlands Drive	0.44	0.00	0.56
	C - A47 (south)	0.95	0.05	0.00

Vehicle Mix

HV %s

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	10	10	10
	B - Outlands Drive	10	10	10
	C - A47 (south)	10	10	10

Av. PCU Per Veh

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	1.100	1.100	1.100
	B - Outlands Drive	1.100	1.100	1.100
	C - A47 (south)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	A - A47 (north)	716	716
	B - Outlands Drive	73	73
	C - A47 (south)	953	953
16:30-16:45	A - A47 (north)	855	855
	B - Outlands Drive	87	87
	C - A47 (south)	1138	1138
16:45-17:00	A - A47 (north)	1047	1047
	B - Outlands Drive	107	107
	C - A47 (south)	1394	1394
17:00-17:15	A - A47 (north)	1047	1047
	B - Outlands Drive	107	107
	C - A47 (south)	1394	1394
17:15-17:30	A - A47 (north)	855	855
	B - Outlands Drive	87	87
	C - A47 (south)	1138	1138
17:30-17:45	A - A47 (north)	716	716
	B - Outlands Drive	73	73
	C - A47 (south)	953	953

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	10.98	0.2	B	50	74
B-A	0.50	82.95	1.0	F	39	59
C-AB	0.14	9.17	0.2	A	59	88
C-A					1103	1654
A-B					89	134
A-C					784	1175

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	567	0.072	40	0.0	0.1	7.517	A
B-A	32	8	254	0.127	32	0.0	0.2	17.773	C
C-AB	48	12	603	0.080	48	0.0	0.1	7.131	A
C-A	905	226			905				
A-B	73	18			73				
A-C	643	161			643				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	518	0.094	48	0.1	0.1	8.423	A
B-A	39	10	187	0.207	38	0.2	0.3	26.560	D
C-AB	58	14	560	0.103	57	0.1	0.1	7.870	A
C-A	1081	270			1081				
A-B	87	22			87				
A-C	768	192			768				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	427	0.139	59	0.1	0.2	10.763	B
B-A	47	12	94	0.505	45	0.3	1.0	76.924	F
C-AB	70	18	502	0.140	70	0.1	0.2	9.165	A
C-A	1323	331			1323				
A-B	107	27			107				
A-C	940	235			940				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	420	0.142	59	0.2	0.2	10.985	B
B-A	47	12	94	0.503	47	1.0	1.0	82.948	F
C-AB	70	18	502	0.140	70	0.2	0.2	9.174	A
C-A	1323	331			1323				
A-B	107	27			107				
A-C	940	235			940				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	513	0.095	49	0.2	0.1	8.543	A
B-A	39	10	188	0.206	42	1.0	0.3	27.521	D
C-AB	58	14	560	0.103	58	0.2	0.1	7.881	A
C-A	1081	270			1081				
A-B	87	22			87				
A-C	768	192			768				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	565	0.072	41	0.1	0.1	7.560	A
B-A	32	8	254	0.127	33	0.3	0.2	17.923	C
C-AB	48	12	603	0.080	48	0.1	0.1	7.143	A
C-A	905	226			905				
A-B	73	18			73				
A-C	643	161			643				

DS2 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.50	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	-3	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS2 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A47 (north)		ONE HOUR	✓	1086	100.000
B - Outlands Drive		ONE HOUR	✓	111	100.000
C - A47 (south)		ONE HOUR	✓	744	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	A - A47 (north)	0	57	1029
	B - Outlands Drive	44	0	67
	C - A47 (south)	706	38	0

Proportions

From	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	A - A47 (north)	0.00	0.05	0.95
	B - Outlands Drive	0.40	0.00	0.60
	C - A47 (south)	0.95	0.05	0.00

Vehicle Mix

HV %s

From	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	A - A47 (north)	10	10	10
	B - Outlands Drive	10	10	10
	C - A47 (south)	10	10	10

Av. PCU Per Veh

From	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
	A - A47 (north)	1.100	1.100	1.100
	B - Outlands Drive	1.100	1.100	1.100
	C - A47 (south)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A47 (north)	818	818
	B - Outlands Drive	84	84
	C - A47 (south)	560	560
07:45-08:00	A - A47 (north)	976	976
	B - Outlands Drive	100	100
	C - A47 (south)	669	669
08:00-08:15	A - A47 (north)	1196	1196
	B - Outlands Drive	122	122
	C - A47 (south)	819	819
08:15-08:30	A - A47 (north)	1196	1196
	B - Outlands Drive	122	122
	C - A47 (south)	819	819
08:30-08:45	A - A47 (north)	976	976
	B - Outlands Drive	100	100
	C - A47 (south)	669	669
08:45-09:00	A - A47 (north)	818	818
	B - Outlands Drive	84	84
	C - A47 (south)	560	560

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	11.69	0.2	B	61	92
B-A	0.33	40.22	0.5	E	40	61
C-AB	0.09	9.54	0.1	A	35	52
C-A					648	972
A-B					52	78
A-C					944	1416

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	544	0.093	50	0.0	0.1	8.008	A
B-A	33	8	286	0.116	33	0.0	0.1	15.563	C
C-AB	29	7	572	0.050	28	0.0	0.1	7.283	A
C-A	532	133			532				
A-B	43	11			43				
A-C	775	194			775				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	492	0.122	60	0.1	0.2	9.165	A
B-A	40	10	228	0.174	39	0.1	0.2	20.964	C
C-AB	34	9	524	0.065	34	0.1	0.1	8.089	A
C-A	635	159			635				
A-B	51	13			51				
A-C	925	231			925				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	414	0.178	73	0.2	0.2	11.615	B
B-A	48	12	146	0.331	47	0.2	0.5	39.486	E
C-AB	42	10	457	0.092	42	0.1	0.1	9.535	A
C-A	777	194			777				
A-B	63	16			63				
A-C	1133	283			1133				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	412	0.179	74	0.2	0.2	11.690	B
B-A	48	12	147	0.330	48	0.5	0.5	40.224	E
C-AB	42	10	457	0.092	42	0.1	0.1	9.540	A
C-A	777	194			777				
A-B	63	16			63				
A-C	1133	283			1133				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	490	0.123	61	0.2	0.2	9.228	A
B-A	40	10	228	0.173	41	0.5	0.2	21.229	C
C-AB	34	9	524	0.065	34	0.1	0.1	8.096	A
C-A	635	159			635				
A-B	51	13			51				
A-C	925	231			925				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	543	0.093	51	0.2	0.1	8.048	A
B-A	33	8	287	0.116	33	0.2	0.1	15.656	C
C-AB	29	7	572	0.050	29	0.1	0.1	7.293	A
C-A	532	133			532				
A-B	43	11			43				
A-C	775	194			775				

DS2 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.55	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	-9	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS2 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A47 (north)		ONE HOUR	✓	917	100.000
B - Outlands Drive		ONE HOUR	✓	92	100.000
C - A47 (south)		ONE HOUR	✓	1230	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	0	95	822
	B - Outlands Drive	41	0	51
	C - A47 (south)	1171	59	0

Proportions

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	0.00	0.10	0.90
	B - Outlands Drive	0.45	0.00	0.55
	C - A47 (south)	0.95	0.05	0.00

Vehicle Mix

HV %s

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	10	10	10
	B - Outlands Drive	10	10	10
	C - A47 (south)	10	10	10

Av. PCU Per Veh

	To			
		A - A47 (north)	B - Outlands Drive	C - A47 (south)
From	A - A47 (north)	1.100	1.100	1.100
	B - Outlands Drive	1.100	1.100	1.100
	C - A47 (south)	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	A - A47 (north)	690	690
	B - Outlands Drive	69	69
	C - A47 (south)	926	926
16:30-16:45	A - A47 (north)	824	824
	B - Outlands Drive	83	83
	C - A47 (south)	1106	1106
16:45-17:00	A - A47 (north)	1010	1010
	B - Outlands Drive	101	101
	C - A47 (south)	1354	1354
17:00-17:15	A - A47 (north)	1010	1010
	B - Outlands Drive	101	101
	C - A47 (south)	1354	1354
17:15-17:30	A - A47 (north)	824	824
	B - Outlands Drive	83	83
	C - A47 (south)	1106	1106
17:30-17:45	A - A47 (north)	690	690
	B - Outlands Drive	69	69
	C - A47 (south)	926	926

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	10.10	0.2	B	47	70
B-A	0.41	59.26	0.7	F	38	56
C-AB	0.13	8.83	0.2	A	54	81
C-A					1075	1612
A-B					87	131
A-C					754	1131

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	575	0.067	38	0.0	0.1	7.375	A
B-A	31	8	266	0.116	30	0.0	0.1	16.748	C
C-AB	44	11	611	0.073	44	0.0	0.1	6.986	A
C-A	882	220			882				
A-B	72	18			72				
A-C	619	155			619				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	529	0.087	46	0.1	0.1	8.184	A
B-A	37	9	201	0.183	36	0.1	0.2	23.995	C
C-AB	53	13	570	0.093	53	0.1	0.1	7.659	A
C-A	1053	263			1053				
A-B	85	21			85				
A-C	739	185			739				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	452	0.124	56	0.1	0.2	10.001	B
B-A	45	11	111	0.406	43	0.2	0.7	57.007	F
C-AB	65	16	513	0.127	65	0.1	0.2	8.822	A
C-A	1289	322			1289				
A-B	105	26			105				
A-C	905	226			905				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	448	0.125	56	0.2	0.2	10.100	B
B-A	45	11	112	0.405	45	0.7	0.7	59.262	F
C-AB	65	16	513	0.127	65	0.2	0.2	8.829	A
C-A	1289	322			1289				
A-B	105	26			105				
A-C	905	226			905				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	526	0.087	46	0.2	0.1	8.262	A
B-A	37	9	202	0.182	39	0.7	0.3	24.500	C
C-AB	53	13	570	0.093	53	0.2	0.1	7.670	A
C-A	1053	263			1053				
A-B	85	21			85				
A-C	739	185			739				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	573	0.067	39	0.1	0.1	7.409	A
B-A	31	8	266	0.116	31	0.3	0.1	16.875	C
C-AB	44	11	611	0.073	45	0.1	0.1	6.999	A
C-A	882	220			882				
A-B	72	18			72				
A-C	619	155			619				

Junctions 9													
ARCADY 9 - Roundabout Module													
Version: 9.5.2.1013													
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Filename: J2 Junction Model Existing (One Hour Profile) v2.0.j9
Path: X:\VC0453 Normandy Way, Hinckley\180 Dev App Data\Modelling
Report generation date: 19/12/2022 15:42:39

»Survey 2022, AM
 »Survey 2022, PM
 »DM1 2022, AM
 »DM1 2022, PM

Summary of junction performance

	AM							PM						
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	Survey 2022													
1 - Triumph Access	D1	0.0	3.31	0.01	A	4.14	67 % [3 - Roston Drive]	D2	0.2	4.94	0.18	A	4.21	68 %
2 - A47 Normandy Way (North)		1.0	3.79	0.48	A				0.7	3.41	0.37	A		[4 - A47 Dodwells Road (South)]
3 - Roston Drive		0.7	5.85	0.39	A				0.4	4.34	0.27	A		
4 - A47 Dodwells Road (South)		0.6	3.46	0.34	A				1.2	4.62	0.52	A		
	DM1 2022													
1 - Triumph Access	D3	0.0	3.42	0.02	A	5.84	38 % [2 - A47 Normandy Way (North)]	D4	0.3	6.81	0.24	A	6.12	32 %
2 - A47 Normandy Way (North)		2.5	6.38	0.69	A				1.5	5.00	0.58	A		[4 - A47 Dodwells Road (South)]
3 - Roston Drive		0.8	7.51	0.43	A				0.6	5.57	0.34	A		
4 - A47 Dodwells Road (South)		0.6	3.60	0.36	A				2.3	7.20	0.68	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 Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

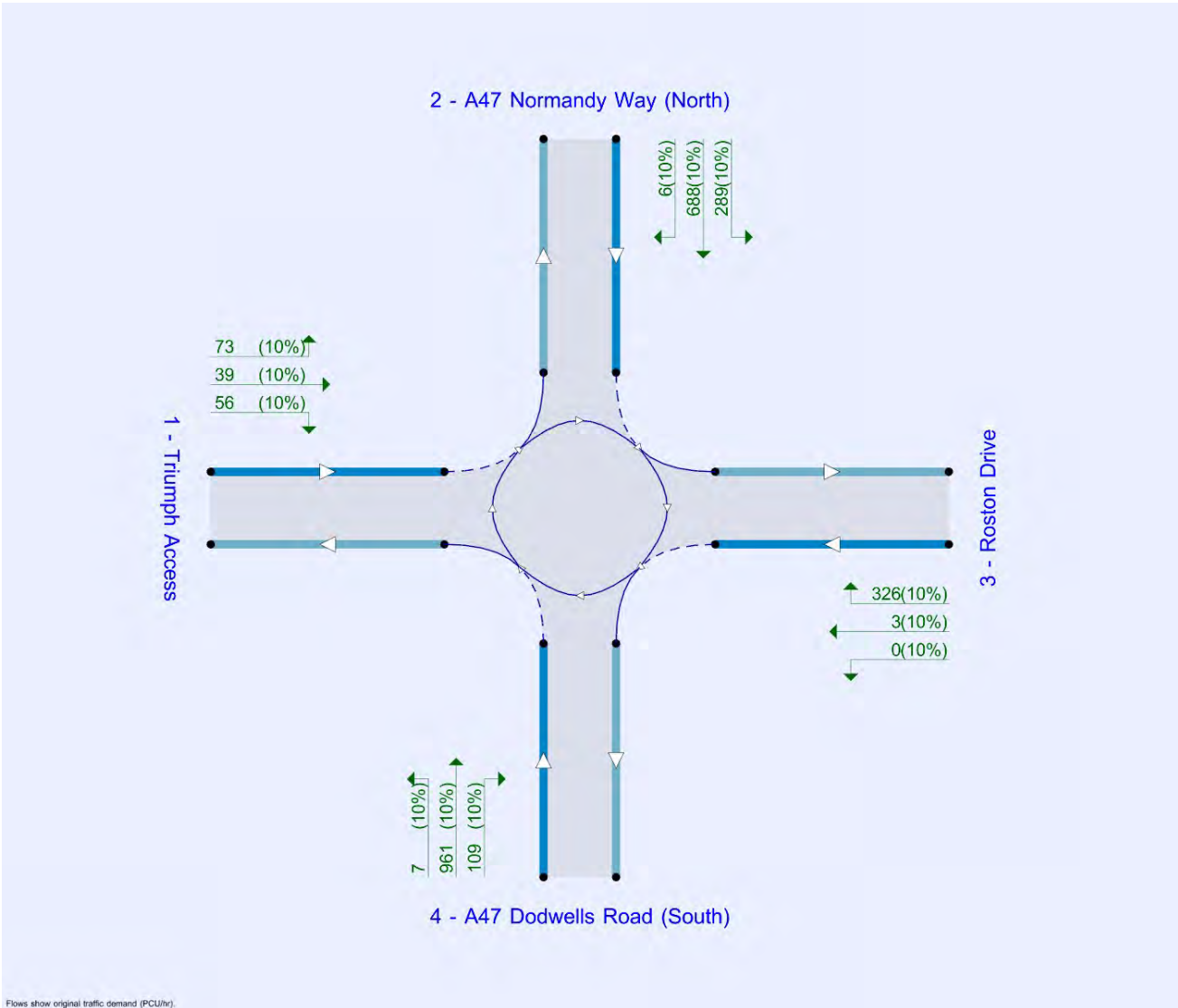
File summary

File Description

Title	Proposed Development, Normandy Way
Location	A47 / Roston Drive / Triumph Roundabout
Site number	
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTIO-PC1\m_cle
Description	One Hour Profile

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Survey 2022	AM	ONE HOUR	07:30	09:00	15	✓
D2	Survey 2022	PM	ONE HOUR	16:15	17:45	15	✓
D3	DM1 2022	AM	ONE HOUR	07:30	09:00	15	✓
D4	DM1 2022	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

Survey 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A47 Normandy Way (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A47 Dodwells Road (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.14	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	67	3 - Roston Drive

Arms

Arms

Arm	Name	Description
1	Triumph Access	
2	A47 Normandy Way (North)	
3	Roston Drive	
4	A47 Dodwells Road (South)	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Triumph Access	3.65	7.30	11.4	52.2	50.0	24.8	
2 - A47 Normandy Way (North)	3.65	7.50	36.8	36.3	50.0	29.5	
3 - Roston Drive	3.10	6.50	28.9	10.9	50.0	45.8	
4 - A47 Dodwells Road (South)	3.75	7.50	34.1	27.1	50.0	33.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Triumph Access	0.629	1733
2 - A47 Normandy Way (North)	0.677	2027
3 - Roston Drive	0.548	1526
4 - A47 Dodwells Road (South)	0.662	1979

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Survey 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Triumph Access		ONE HOUR	✓	14	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	869	100.000
3 - Roston Drive		ONE HOUR	✓	401	100.000
4 - A47 Dodwells Road (South)		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Triumph Access	2 - A47 Normandy Way (North)	3 - Roston Drive	4 - A47 Dodwells Road (South)
From	1 - Triumph Access	0	6	1	7
	2 - A47 Normandy Way (North)	53	0	201	615
	3 - Roston Drive	23	265	0	113
	4 - A47 Dodwells Road (South)	43	465	25	0

Proportions

	To		
		1 - Triumph Access	2 - A47 Normandy Way (North)
From	1 - Triumph Access	0.00	0.43
	2 - A47 Normandy Way (North)	0.06	0.00
	3 - Roston Drive	0.06	0.66
	4 - A47 Dodwells Road (South)	0.08	0.87

Vehicle Mix

HV %s

	To				
		1 - Triumph Access	2 - A47 Normandy Way (North)	3 - Roston Drive	4 - A47 Dodwells Road (South)
From	1 - Triumph Access	10	10	10	10
	2 - A47 Normandy Way (North)	10	10	10	10
	3 - Roston Drive	10	10	10	10
	4 - A47 Dodwells Road (South)	10	10	10	10

Av. PCU Per Veh

	To		
		1 - Triumph Access	2 - A47 Normandy Way (North)
From	1 - Triumph Access	1.100	1.100
	2 - A47 Normandy Way (North)	1.100	1.100
	3 - Roston Drive	1.100	1.100
	4 - A47 Dodwells Road (South)	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	1 - Triumph Access	11	11
	2 - A47 Normandy Way (North)	654	654
	3 - Roston Drive	302	302
	4 - A47 Dodwells Road (South)	401	401
07:45-08:00	1 - Triumph Access	13	13
	2 - A47 Normandy Way (North)	781	781
	3 - Roston Drive	360	360
	4 - A47 Dodwells Road (South)	479	479
08:00-08:15	1 - Triumph Access	15	15
	2 - A47 Normandy Way (North)	957	957
	3 - Roston Drive	442	442
	4 - A47 Dodwells Road (South)	587	587
08:15-08:30	1 - Triumph Access	15	15
	2 - A47 Normandy Way (North)	957	957
	3 - Roston Drive	442	442
	4 - A47 Dodwells Road (South)	587	587
08:30-08:45	1 - Triumph Access	13	13
	2 - A47 Normandy Way (North)	781	781
	3 - Roston Drive	360	360
	4 - A47 Dodwells Road (South)	479	479
08:45-09:00	1 - Triumph Access	11	11
	2 - A47 Normandy Way (North)	654	654
	3 - Roston Drive	302	302
	4 - A47 Dodwells Road (South)	401	401

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Triumph Access	0.01	3.31	0.0	A	13	19
2 - A47 Normandy Way (North)	0.48	3.79	1.0	A	797	1196
3 - Roston Drive	0.39	5.85	0.7	A	368	552
4 - A47 Dodwells Road (South)	0.34	3.46	0.6	A	489	734

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	11	3	566	1377	0.008	11	89	0.0	0.0	2.898	A
2 - A47 Normandy Way (North)	654	164	25	2010	0.325	652	552	0.0	0.5	2.913	A
3 - Roston Drive	302	75	507	1249	0.242	300	170	0.0	0.3	4.171	A
4 - A47 Dodwells Road (South)	401	100	256	1810	0.222	400	551	0.0	0.3	2.805	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	13	3	678	1306	0.010	13	107	0.0	0.0	3.059	A
2 - A47 Normandy Way (North)	781	195	30	2007	0.389	781	661	0.5	0.7	3.228	A
3 - Roston Drive	360	90	606	1194	0.302	360	204	0.3	0.5	4.745	A
4 - A47 Dodwells Road (South)	479	120	306	1777	0.270	479	660	0.3	0.4	3.050	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	15	4	830	1211	0.013	15	131	0.0	0.0	3.311	A
2 - A47 Normandy Way (North)	957	239	36	2002	0.478	956	809	0.7	1.0	3.781	A
3 - Roston Drive	442	110	742	1119	0.394	441	250	0.5	0.7	5.825	A
4 - A47 Dodwells Road (South)	587	147	375	1731	0.339	586	808	0.4	0.6	3.456	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	15	4	831	1210	0.013	15	131	0.0	0.0	3.313	A
2 - A47 Normandy Way (North)	957	239	36	2002	0.478	957	810	1.0	1.0	3.787	A
3 - Roston Drive	442	110	743	1119	0.395	441	250	0.7	0.7	5.845	A
4 - A47 Dodwells Road (South)	587	147	375	1731	0.339	587	809	0.6	0.6	3.460	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	13	3	680	1305	0.010	13	107	0.0	0.0	3.062	A
2 - A47 Normandy Way (North)	781	195	30	2007	0.389	782	663	1.0	0.7	3.237	A
3 - Roston Drive	360	90	608	1193	0.302	361	204	0.7	0.5	4.768	A
4 - A47 Dodwells Road (South)	479	120	307	1776	0.270	480	662	0.6	0.4	3.055	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	11	3	569	1375	0.008	11	90	0.0	0.0	2.901	A
2 - A47 Normandy Way (North)	654	164	25	2010	0.326	655	555	0.7	0.5	2.925	A
3 - Roston Drive	302	75	509	1247	0.242	302	171	0.5	0.4	4.194	A
4 - A47 Dodwells Road (South)	401	100	257	1809	0.222	402	554	0.4	0.3	2.815	A

Survey 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A47 Normandy Way (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A47 Dodwells Road (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.21	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	68	4 - A47 Dodwells Road (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Survey 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Triumph Access		ONE HOUR	✓	164	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	628	100.000
3 - Roston Drive		ONE HOUR	✓	306	100.000
4 - A47 Dodwells Road (South)		ONE HOUR	✓	849	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Triumph Access	2 - A47 Normandy Way (North)	3 - Roston Drive	4 - A47 Dodwells Road (South)
From	1 - Triumph Access	0	78	30	56
	2 - A47 Normandy Way (North)	7	0	226	395
	3 - Roston Drive	8	243	0	55
	4 - A47 Dodwells Road (South)	7	693	149	0

Proportions

	To		
		1 - Triumph Access	2 - A47 Normandy Way (North)
From	1 - Triumph Access	0.00	0.48
	2 - A47 Normandy Way (North)	0.01	0.00
	3 - Roston Drive	0.03	0.79
	4 - A47 Dodwells Road (South)	0.01	0.82

Vehicle Mix

HV %s

	To				
From		1 - Triumph Access	2 - A47 Normandy Way (North)	3 - Roston Drive	4 - A47 Dodwells Road (South)
	1 - Triumph Access	10	10	10	10
	2 - A47 Normandy Way (North)	10	10	10	10
	3 - Roston Drive	10	10	10	10
	4 - A47 Dodwells Road (South)	10	10	10	10

Av. PCU Per Veh

	To			
		1 - Triumph Access	2 - A47 Normandy Way (North)	
From	1 - Triumph Access	1.100	1.100	
	2 - A47 Normandy Way (North)	1.100	1.100	
	3 - Roston Drive	1.100	1.100	
	4 - A47 Dodwells Road (South)	1.100	1.100	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	1 - Triumph Access	123	123
	2 - A47 Normandy Way (North)	473	473
	3 - Roston Drive	230	230
	4 - A47 Dodwells Road (South)	639	639
16:30-16:45	1 - Triumph Access	147	147
	2 - A47 Normandy Way (North)	565	565
	3 - Roston Drive	275	275
	4 - A47 Dodwells Road (South)	763	763
16:45-17:00	1 - Triumph Access	181	181
	2 - A47 Normandy Way (North)	691	691
	3 - Roston Drive	337	337
	4 - A47 Dodwells Road (South)	935	935
17:00-17:15	1 - Triumph Access	181	181
	2 - A47 Normandy Way (North)	691	691
	3 - Roston Drive	337	337
	4 - A47 Dodwells Road (South)	935	935
17:15-17:30	1 - Triumph Access	147	147
	2 - A47 Normandy Way (North)	565	565
	3 - Roston Drive	275	275
	4 - A47 Dodwells Road (South)	763	763
17:30-17:45	1 - Triumph Access	123	123
	2 - A47 Normandy Way (North)	473	473
	3 - Roston Drive	230	230
	4 - A47 Dodwells Road (South)	639	639

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Triumph Access	0.18	4.94	0.2	A	150	226
2 - A47 Normandy Way (North)	0.37	3.41	0.7	A	576	864
3 - Roston Drive	0.27	4.34	0.4	A	281	421
4 - A47 Dodwells Road (South)	0.52	4.62	1.2	A	779	1169

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	123	31	814	1221	0.101	123	17	0.0	0.1	3.604	A
2 - A47 Normandy Way (North)	473	118	176	1907	0.248	471	761	0.0	0.4	2.755	A
3 - Roston Drive	230	58	344	1338	0.172	229	304	0.0	0.2	3.569	A
4 - A47 Dodwells Road (South)	639	160	193	1851	0.345	637	380	0.0	0.6	3.255	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	147	37	974	1120	0.132	147	20	0.1	0.2	4.070	A
2 - A47 Normandy Way (North)	565	141	211	1884	0.300	564	911	0.4	0.5	3.000	A
3 - Roston Drive	275	69	411	1301	0.211	275	364	0.2	0.3	3.859	A
4 - A47 Dodwells Road (South)	763	191	232	1826	0.418	762	455	0.6	0.8	3.719	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	181	45	1193	983	0.184	180	24	0.2	0.2	4.930	A
2 - A47 Normandy Way (North)	691	173	258	1852	0.373	691	1115	0.5	0.7	3.409	A
3 - Roston Drive	337	84	504	1250	0.269	336	445	0.3	0.4	4.332	A
4 - A47 Dodwells Road (South)	935	234	284	1792	0.522	933	556	0.8	1.2	4.604	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	181	45	1195	982	0.184	181	24	0.2	0.2	4.942	A
2 - A47 Normandy Way (North)	691	173	259	1852	0.373	691	1116	0.7	0.7	3.412	A
3 - Roston Drive	337	84	504	1250	0.270	337	446	0.4	0.4	4.337	A
4 - A47 Dodwells Road (South)	935	234	284	1791	0.522	935	557	1.2	1.2	4.622	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	147	37	977	1118	0.132	148	20	0.2	0.2	4.081	A
2 - A47 Normandy Way (North)	565	141	212	1883	0.300	565	913	0.7	0.5	3.005	A
3 - Roston Drive	275	69	412	1300	0.212	276	365	0.4	0.3	3.867	A
4 - A47 Dodwells Road (South)	763	191	232	1826	0.418	765	456	1.2	0.8	3.740	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	123	31	818	1219	0.101	124	17	0.2	0.1	3.619	A
2 - A47 Normandy Way (North)	473	118	177	1907	0.248	473	764	0.5	0.4	2.764	A
3 - Roston Drive	230	58	345	1337	0.172	231	305	0.3	0.2	3.581	A
4 - A47 Dodwells Road (South)	639	160	194	1851	0.345	640	381	0.8	0.6	3.274	A

DM1 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A47 Normandy Way (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A47 Dodwells Road (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	38	2 - A47 Normandy Way (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DM1 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Triumph Access		ONE HOUR	✓	22	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	1270	100.000
3 - Roston Drive		ONE HOUR	✓	362	100.000
4 - A47 Dodwells Road (South)		ONE HOUR	✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Triumph Access	2 - A47 Normandy Way (North)	3 - Roston Drive	4 - A47 Dodwells Road (South)
From	1 - Triumph Access	0	11	0	11
	2 - A47 Normandy Way (North)	75	0	286	909
	3 - Roston Drive	22	280	0	60
	4 - A47 Dodwells Road (South)	36	515	0	0

Proportions

	To		
		1 - Triumph Access	2 - A47 Normandy Way (North)
From	1 - Triumph Access	0.00	0.50
	2 - A47 Normandy Way (North)	0.06	0.00
	3 - Roston Drive	0.06	0.77
	4 - A47 Dodwells Road (South)	0.07	0.93

Vehicle Mix

HV %s

	To				
From		1 - Triumph Access	2 - A47 Normandy Way (North)	3 - Roston Drive	4 - A47 Dodwells Road (South)
	1 - Triumph Access	10	10	10	10
	2 - A47 Normandy Way (North)	10	10	10	10
	3 - Roston Drive	10	10	10	10
	4 - A47 Dodwells Road (South)	10	10	10	10

Av. PCU Per Veh

	To		
		1 - Triumph Access	2 - A47 Normandy Way (North)
From	1 - Triumph Access	1.100	1.100
	2 - A47 Normandy Way (North)	1.100	1.100
	3 - Roston Drive	1.100	1.100
	4 - A47 Dodwells Road (South)	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	1 - Triumph Access	17	17
	2 - A47 Normandy Way (North)	956	956
	3 - Roston Drive	273	273
	4 - A47 Dodwells Road (South)	415	415
07:45-08:00	1 - Triumph Access	20	20
	2 - A47 Normandy Way (North)	1142	1142
	3 - Roston Drive	325	325
	4 - A47 Dodwells Road (South)	495	495
08:00-08:15	1 - Triumph Access	24	24
	2 - A47 Normandy Way (North)	1398	1398
	3 - Roston Drive	399	399
	4 - A47 Dodwells Road (South)	607	607
08:15-08:30	1 - Triumph Access	24	24
	2 - A47 Normandy Way (North)	1398	1398
	3 - Roston Drive	399	399
	4 - A47 Dodwells Road (South)	607	607
08:30-08:45	1 - Triumph Access	20	20
	2 - A47 Normandy Way (North)	1142	1142
	3 - Roston Drive	325	325
	4 - A47 Dodwells Road (South)	495	495
08:45-09:00	1 - Triumph Access	17	17
	2 - A47 Normandy Way (North)	956	956
	3 - Roston Drive	273	273
	4 - A47 Dodwells Road (South)	415	415

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Triumph Access	0.02	3.42	0.0	A	20	30
2 - A47 Normandy Way (North)	0.69	6.38	2.5	A	1165	1748
3 - Roston Drive	0.43	7.51	0.8	A	332	498
4 - A47 Dodwells Road (South)	0.36	3.60	0.6	A	506	758

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	17	4	596	1358	0.012	17	100	0.0	0.0	2.951	A
2 - A47 Normandy Way (North)	956	239	8	2021	0.473	952	604	0.0	1.0	3.691	A
3 - Roston Drive	273	68	746	1117	0.244	271	214	0.0	0.4	4.672	A
4 - A47 Dodwells Road (South)	415	104	282	1793	0.231	414	735	0.0	0.3	2.869	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	20	5	714	1284	0.015	20	119	0.0	0.0	3.131	A
2 - A47 Normandy Way (North)	1142	285	10	2020	0.565	1140	724	1.0	1.4	4.490	A
3 - Roston Drive	325	81	893	1037	0.314	325	257	0.4	0.5	5.558	A
4 - A47 Dodwells Road (South)	495	124	338	1756	0.282	495	880	0.3	0.4	3.141	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	24	6	874	1183	0.020	24	146	0.0	0.0	3.415	A
2 - A47 Normandy Way (North)	1398	350	12	2019	0.693	1394	886	1.4	2.4	6.301	A
3 - Roston Drive	399	100	1092	927	0.430	397	314	0.5	0.8	7.451	A
4 - A47 Dodwells Road (South)	607	152	414	1706	0.356	606	1076	0.4	0.6	3.599	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	24	6	875	1182	0.020	24	146	0.0	0.0	3.418	A
2 - A47 Normandy Way (North)	1398	350	12	2019	0.693	1398	887	2.4	2.5	6.381	A
3 - Roston Drive	399	100	1095	926	0.431	399	315	0.8	0.8	7.510	A
4 - A47 Dodwells Road (South)	607	152	415	1705	0.356	607	1079	0.6	0.6	3.605	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	20	5	716	1282	0.015	20	120	0.0	0.0	3.138	A
2 - A47 Normandy Way (North)	1142	285	10	2020	0.565	1146	726	2.5	1.4	4.551	A
3 - Roston Drive	325	81	898	1034	0.315	327	258	0.8	0.5	5.608	A
4 - A47 Dodwells Road (South)	495	124	340	1754	0.282	496	884	0.6	0.4	3.148	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	17	4	599	1356	0.012	17	100	0.0	0.0	2.958	A
2 - A47 Normandy Way (North)	956	239	8	2021	0.473	958	608	1.4	1.0	3.732	A
3 - Roston Drive	273	68	750	1115	0.244	273	216	0.5	0.4	4.707	A
4 - A47 Dodwells Road (South)	415	104	284	1791	0.232	415	739	0.4	0.3	2.880	A

DM1 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A47 Normandy Way (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A47 Dodwells Road (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.12	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	32	4 - A47 Dodwells Road (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DM1 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Triumph Access		ONE HOUR	✓	168	100.000
2 - A47 Normandy Way (North)		ONE HOUR	✓	983	100.000
3 - Roston Drive		ONE HOUR	✓	329	100.000
4 - A47 Dodwells Road (South)		ONE HOUR	✓	1077	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Triumph Access	2 - A47 Normandy Way (North)	3 - Roston Drive	4 - A47 Dodwells Road (South)
From	1 - Triumph Access	0	73	39	56
	2 - A47 Normandy Way (North)	6	0	289	688
	3 - Roston Drive	3	326	0	0
	4 - A47 Dodwells Road (South)	7	961	109	0

Proportions

	To		
		1 - Triumph Access	2 - A47 Normandy Way (North)
From	1 - Triumph Access	0.00	0.43
	2 - A47 Normandy Way (North)	0.01	0.00
	3 - Roston Drive	0.01	0.99
	4 - A47 Dodwells Road (South)	0.01	0.89

Vehicle Mix

HV %s

	To				
From		1 - Triumph Access	2 - A47 Normandy Way (North)	3 - Roston Drive	4 - A47 Dodwells Road (South)
	1 - Triumph Access	10	10	10	10
	2 - A47 Normandy Way (North)	10	10	10	10
	3 - Roston Drive	10	10	10	10
	4 - A47 Dodwells Road (South)	10	10	10	10

Av. PCU Per Veh

	To			
		1 - Triumph Access	2 - A47 Normandy Way (North)	
From	1 - Triumph Access	1.100	1.100	
	2 - A47 Normandy Way (North)	1.100	1.100	
	3 - Roston Drive	1.100	1.100	
	4 - A47 Dodwells Road (South)	1.100	1.100	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	1 - Triumph Access	126	126
	2 - A47 Normandy Way (North)	740	740
	3 - Roston Drive	248	248
	4 - A47 Dodwells Road (South)	811	811
16:30-16:45	1 - Triumph Access	151	151
	2 - A47 Normandy Way (North)	884	884
	3 - Roston Drive	296	296
	4 - A47 Dodwells Road (South)	968	968
16:45-17:00	1 - Triumph Access	185	185
	2 - A47 Normandy Way (North)	1082	1082
	3 - Roston Drive	362	362
	4 - A47 Dodwells Road (South)	1186	1186
17:00-17:15	1 - Triumph Access	185	185
	2 - A47 Normandy Way (North)	1082	1082
	3 - Roston Drive	362	362
	4 - A47 Dodwells Road (South)	1186	1186
17:15-17:30	1 - Triumph Access	151	151
	2 - A47 Normandy Way (North)	884	884
	3 - Roston Drive	296	296
	4 - A47 Dodwells Road (South)	968	968
17:30-17:45	1 - Triumph Access	126	126
	2 - A47 Normandy Way (North)	740	740
	3 - Roston Drive	248	248
	4 - A47 Dodwells Road (South)	811	811

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Triumph Access	0.24	6.81	0.3	A	154	231
2 - A47 Normandy Way (North)	0.58	5.00	1.5	A	902	1353
3 - Roston Drive	0.34	5.57	0.6	A	302	453
4 - A47 Dodwells Road (South)	0.68	7.20	2.3	A	988	1482

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	126	32	1046	1075	0.118	126	12	0.0	0.1	4.169	A
2 - A47 Normandy Way (North)	740	185	153	1923	0.385	737	1019	0.0	0.7	3.333	A
3 - Roston Drive	248	62	563	1218	0.203	247	328	0.0	0.3	4.073	A
4 - A47 Dodwells Road (South)	811	203	251	1813	0.447	807	558	0.0	0.9	3.923	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	151	38	1253	945	0.160	151	14	0.1	0.2	4.984	A
2 - A47 Normandy Way (North)	884	221	183	1903	0.464	883	1221	0.7	0.9	3.877	A
3 - Roston Drive	296	74	673	1157	0.256	295	392	0.3	0.4	4.593	A
4 - A47 Dodwells Road (South)	968	242	301	1780	0.544	967	668	0.9	1.3	4.856	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	185	46	1532	770	0.240	184	18	0.2	0.3	6.762	A
2 - A47 Normandy Way (North)	1082	271	224	1875	0.577	1080	1493	0.9	1.5	4.968	A
3 - Roston Drive	362	91	824	1075	0.337	362	480	0.4	0.6	5.548	A
4 - A47 Dodwells Road (South)	1186	296	368	1736	0.683	1182	817	1.3	2.3	7.095	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	185	46	1537	767	0.241	185	18	0.3	0.3	6.807	A
2 - A47 Normandy Way (North)	1082	271	225	1875	0.577	1082	1497	1.5	1.5	4.997	A
3 - Roston Drive	362	91	826	1074	0.337	362	481	0.6	0.6	5.566	A
4 - A47 Dodwells Road (South)	1186	296	369	1735	0.683	1186	819	2.3	2.3	7.199	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	151	38	1260	941	0.161	152	14	0.3	0.2	5.020	A
2 - A47 Normandy Way (North)	884	221	184	1902	0.465	886	1227	1.5	1.0	3.905	A
3 - Roston Drive	296	74	676	1156	0.256	296	394	0.6	0.4	4.613	A
4 - A47 Dodwells Road (South)	968	242	302	1780	0.544	972	671	2.3	1.3	4.930	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Triumph Access	126	32	1053	1071	0.118	127	12	0.2	0.1	4.197	A
2 - A47 Normandy Way (North)	740	185	154	1923	0.385	741	1026	1.0	0.7	3.356	A
3 - Roston Drive	248	62	565	1216	0.204	248	330	0.4	0.3	4.093	A
4 - A47 Dodwells Road (South)	811	203	253	1812	0.447	813	561	1.3	0.9	3.969	A

Junctions 9													
ARCADY 9 - Roundabout Module													
Version: 9.5.2.1013													
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution													

Filename: J2 Junction Model Proposed (One Hour Profile) v2.0.j9
Path: X:\VC0453 Normandy Way, Hinckley\180 Dev App Data\Modelling
Report generation date: 19/12/2022 15:47:12

»DS1 2022, AM
 »DS1 2022, PM
 »DS2 2022, AM
 »DS2 2022, PM

Summary of junction performance

	AM							PM						
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	DS1 2022													
Arm 1	D5	0.5	4.64	0.30	A	5.86	36 % [Arm 3]	D6	0.8	7.93	0.43	A	7.43	22 % [Arm 4]
Arm 2		2.2	6.50	0.67	A				1.7	5.73	0.61	A		
Arm 3		0.9	8.26	0.46	A				0.6	6.25	0.37	A		
Arm 4		0.6	3.75	0.37	A				3.1	9.10	0.74	A		
	DS2 2022													
Arm 1	D7	0.4	4.34	0.26	A	5.48	41 % [Arm 3]	D8	0.5	6.50	0.33	A	6.29	30 % [Arm 4]
Arm 2		2.0	5.97	0.65	A				1.4	5.04	0.56	A		
Arm 3		0.8	7.69	0.43	A				0.6	5.63	0.34	A		
Arm 4		0.6	3.67	0.36	A				2.4	7.52	0.69	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 Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

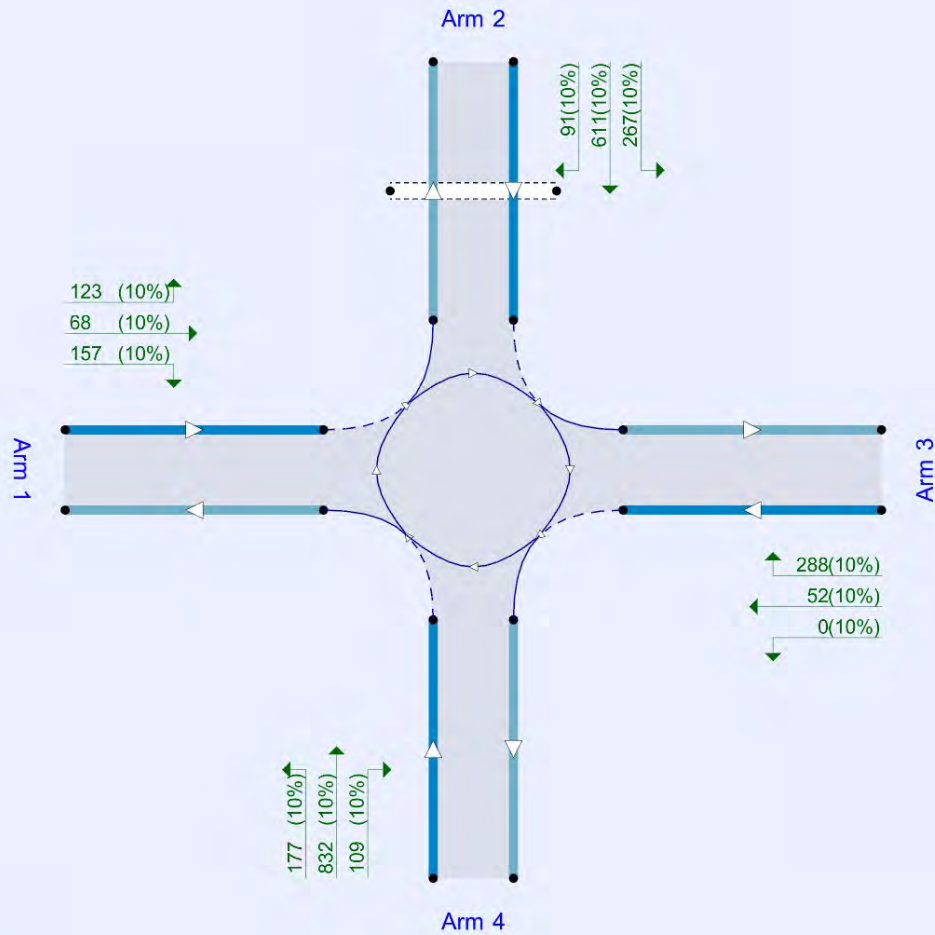
File summary

File Description

Title	Proposed Development, Normandy Way
Location	A47 / Roston Drive / Triumph Roundabout
Site number	
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTIO-PC1\m_cle
Description	One Hour Profile - Propsoed Layout (inc. signalised crossing on northern arm)

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DS1 2022	AM	ONE HOUR	07:30	09:00	15	✓
D6	DS1 2022	PM	ONE HOUR	16:15	17:45	15	✓
D7	DS2 2022	AM	ONE HOUR	07:30	09:00	15	✓
D8	DS2 2022	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

DS1 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 2 - Ped crossing	Ped crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.86	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	36	Arm 3

Arms

Arms

Arm	Name	Description
1	Triumph Access	
2	A47 Normandy Way (North)	
3	Roston Drive	
4	A47 Dodwells Road (South)	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1	3.65	7.30	11.4	52.2	50.0	24.8	
2	3.65	7.50	36.8	36.3	50.0	29.5	
3	3.10	6.50	28.9	10.9	50.0	45.8	
4	3.75	7.50	34.1	27.1	50.0	33.3	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2	8.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.629	1733
2	0.677	2027
3	0.548	1526
4	0.662	1979

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DS1 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	336	100.000
2		ONE HOUR	✓	1127	100.000
3		ONE HOUR	✓	366	100.000
4		ONE HOUR	✓	566	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1		
2	[ONEHOUR]	0.00
3		
4		

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	99	50	187
	2	105	0	247	775
	3	39	267	0	60
	4	97	469	0	0

Proportions

	To				
		1	2	3	4
From	1	0.00	0.29	0.15	0.56
	2	0.09	0.00	0.22	0.69
	3	0.11	0.73	0.00	0.16
	4	0.17	0.83	0.00	0.00

Vehicle Mix

HV %s

	To				
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Av. PCU Per Veh

	To				
		1	2	3	4
From	1	1.100	1.100	1.100	1.100
	2	1.100	1.100	1.100	1.100
	3	1.100	1.100	1.100	1.100
	4	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
07:30-07:45	1	253	253	
	2	848	848	0.00
	3	276	276	
	4	426	426	
07:45-08:00	1	302	302	
	2	1013	1013	0.00
	3	329	329	
	4	509	509	
08:00-08:15	1	370	370	
	2	1241	1241	0.00
	3	403	403	
	4	623	623	
08:15-08:30	1	370	370	
	2	1241	1241	0.00
	3	403	403	
	4	623	623	
08:30-08:45	1	302	302	
	2	1013	1013	0.00
	3	329	329	
	4	509	509	
08:45-09:00	1	253	253	
	2	848	848	0.00
	3	276	276	
	4	426	426	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.30	4.64	0.5	A	308	462
2	0.67	6.50	2.2	A	1034	1551
3	0.46	8.26	0.9	A	336	504
4	0.37	3.75	0.6	A	519	779

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	253	63	552		1386	0.183	252	181	0.0	0.2	3.489	A
2	848	212	178	0.00	1906	0.445	845	626	0.0	0.9	3.718	A
3	276	69	800		1088	0.253	274	223	0.0	0.4	4.858	A
4	426	107	308		1776	0.240	425	766	0.0	0.3	2.929	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	302	76	661		1317	0.229	302	216	0.2	0.3	3.898	A
2	1013	253	213	0.00	1883	0.538	1012	750	0.9	1.3	4.537	A
3	329	82	958		1001	0.329	328	267	0.4	0.5	5.879	A
4	509	127	369		1735	0.293	508	917	0.3	0.5	3.227	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370	92	809		1224	0.302	369	265	0.3	0.5	4.628	A
2	1241	310	261	0.00	1850	0.671	1237	917	1.3	2.2	6.420	A
3	403	101	1172		884	0.456	401	326	0.5	0.9	8.182	A
4	623	156	451		1681	0.371	622	1122	0.5	0.6	3.739	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370	92	810		1223	0.302	370	265	0.5	0.5	4.640	A
2	1241	310	261	0.00	1850	0.671	1241	919	2.2	2.2	6.496	A
3	403	101	1175		882	0.457	403	327	0.9	0.9	8.259	A
4	623	156	452		1680	0.371	623	1125	0.6	0.6	3.746	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	302	76	663		1316	0.230	303	217	0.5	0.3	3.911	A
2	1013	253	213	0.00	1882	0.538	1017	753	2.2	1.3	4.596	A
3	329	82	962		999	0.329	331	268	0.9	0.5	5.941	A
4	509	127	371		1734	0.293	510	922	0.6	0.5	3.238	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	253	63	555		1384	0.183	253	182	0.3	0.2	3.505	A
2	848	212	179	0.00	1906	0.445	850	630	1.3	0.9	3.758	A
3	276	69	805		1085	0.254	276	224	0.5	0.4	4.901	A
4	426	107	310		1774	0.240	427	771	0.5	0.3	2.941	A

DS1 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	untitled	Standard Roundabout		1, 2, 3, 4	7.43	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	22	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DS1 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	348	100.000
2		ONE HOUR	✓	969	100.000
3		ONE HOUR	✓	340	100.000
4		ONE HOUR	✓	1118	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1		
2	[ONEHOUR]	10.00
3		
4		

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	123	68	157
	2	91	0	267	611
	3	52	288	0	0
	4	177	832	109	0

Proportions

	To				
		1	2	3	4
From	1	0.00	0.35	0.20	0.45
	2	0.09	0.00	0.28	0.63
	3	0.15	0.85	0.00	0.00
	4	0.16	0.74	0.10	0.00

Vehicle Mix

HV %s

	To				
From		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Av. PCU Per Veh

	To				
From		1	2	3	4
	1	1.100	1.100	1.100	1.100
	2	1.100	1.100	1.100	1.100
	3	1.100	1.100	1.100	1.100
	4	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
16:15-16:30	1	262	262	
	2	730	730	7.53
	3	256	256	
	4	842	842	
16:30-16:45	1	313	313	
	2	871	871	8.99
	3	306	306	
	4	1005	1005	
16:45-17:00	1	383	383	
	2	1067	1067	11.01
	3	374	374	
	4	1231	1231	
17:00-17:15	1	383	383	
	2	1067	1067	11.01
	3	374	374	
	4	1231	1231	
17:15-17:30	1	313	313	
	2	871	871	8.99
	3	306	306	
	4	1005	1005	
17:30-17:45	1	262	262	
	2	730	730	7.53
	3	256	256	
	4	842	842	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	7.93	0.8	A	319	479
2	0.61	5.73	1.7	A	889	1334
3	0.37	6.25	0.6	A	312	468
4	0.74	9.10	3.1	A	1026	1539

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262	65	921		1154	0.227	261	240	0.0	0.3	4.427	A
2	730	182	250	7.53	1833	0.398	727	931	0.0	0.7	3.570	A
3	256	64	644		1173	0.218	255	333	0.0	0.3	4.306	A
4	842	210	323		1766	0.477	838	576	0.0	1.0	4.250	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	313	78	1103		1040	0.301	312	287	0.3	0.5	5.440	A
2	871	218	300	8.99	1800	0.484	870	1115	0.7	1.0	4.252	A
3	306	76	771		1104	0.277	305	398	0.3	0.4	4.958	A
4	1005	251	387		1723	0.583	1003	689	1.0	1.5	5.480	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383	96	1347		886	0.433	382	351	0.5	0.8	7.834	A
2	1067	267	366	11.01	1756	0.608	1064	1363	1.0	1.7	5.705	A
3	374	94	943		1009	0.371	373	487	0.4	0.6	6.219	A
4	1231	308	473		1666	0.739	1225	843	1.5	3.0	8.859	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383	96	1353		882	0.434	383	352	0.8	0.8	7.932	A
2	1067	267	368	11.01	1758	0.607	1067	1368	1.7	1.7	5.727	A
3	374	94	946		1008	0.371	374	489	0.6	0.6	6.250	A
4	1231	308	475		1665	0.739	1231	846	3.0	3.1	9.097	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	313	78	1111		1035	0.302	314	289	0.8	0.5	5.508	A
2	871	218	302	8.99	1803	0.483	874	1123	1.7	1.0	4.274	A
3	306	76	775		1102	0.277	307	401	0.6	0.4	4.986	A
4	1005	251	389		1722	0.584	1011	693	3.1	1.6	5.613	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262	65	928		1150	0.228	263	241	0.5	0.3	4.468	A
2	730	182	252	7.53	1836	0.397	731	938	1.0	0.7	3.589	A
3	256	64	648		1171	0.219	256	335	0.4	0.3	4.331	A
4	842	210	325		1764	0.477	844	579	1.6	1.0	4.312	A

DS2 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 2 - Ped crossing	Ped crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.48	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	41	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS2 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	291	100.000
2		ONE HOUR	✓	1100	100.000
3		ONE HOUR	✓	359	100.000
4		ONE HOUR	✓	551	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1		
2	[ONE HOUR]	0.00
3		
4		

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	86	43	162
	2	102	0	241	757
	3	38	262	0	59
	4	91	460	0	0

Proportions

	To				
	1	2	3	4	
From	1	0.00	0.30	0.15	0.56
	2	0.09	0.00	0.22	0.69
	3	0.11	0.73	0.00	0.16
	4	0.17	0.83	0.00	0.00

Vehicle Mix

HV %s

From	To				
		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Av. PCU Per Veh

From	To				
		1	2	3	4
	1	1.100	1.100	1.100	1.100
	2	1.100	1.100	1.100	1.100
	3	1.100	1.100	1.100	1.100
	4	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
07:30-07:45	1	219	219	
	2	828	828	0.00
	3	270	270	
	4	415	415	
07:45-08:00	1	262	262	
	2	989	989	0.00
	3	323	323	
	4	495	495	
08:00-08:15	1	320	320	
	2	1211	1211	0.00
	3	395	395	
	4	607	607	
08:15-08:30	1	320	320	
	2	1211	1211	0.00
	3	395	395	
	4	607	607	
08:30-08:45	1	262	262	
	2	989	989	0.00
	3	323	323	
	4	495	495	
08:45-09:00	1	219	219	
	2	828	828	0.00
	3	270	270	
	4	415	415	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.26	4.34	0.4	A	267	401
2	0.65	5.97	2.0	A	1009	1514
3	0.43	7.69	0.8	A	329	494
4	0.36	3.67	0.6	A	506	758

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219	55	541		1392	0.157	218	173	0.0	0.2	3.371	A
2	828	207	154	0.00	1910	0.434	825	606	0.0	0.8	3.638	A
3	270	68	766		1107	0.244	269	213	0.0	0.4	4.719	A
4	415	104	301		1780	0.233	413	733	0.0	0.3	2.895	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262	65	648		1325	0.197	261	207	0.2	0.3	3.722	A
2	989	247	184	0.00	1902	0.520	988	726	0.8	1.2	4.324	A
3	323	81	917		1024	0.315	322	255	0.4	0.5	5.639	A
4	495	124	361		1741	0.285	495	878	0.3	0.4	3.179	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	320	80	793		1234	0.260	320	254	0.3	0.4	4.330	A
2	1211	303	225	0.00	1874	0.646	1208	888	1.2	2.0	5.916	A
3	395	99	1121		912	0.434	394	312	0.5	0.8	7.630	A
4	607	152	441		1687	0.360	606	1074	0.4	0.6	3.660	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	320	80	795		1233	0.260	320	254	0.4	0.4	4.338	A
2	1211	303	226	0.00	1874	0.646	1211	890	2.0	2.0	5.971	A
3	395	99	1124		910	0.434	395	313	0.8	0.8	7.690	A
4	607	152	443		1687	0.360	607	1077	0.6	0.6	3.666	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262	65	651		1324	0.198	262	208	0.4	0.3	3.733	A
2	989	247	185	0.00	1902	0.520	992	728	2.0	1.2	4.367	A
3	323	81	921		1022	0.316	324	256	0.8	0.5	5.686	A
4	495	124	363		1739	0.285	496	882	0.6	0.4	3.186	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219	55	544		1390	0.158	219	174	0.3	0.2	3.383	A
2	828	207	155	0.00	1910	0.434	830	609	1.2	0.8	3.668	A
3	270	68	770		1104	0.245	271	214	0.5	0.4	4.755	A
4	415	104	303		1779	0.233	415	738	0.4	0.3	2.904	A

DS2 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	untitled	Standard Roundabout		1, 2, 3, 4	6.29	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	30	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS2 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	271	100.000
2		ONE HOUR	✓	919	100.000
3		ONE HOUR	✓	323	100.000
4		ONE HOUR	✓	1057	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1		
2	[ONEHOUR]	10.00
3		
4		

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	102	55	114
	2	74	0	258	587
	3	43	280	0	0
	4	144	806	107	0

Proportions

	To				
		1	2	3	4
From	1	0.00	0.38	0.20	0.42
	2	0.08	0.00	0.28	0.64
	3	0.13	0.87	0.00	0.00
	4	0.14	0.76	0.10	0.00

Vehicle Mix

HV %s

	To				
From		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Av. PCU Per Veh

	To				
From		1	2	3	4
	1	1.100	1.100	1.100	1.100
	2	1.100	1.100	1.100	1.100
	3	1.100	1.100	1.100	1.100
	4	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Ped Demand (Ped/hr)
16:15-16:30	1	204	204	
	2	692	692	7.53
	3	243	243	
	4	796	796	
16:30-16:45	1	244	244	
	2	826	826	8.99
	3	290	290	
	4	950	950	
16:45-17:00	1	298	298	
	2	1012	1012	11.01
	3	356	356	
	4	1164	1164	
17:00-17:15	1	298	298	
	2	1012	1012	11.01
	3	356	356	
	4	1164	1164	
17:15-17:30	1	244	244	
	2	826	826	8.99
	3	290	290	
	4	950	950	
17:30-17:45	1	204	204	
	2	692	692	7.53
	3	243	243	
	4	796	796	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	6.50	0.5	A	249	373
2	0.56	5.04	1.4	A	843	1265
3	0.34	5.63	0.6	A	296	445
4	0.69	7.52	2.4	A	970	1455

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	204	51	894		1171	0.174	203	196	0.0	0.2	4.090	A
2	692	173	207	7.53	1862	0.372	689	890	0.0	0.6	3.370	A
3	243	61	581		1208	0.201	242	315	0.0	0.3	4.097	A
4	796	199	298		1782	0.446	792	526	0.0	0.9	3.987	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	244	61	1071		1060	0.230	243	234	0.2	0.3	4.848	A
2	826	207	248	8.99	1834	0.451	825	1066	0.6	0.9	3.922	A
3	290	73	696		1145	0.254	290	377	0.3	0.4	4.630	A
4	950	238	356		1744	0.545	949	629	0.9	1.3	4.971	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	298	75	1309		910	0.328	298	287	0.3	0.5	6.461	A
2	1012	253	303	11.01	1796	0.564	1010	1304	0.9	1.4	5.026	A
3	356	89	851		1059	0.336	355	461	0.4	0.6	5.614	A
4	1164	291	436		1691	0.688	1160	770	1.3	2.4	7.396	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	298	75	1313		907	0.329	298	287	0.5	0.5	6.504	A
2	1012	253	304	11.01	1798	0.563	1012	1308	1.4	1.4	5.038	A
3	356	89	853		1059	0.336	356	462	0.6	0.6	5.633	A
4	1164	291	437		1690	0.689	1164	772	2.4	2.4	7.516	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	244	61	1077		1056	0.231	244	235	0.5	0.3	4.884	A
2	826	207	249	8.99	1836	0.450	828	1072	1.4	0.9	3.937	A
3	290	73	698		1143	0.254	291	379	0.6	0.4	4.651	A
4	950	238	358		1743	0.545	954	632	2.4	1.3	5.052	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Ped demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	204	51	900		1167	0.175	204	197	0.3	0.2	4.115	A
2	692	173	208	7.53	1864	0.371	693	896	0.9	0.7	3.385	A
3	243	61	584		1206	0.202	244	317	0.4	0.3	4.117	A
4	796	199	299		1781	0.447	798	529	1.3	0.9	4.032	A

Junctions 9													
PICADY 9 - Priority Intersection Module													
Version: 9.5.2.1013													
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Filename: T1 Junction Model Proposed (One Hour Profile) v2.0.j9
Path: X:\VC0453 Normandy Way, Hinckley\180 Dev App Data\Modelling
Report generation date: 19/12/2022 15:14:46

»DS1 2022, AM
 »DS1 2022, PM
 »DS2 2022, AM
 »DS2 2022, PM

Summary of junction performance

	AM							PM						
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	DS1 2022													
Stream B-AC	D5	0.1	8.14	0.05	A	0.30	292 %	D6	0.7	12.94	0.38	B	3.24	64 %
Stream C-AB		0.0	0.00	0.00	A		[Stream B-AC]		0.0	0.00	0.00	A		[Stream B-AC]
	DS2 2022													
Stream B-AC	D7	0.1	7.97	0.04	A	0.32	325 %	D8	0.6	11.79	0.36	B	3.67	81 %
Stream C-AB		0.0	0.00	0.00	A		[Stream B-AC]		0.0	0.00	0.00	A		[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

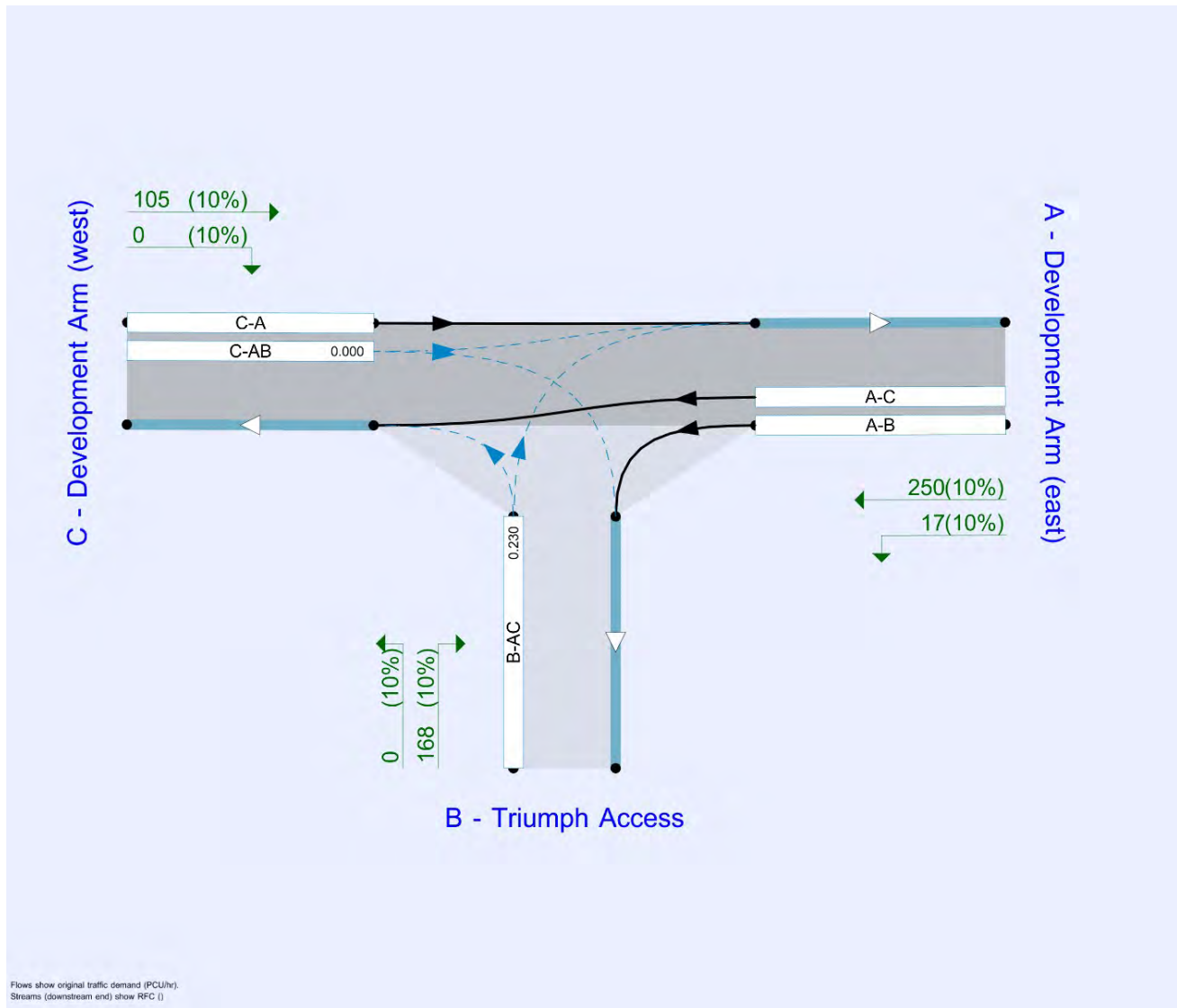
File summary

File Description

Title	Proposed Development, Normandy Way
Location	Proposed Development / New Triumph Access
Site number	
Date	14/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTIO-PC1\m_cle
Description	One Hour Profile

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DS1 2022	AM	ONE HOUR	07:30	09:00	15	✓
D6	DS1 2022	PM	ONE HOUR	16:15	17:45	15	✓
D7	DS2 2022	AM	ONE HOUR	07:30	09:00	15	✓
D8	DS2 2022	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

DS1 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	292	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Development Arm (east)		Major
B	Triumph Access		Minor
C	Development Arm (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Development Arm (west)	7.40			43.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Triumph Access	One lane	5.00	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	615	0.105	0.266	0.167	0.380
B-C	781	0.112	0.284	-	-
C-B	599	0.218	0.218	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DS1 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Development Arm (east)		ONE HOUR	✓	242	100.000
B - Triumph Access		ONE HOUR	✓	21	100.000
C - Development Arm (west)		ONE HOUR	✓	316	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	0	132	110
	B - Triumph Access	21	0	0
	C - Development Arm (west)	316	0	0

Proportions

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	0.00	0.55	0.45
	B - Triumph Access	1.00	0.00	0.00
	C - Development Arm (west)	1.00	0.00	0.00

Vehicle Mix

HV %s

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	10	10	10
	B - Triumph Access	10	10	10
	C - Development Arm (west)	10	10	10

Av. PCU Per Veh

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	1.100	1.100	1.1
	B - Triumph Access	1.100	1.100	1.1
	C - Development Arm (west)	1.100	1.100	1.1

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - Development Arm (east)	182	182
	B - Triumph Access	16	16
	C - Development Arm (west)	238	238
07:45-08:00	A - Development Arm (east)	218	218
	B - Triumph Access	19	19
	C - Development Arm (west)	284	284
08:00-08:15	A - Development Arm (east)	266	266
	B - Triumph Access	23	23
	C - Development Arm (west)	348	348
08:15-08:30	A - Development Arm (east)	266	266
	B - Triumph Access	23	23
	C - Development Arm (west)	348	348
08:30-08:45	A - Development Arm (east)	218	218
	B - Triumph Access	19	19
	C - Development Arm (west)	284	284
08:45-09:00	A - Development Arm (east)	182	182
	B - Triumph Access	16	16
	C - Development Arm (west)	238	238

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	8.14	0.1	A	19	29
C-AB	0.00	0.00	0.0	A	0	0
C-A					290	435
A-B					121	182
A-C					101	151

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	543	0.029	16	0.0	0.0	7.506	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	238	59			238				
A-B	99	25			99				
A-C	83	21			83				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	529	0.036	19	0.0	0.0	7.762	A
C-AB	0	0	551	0.000	0	0.0	0.0	0.000	A
C-A	284	71			284				
A-B	119	30			119				
A-C	99	25			99				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	510	0.045	23	0.0	0.1	8.139	A
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	348	87			348				
A-B	145	36			145				
A-C	121	30			121				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	510	0.045	23	0.1	0.1	8.139	A
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	348	87			348				
A-B	145	36			145				
A-C	121	30			121				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	529	0.036	19	0.1	0.0	7.763	A
C-AB	0	0	551	0.000	0	0.0	0.0	0.000	A
C-A	284	71			284				
A-B	119	30			119				
A-C	99	25			99				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	543	0.029	16	0.0	0.0	7.510	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	238	59			238				
A-B	99	25			99				
A-C	83	21			83				

DS1 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.24	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	64	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DS1 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Development Arm (east)		ONE HOUR	✓	321	100.000
B - Triumph Access		ONE HOUR	✓	168	100.000
C - Development Arm (west)		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From	A - Development Arm (east)	0	17	304
	B - Triumph Access	168	0	0
	C - Development Arm (west)	181	0	0

Proportions

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From	A - Development Arm (east)	0.00	0.05	0.00
	B - Triumph Access	1.00	0.00	0.00
	C - Development Arm (west)	1.00	0.00	0.00

Vehicle Mix

HV %s

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From	A - Development Arm (east)	10	10	10
	B - Triumph Access	10	10	10
	C - Development Arm (west)	10	10	10

Av. PCU Per Veh

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From	A - Development Arm (east)	1.100	1.100	1.1
	B - Triumph Access	1.100	1.100	1.1
	C - Development Arm (west)	1.100	1.100	1.1

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	A - Development Arm (east)	242	242
	B - Triumph Access	126	126
	C - Development Arm (west)	136	136
16:30-16:45	A - Development Arm (east)	289	289
	B - Triumph Access	151	151
	C - Development Arm (west)	163	163
16:45-17:00	A - Development Arm (east)	353	353
	B - Triumph Access	185	185
	C - Development Arm (west)	199	199
17:00-17:15	A - Development Arm (east)	353	353
	B - Triumph Access	185	185
	C - Development Arm (west)	199	199
17:15-17:30	A - Development Arm (east)	289	289
	B - Triumph Access	151	151
	C - Development Arm (west)	163	163
17:30-17:45	A - Development Arm (east)	242	242
	B - Triumph Access	126	126
	C - Development Arm (west)	136	136

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	12.94	0.7	B	154	231
C-AB	0.00	0.00	0.0	A	0	0
C-A					166	249
A-B					16	23
A-C					279	418

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	530	0.238	125	0.0	0.3	9.741	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	136	34			136				
A-B	13	3			13				
A-C	229	57			229				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	514	0.294	151	0.3	0.5	10.888	B
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	163	41			163				
A-B	15	4			15				
A-C	273	68			273				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	491	0.377	184	0.5	0.7	12.870	B
C-AB	0	0	522	0.000	0	0.0	0.0	0.000	A
C-A	199	50			199				
A-B	19	5			19				
A-C	335	84			335				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	491	0.377	185	0.7	0.7	12.936	B
C-AB	0	0	522	0.000	0	0.0	0.0	0.000	A
C-A	199	50			199				
A-B	19	5			19				
A-C	335	84			335				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	514	0.294	152	0.7	0.5	10.961	B
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	163	41			163				
A-B	15	4			15				
A-C	273	68			273				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	530	0.238	127	0.5	0.3	9.827	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	136	34			136				
A-B	13	3			13				
A-C	229	57			229				

DS2 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	325	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS2 2022	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Development Arm (east)		ONE HOUR	✓	233	100.000
B - Triumph Access		ONE HOUR	✓	21	100.000
C - Development Arm (west)		ONE HOUR	✓	276	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	0	132	101
	B - Triumph Access	21	0	0
	C - Development Arm (west)	276	0	0

Proportions

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	0.00	0.57	0.00
	B - Triumph Access	1.00	0.00	0.00
	C - Development Arm (west)	1.00	0.00	0.00

Vehicle Mix

HV %s

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	10	10	10
	B - Triumph Access	10	10	10
	C - Development Arm (west)	10	10	10

Av. PCU Per Veh

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	1.100	1.100	1.1
	B - Triumph Access	1.100	1.100	1.1
	C - Development Arm (west)	1.100	1.100	1.1

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - Development Arm (east)	175	175
	B - Triumph Access	16	16
	C - Development Arm (west)	208	208
07:45-08:00	A - Development Arm (east)	209	209
	B - Triumph Access	19	19
	C - Development Arm (west)	248	248
08:00-08:15	A - Development Arm (east)	257	257
	B - Triumph Access	23	23
	C - Development Arm (west)	304	304
08:15-08:30	A - Development Arm (east)	257	257
	B - Triumph Access	23	23
	C - Development Arm (west)	304	304
08:30-08:45	A - Development Arm (east)	209	209
	B - Triumph Access	19	19
	C - Development Arm (west)	248	248
08:45-09:00	A - Development Arm (east)	175	175
	B - Triumph Access	16	16
	C - Development Arm (west)	208	208

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	7.97	0.1	A	19	29
C-AB	0.00	0.00	0.0	A	0	0
C-A					253	380
A-B					121	182
A-C					93	139

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	550	0.029	16	0.0	0.0	7.410	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	208	52			208				
A-B	99	25			99				
A-C	76	19			76				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	537	0.035	19	0.0	0.0	7.638	A
C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
C-A	248	62			248				
A-B	119	30			119				
A-C	91	23			91				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	520	0.045	23	0.0	0.1	7.975	A
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	304	76			304				
A-B	145	36			145				
A-C	111	28			111				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	520	0.045	23	0.1	0.1	7.975	A
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	304	76			304				
A-B	145	36			145				
A-C	111	28			111				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	537	0.035	19	0.1	0.0	7.640	A
C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
C-A	248	62			248				
A-B	119	30			119				
A-C	91	23			91				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	550	0.029	16	0.0	0.0	7.414	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	208	52			208				
A-B	99	25			99				
A-C	76	19			76				

DS2 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.67	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	81	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS2 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Development Arm (east)		ONE HOUR	✓	267	100.000
B - Triumph Access		ONE HOUR	✓	168	100.000
C - Development Arm (west)		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	0	17	250
	B - Triumph Access	168	0	0
	C - Development Arm (west)	105	0	0

Proportions

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	0.00	0.06	0.00
	B - Triumph Access	1.00	0.00	0.00
	C - Development Arm (west)	1.00	0.00	0.00

Vehicle Mix

HV %s

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	10	10	10
	B - Triumph Access	10	10	10
	C - Development Arm (west)	10	10	10

Av. PCU Per Veh

	To			
		A - Development Arm (east)	B - Triumph Access	C - Development Arm (west)
From				
	A - Development Arm (east)	1.100	1.100	1.1
	B - Triumph Access	1.100	1.100	1.1
	C - Development Arm (west)	1.100	1.100	1.1

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	A - Development Arm (east)	201	201
	B - Triumph Access	126	126
	C - Development Arm (west)	79	79
16:30-16:45	A - Development Arm (east)	240	240
	B - Triumph Access	151	151
	C - Development Arm (west)	94	94
16:45-17:00	A - Development Arm (east)	294	294
	B - Triumph Access	185	185
	C - Development Arm (west)	116	116
17:00-17:15	A - Development Arm (east)	294	294
	B - Triumph Access	185	185
	C - Development Arm (west)	116	116
17:15-17:30	A - Development Arm (east)	240	240
	B - Triumph Access	151	151
	C - Development Arm (west)	94	94
17:30-17:45	A - Development Arm (east)	201	201
	B - Triumph Access	126	126
	C - Development Arm (west)	79	79

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.36	11.79	0.6	B	154	231
C-AB	0.00	0.00	0.0	A	0	0
C-A					96	145
A-B					16	23
A-C					229	344

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	551	0.230	125	0.0	0.3	9.278	A
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	79	20			79				
A-B	13	3			13				
A-C	188	47			188				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	538	0.281	151	0.3	0.4	10.208	B
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	94	24			94				
A-B	15	4			15				
A-C	225	56			225				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	521	0.355	184	0.4	0.6	11.741	B
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	116	29			116				
A-B	19	5			19				
A-C	275	69			275				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	521	0.355	185	0.6	0.6	11.787	B
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	116	29			116				
A-B	19	5			19				
A-C	275	69			275				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	538	0.281	152	0.6	0.4	10.265	B
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	94	24			94				
A-B	15	4			15				
A-C	225	56			225				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	551	0.230	127	0.4	0.3	9.352	A
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	79	20			79				
A-B	13	3			13				
A-C	188	47			188				

