



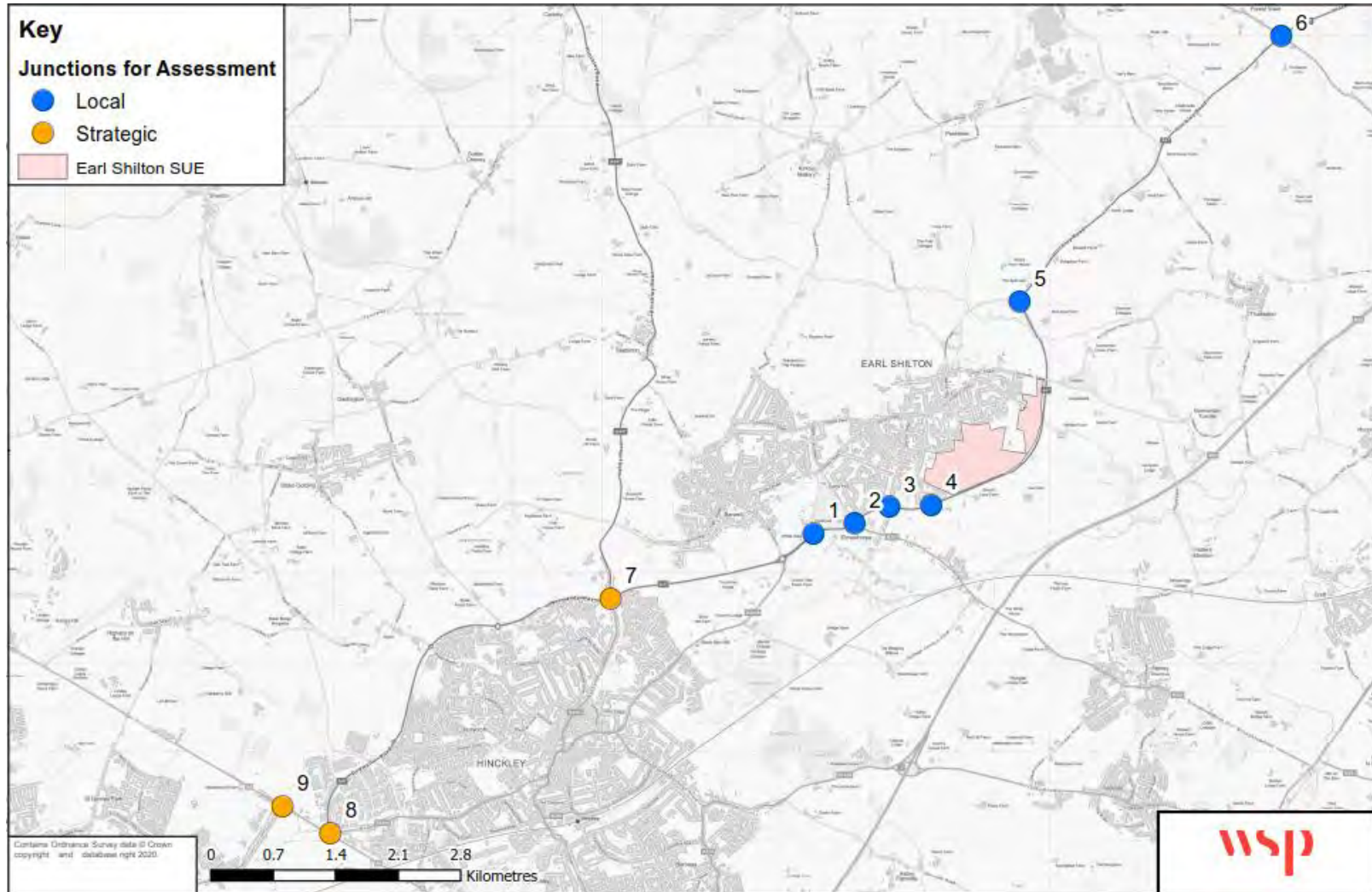
Appendix E

Traffic Data from PRTM

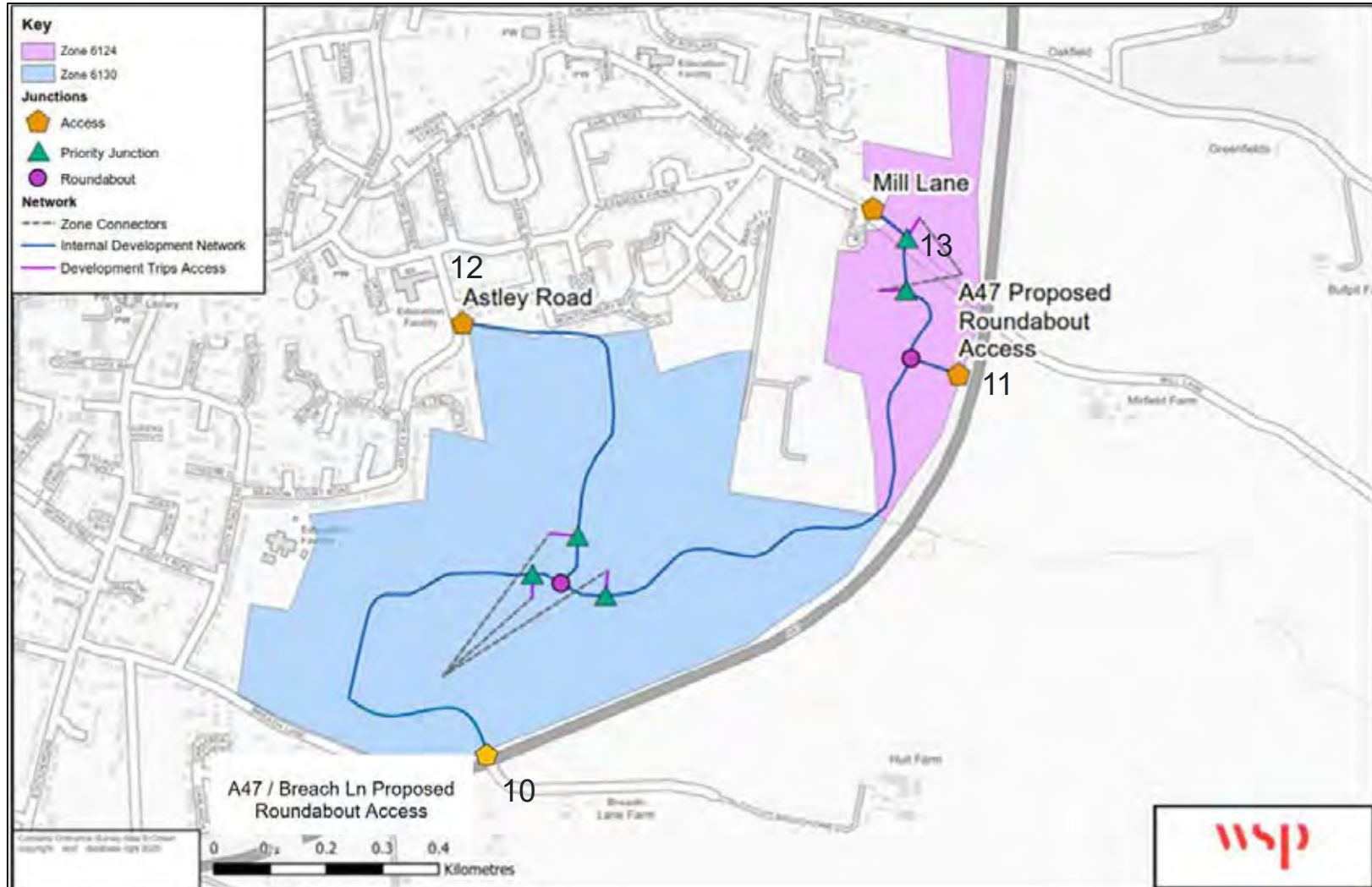
FLOW REQUESTED JUNCTIONS

Number	Junction Name
1	A47/ Leicester Road Junction
2	A47 / A581 Station Road Junction
3	A47 / Wilkinson lane Junction
4	A47 / Masefield Drive Junction
5	A47 / Leicester Road Junction
6	A47 Hinckley Road / B582 Leicester Lane / A582 Desford Road Junction
7	A47 / A447 Ashby Road Junction
8	Dodwells Roundabout
9	A5 / A47 The Long Shoot Junction
10	A47 / Breach lane
11	A47 / Earl Shilton Access
12	Astley Road / Earl Shilton Access
13	Mill Lane / Earl Shilton Access

LOCATIONS OF FLOW REQUESTED JUNCTIONS (1)



LOCATIONS OF FLOW REQUESTED JUNCTIONS (2)



LOCATIONS OF FLOW REQUESTED JUNCTIONS (2)



SCENARIOS

❑ 2021 Forecast Year

- ❑ **2021 DM: Core – no development and no associated infrastructure (this is assumed to be the ‘existing’ baseline).**

❑ 2026 Forecast Year

- ❑ **2026 DM: Core – no development and no associated infrastructure.**
- ❑ **2026 DS: Core + Full Development + Access Arrangements – 100% occupancy.**

❑ 2036 Forecast Year

- ❑ **2036 DM: Core – no development and no associated infrastructure.**
- ❑ **2036 DS: Core + Full Development + Access Arrangements – 100% occupancy.**

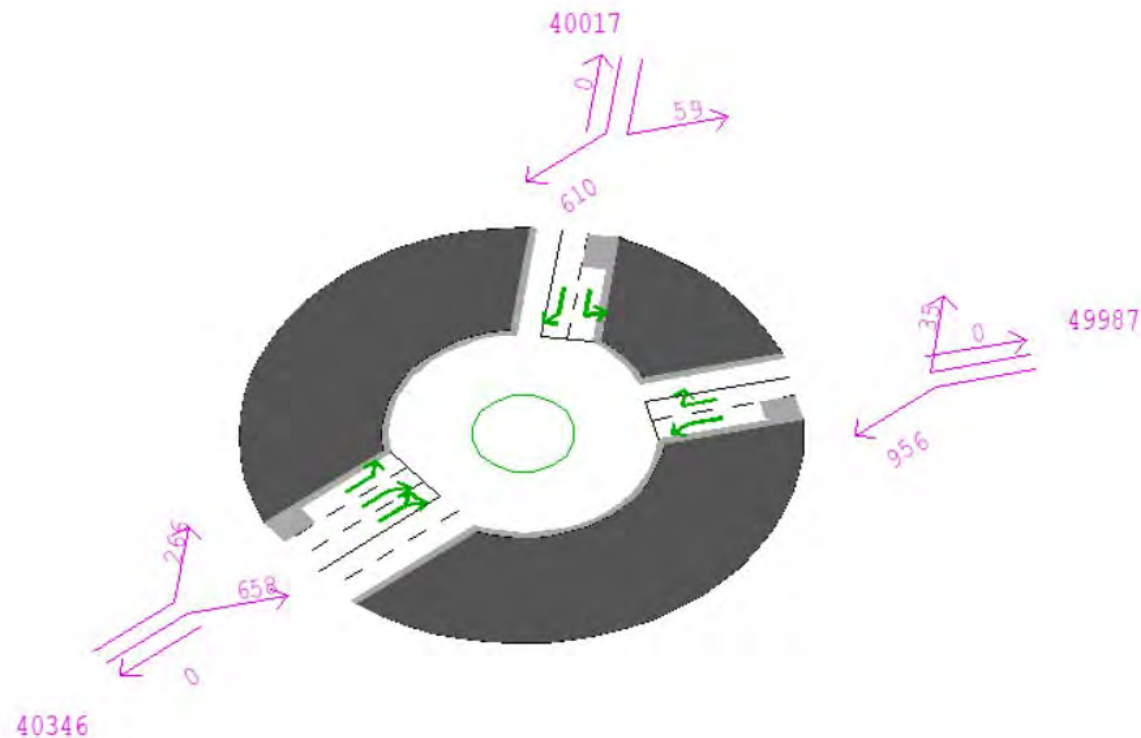


2021 DM

AM Peak

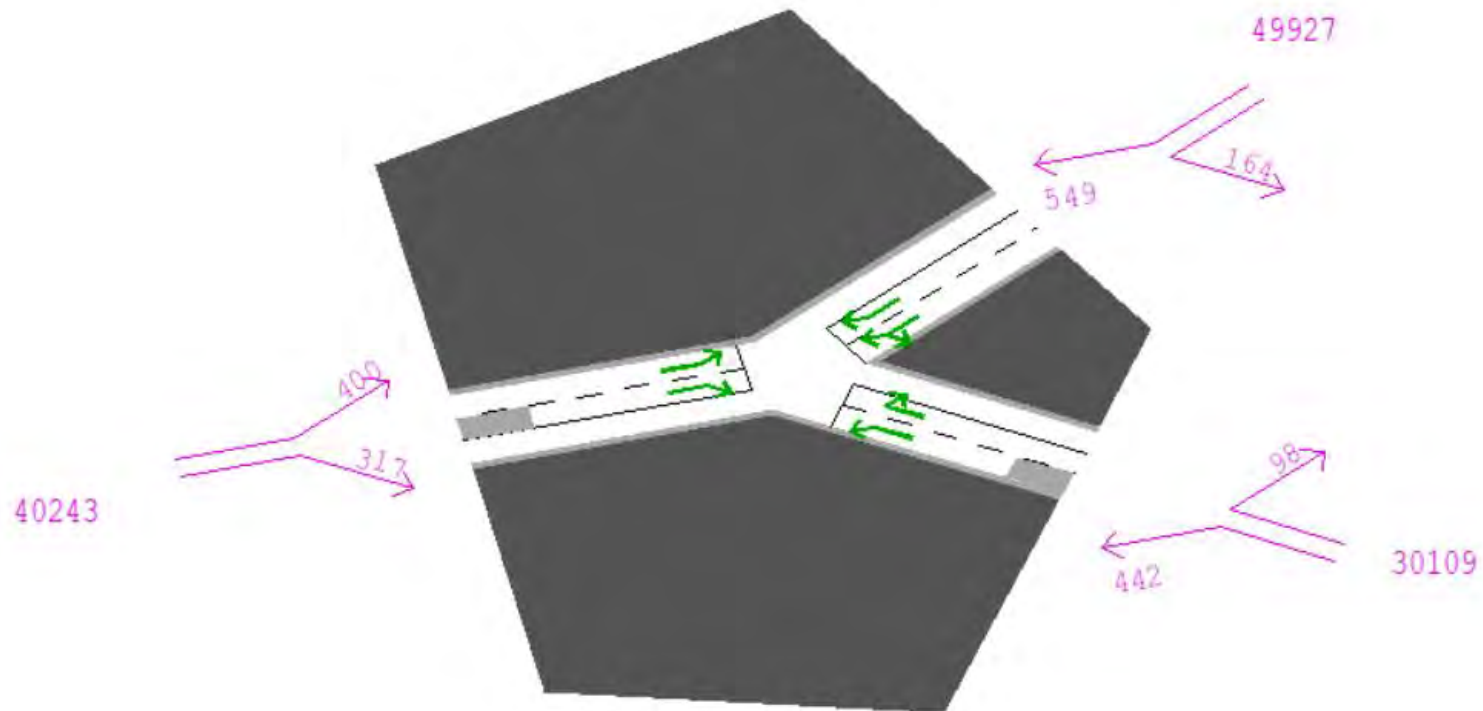
1. A47/ LEICESTER ROAD JUNCTION

2021 DM Scenario - AM Peak



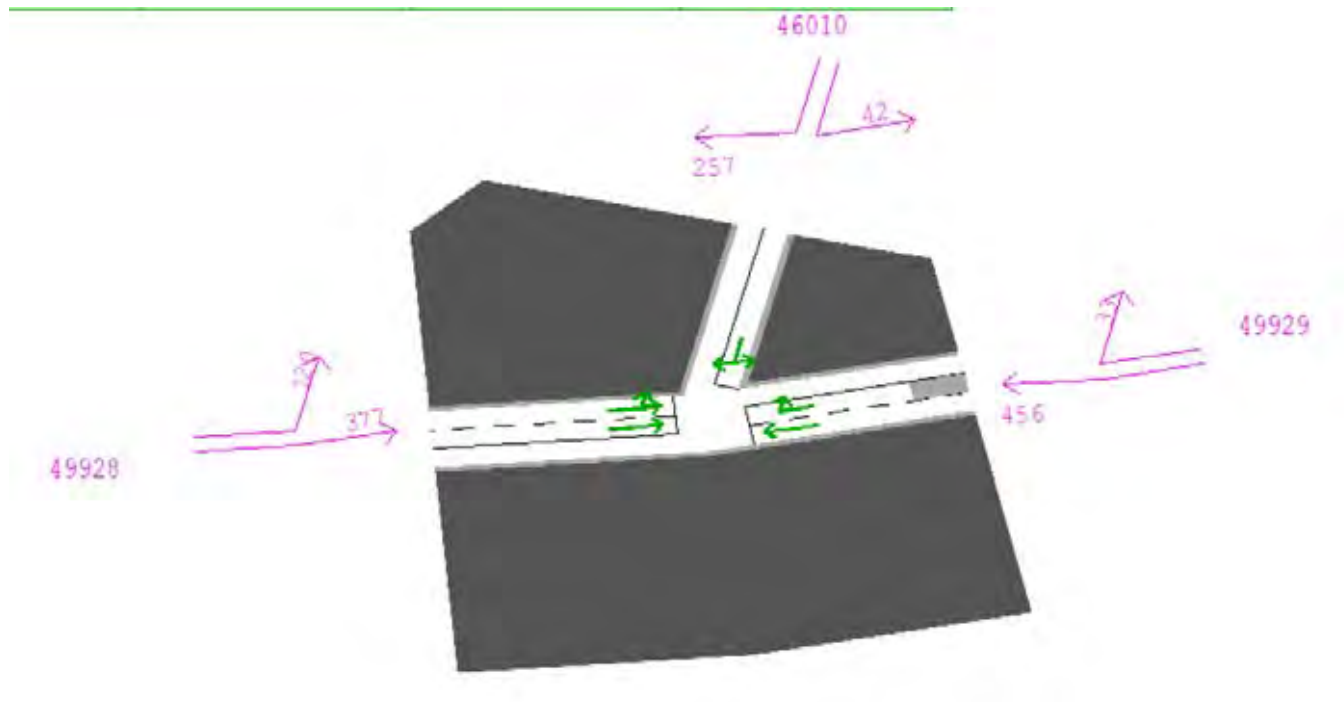
2. A47 / A581 STATION ROAD JUNCTION

2021 DM Scenario - AM Peak



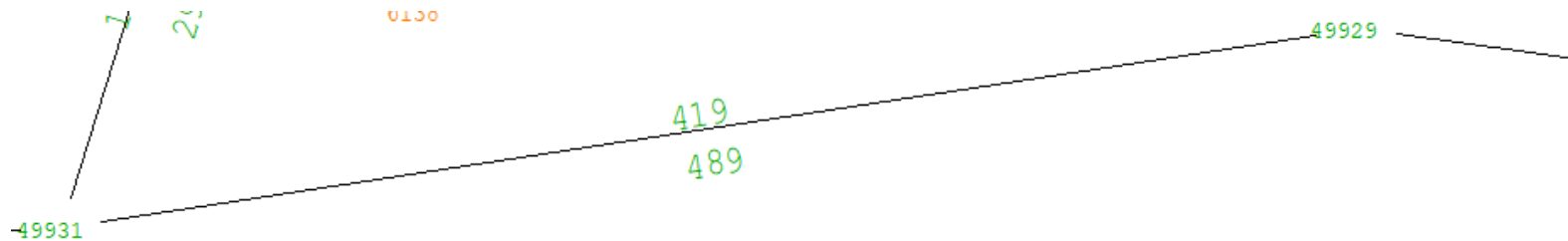
3. A47 / WILKINSON LANE JUNCTION

2021 DM Scenario - AM Peak



4. A47 / MASEFIELD DRIVE JUNCTION

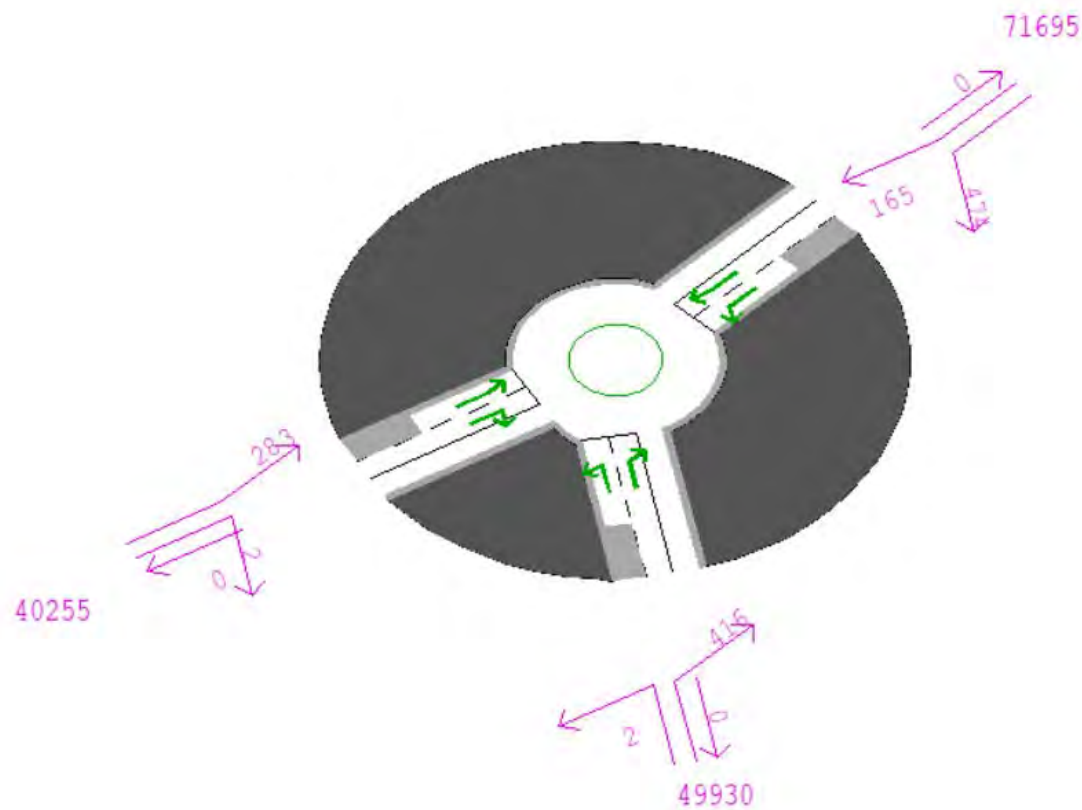
2021 DM Scenario - AM Peak



A47 / Masefield Drive Junction between 49931 and 49929 is not included in the model

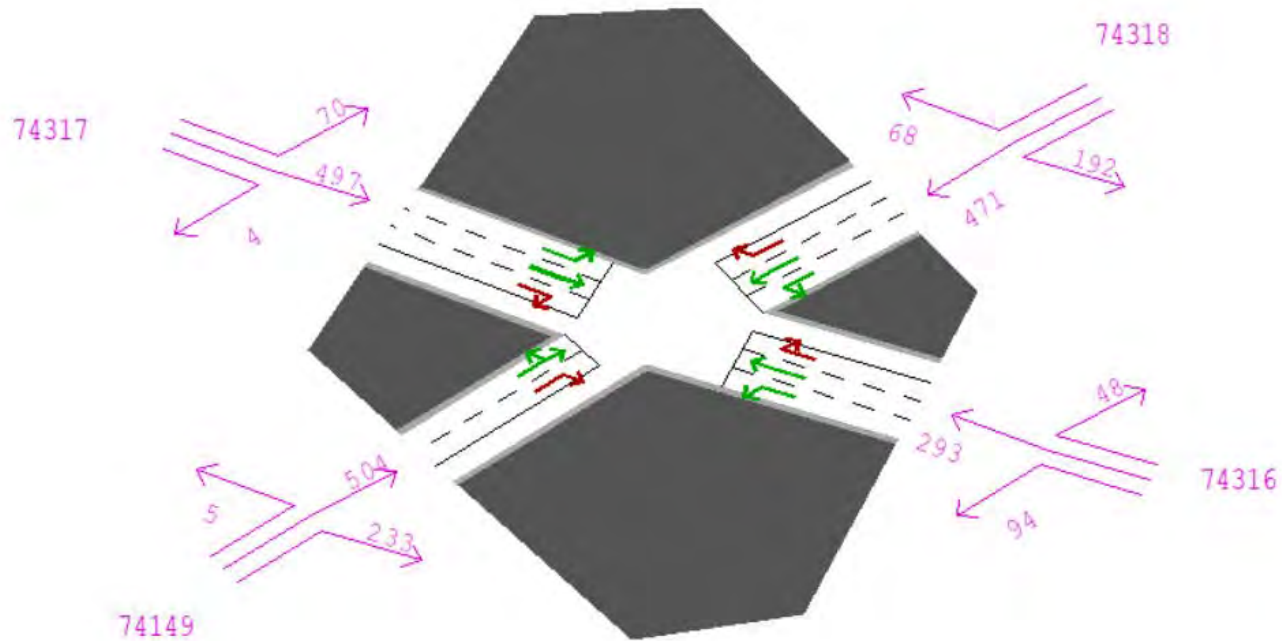
5. A47 / LEICESTER ROAD JUNCTION

2021 DM Scenario - AM Peak



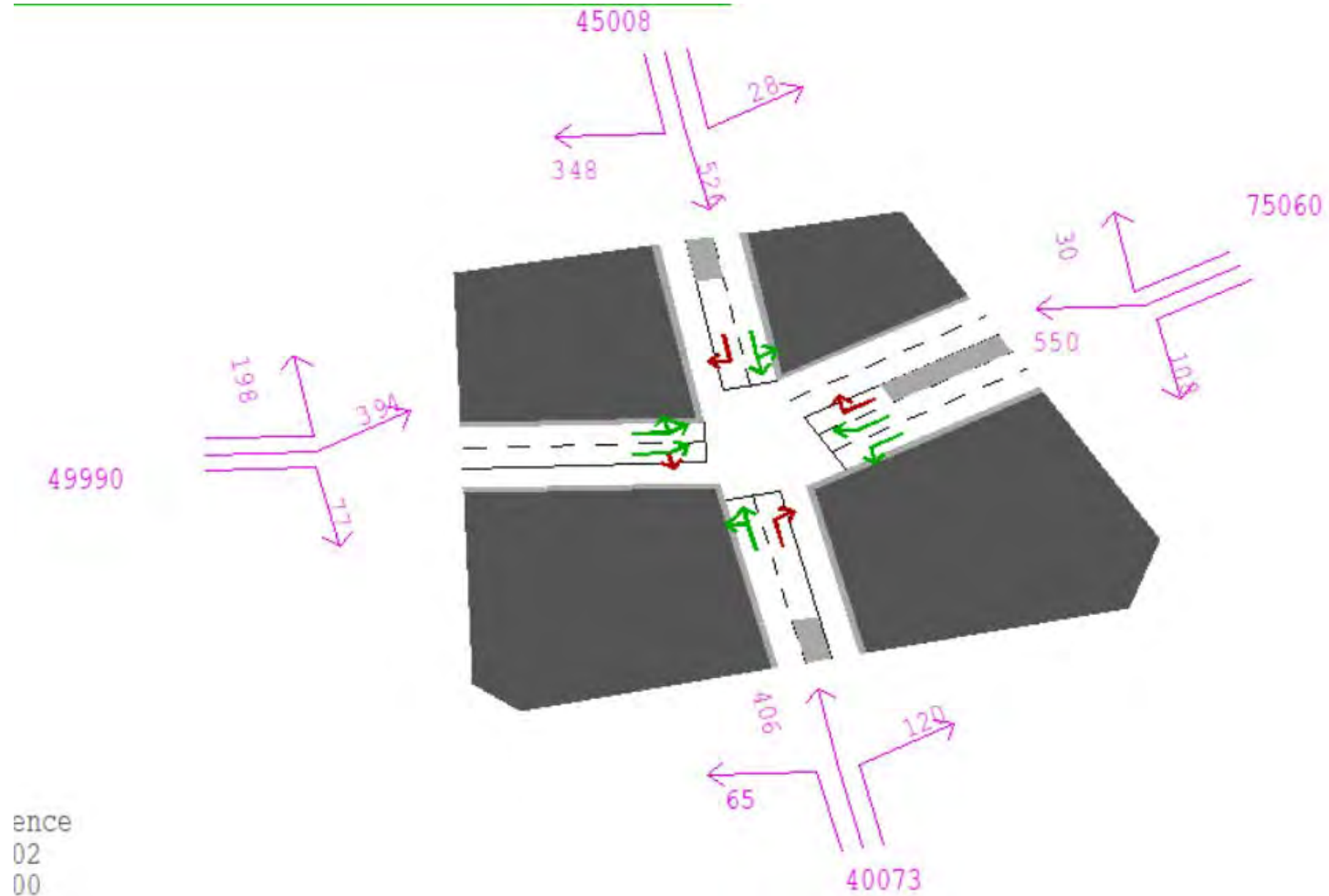
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2021 DM Scenario - AM Peak



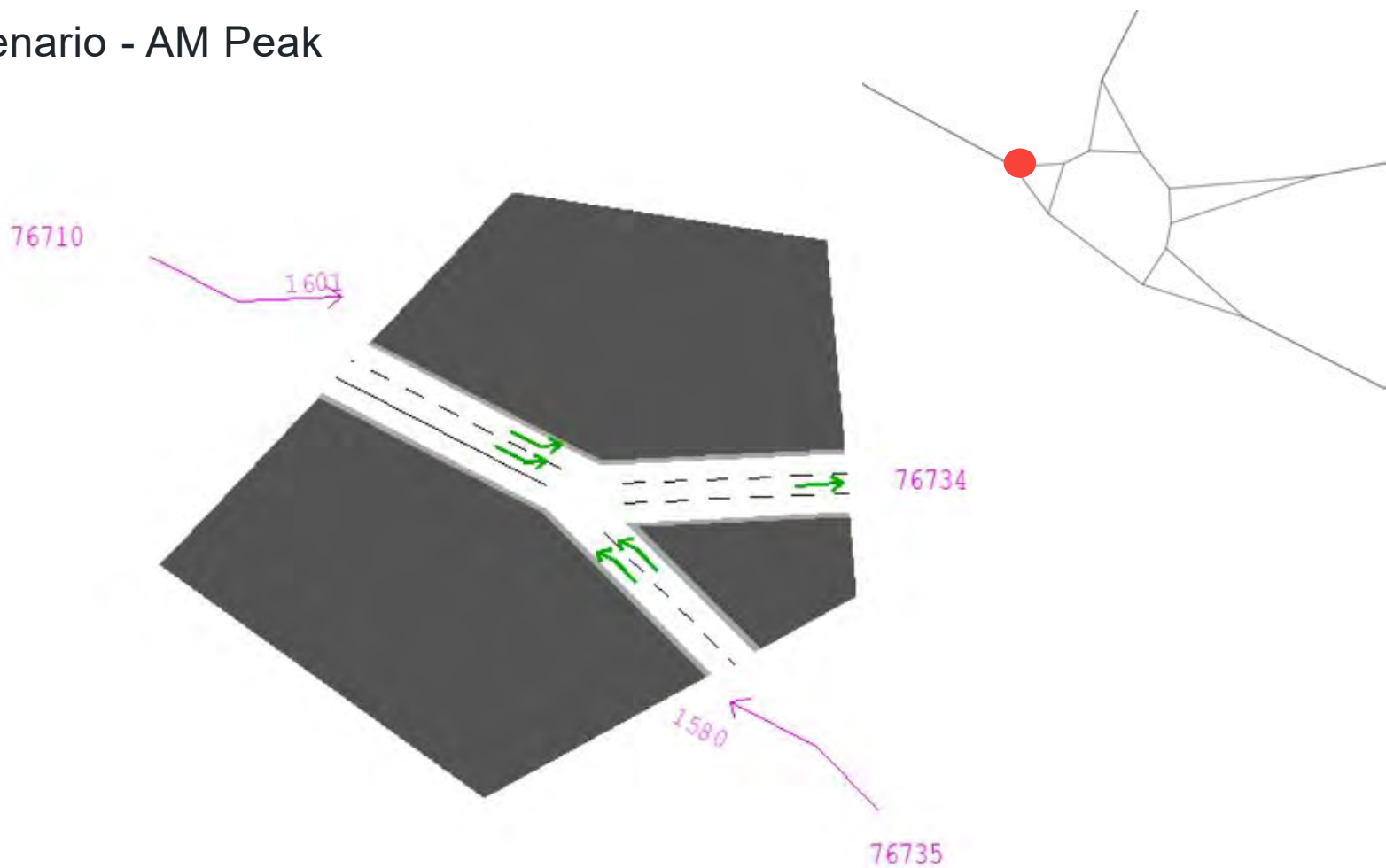
7. A47 / A447 ASHBY ROAD JUNCTION

2021 DM Scenario - AM Peak



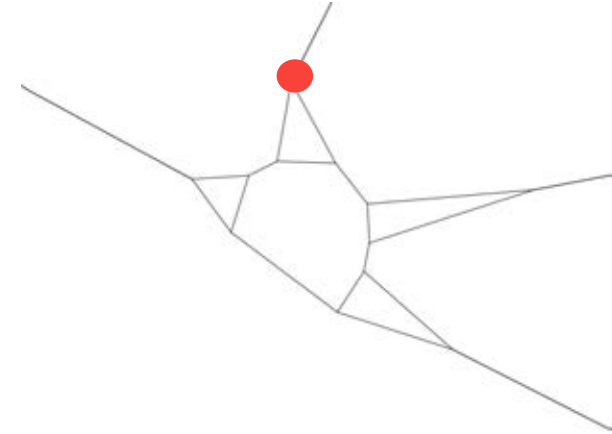
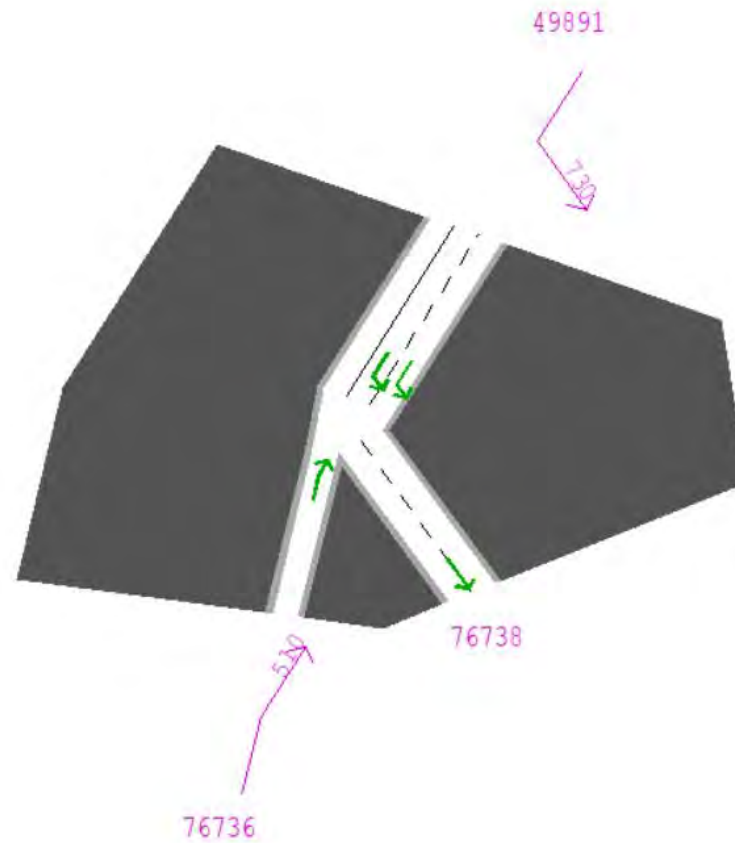
8. DODWELLS ROUNDABOUT

2021 DM Scenario - AM Peak



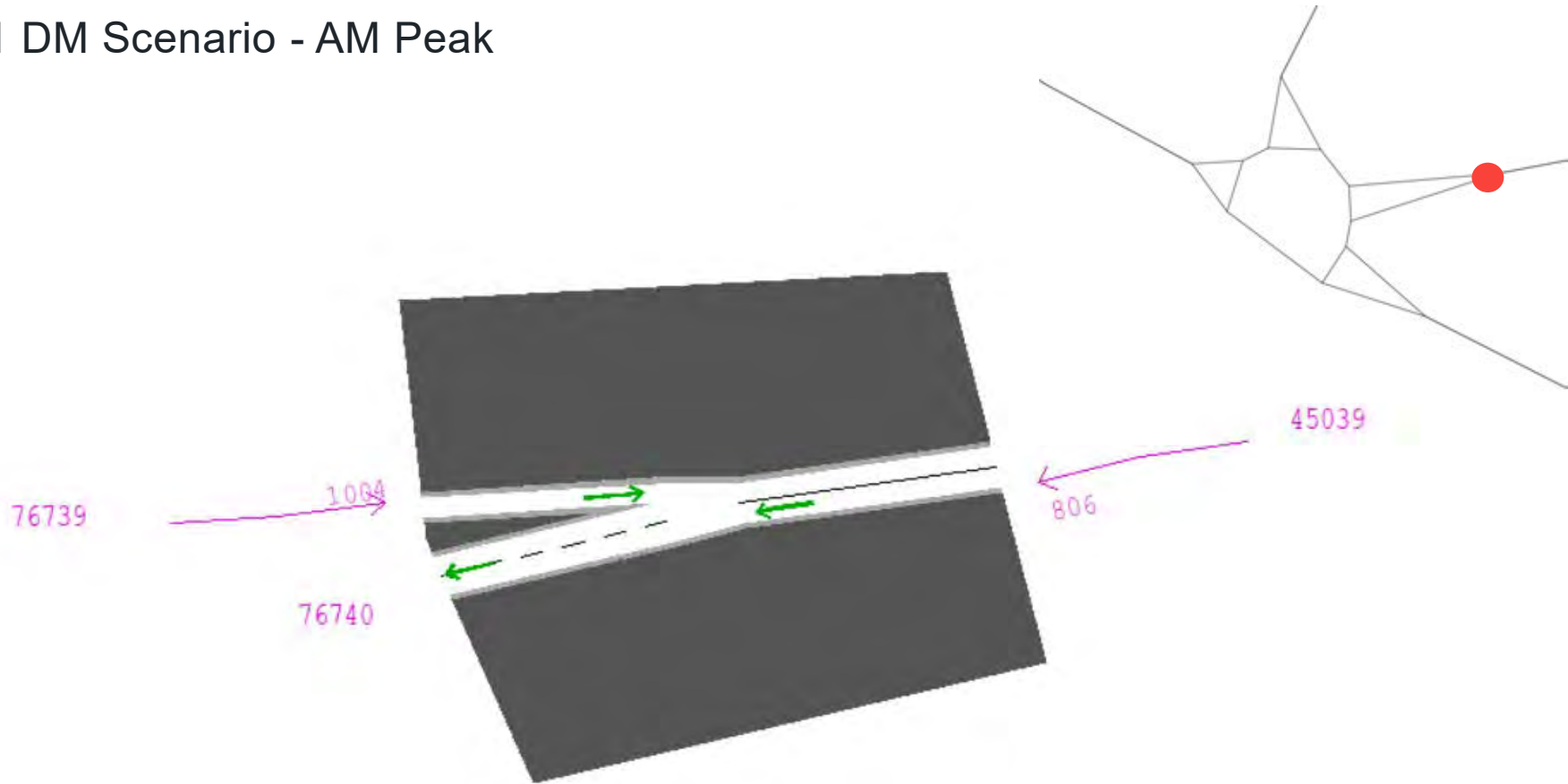
8. DODWELLS ROUNDABOUT

2021 DM Scenario - AM Peak



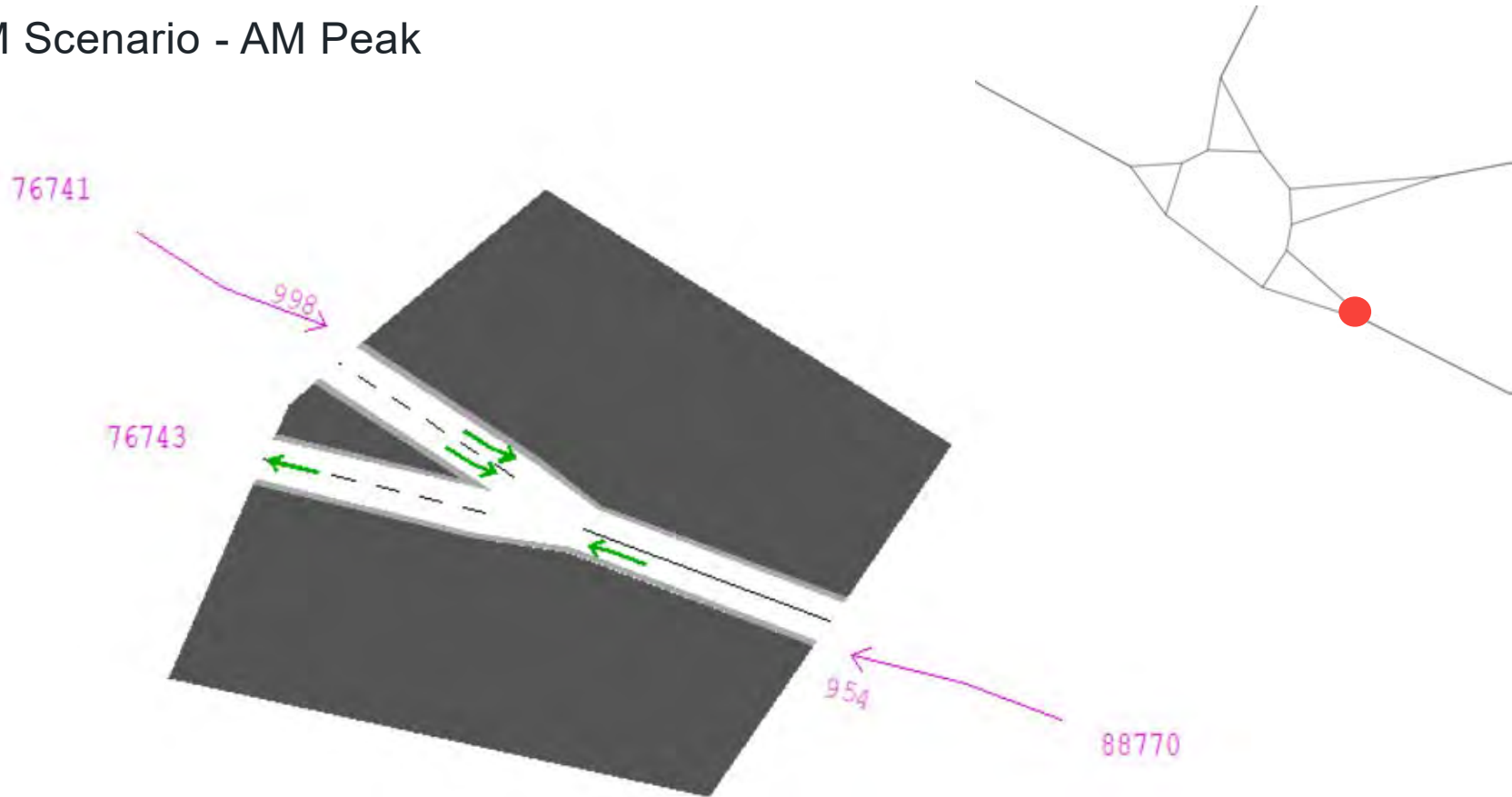
8. DODWELLS ROUNDABOUT

2021 DM Scenario - AM Peak



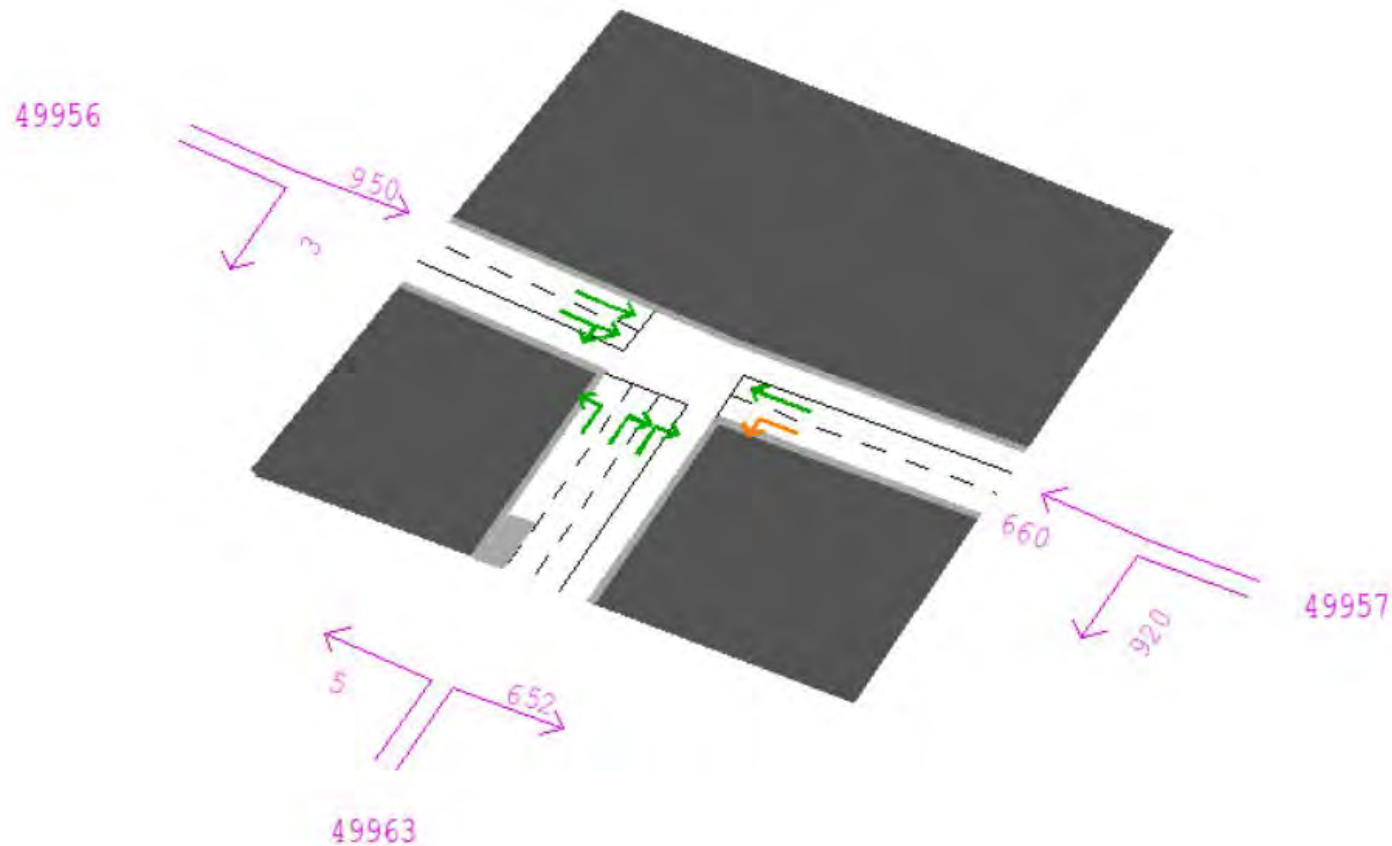
8. DODWELLS ROUNDABOUT

2021 DM Scenario - AM Peak



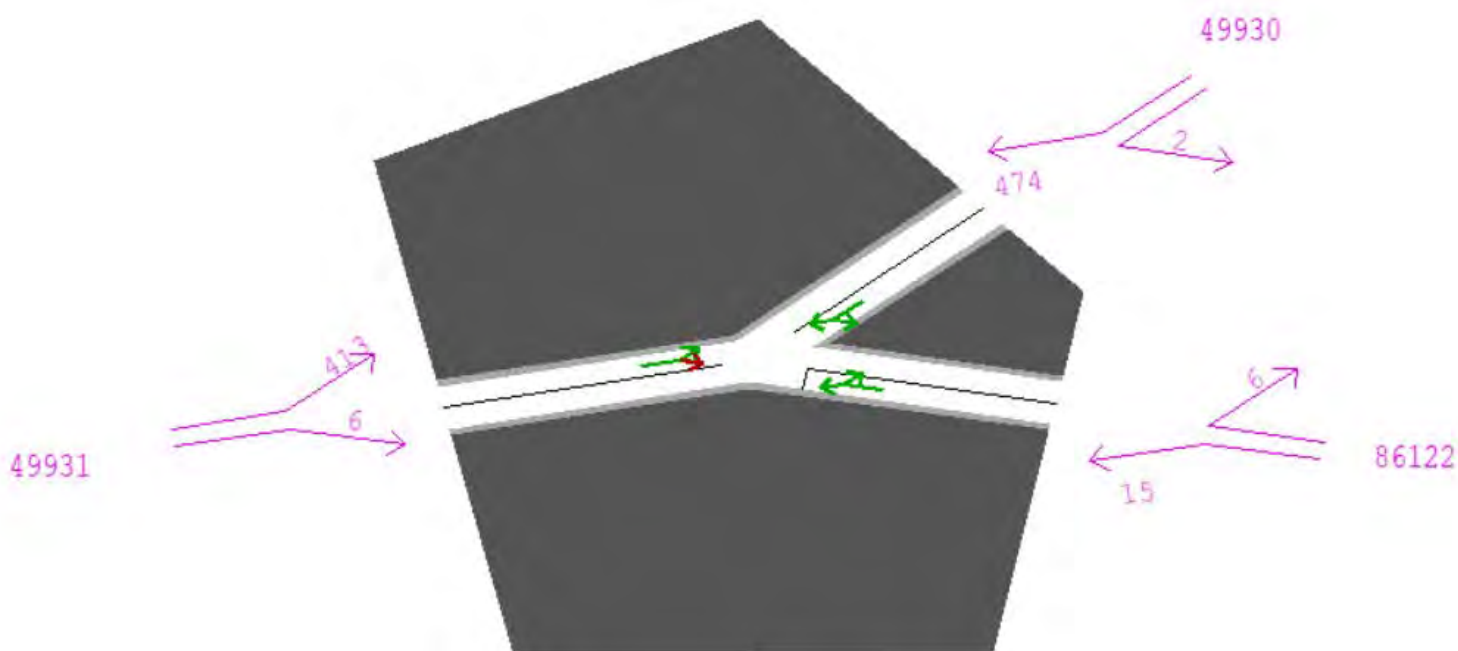
9. A5 / A47 THE LONG SHOOT JUNCTION

2021 DM Scenario - AM Peak



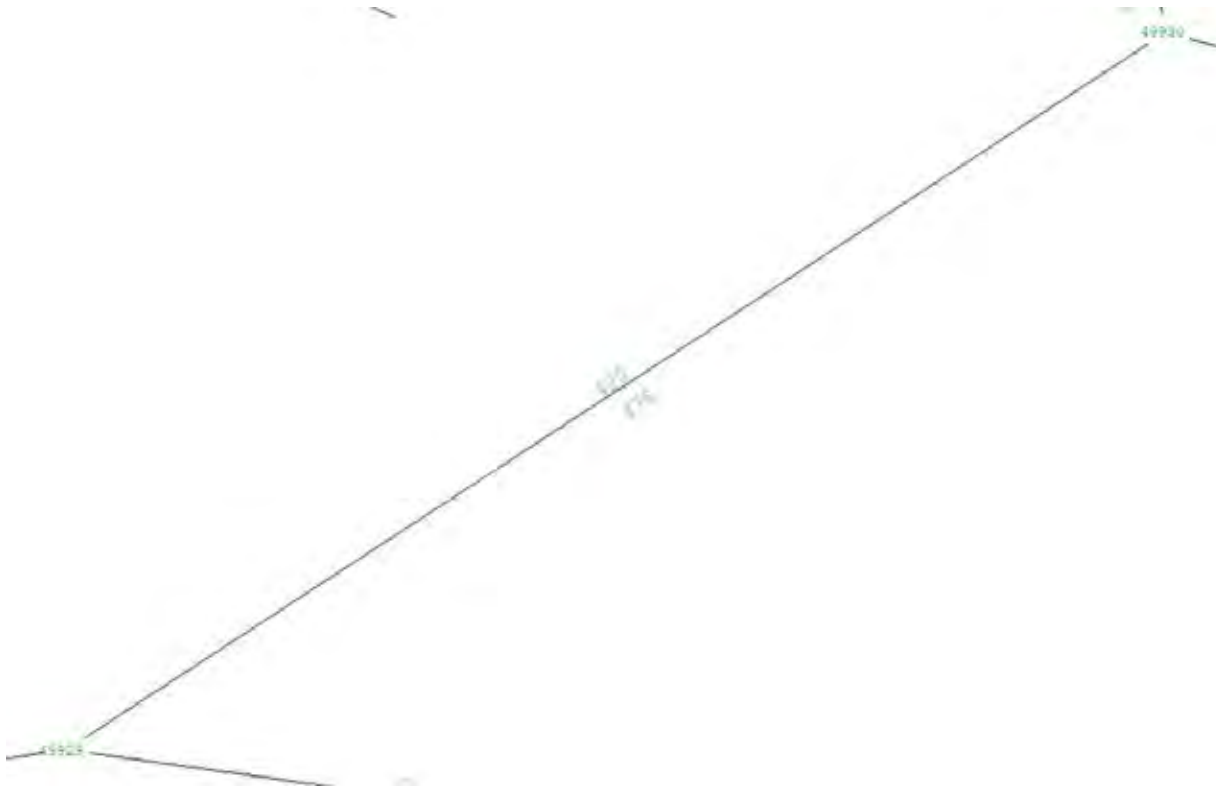
10. A47 / BREACH LANE

2021 DM Scenario - AM Peak



11. A47 / EARL SHILTON ACCESS

2021 DM Scenario - AM Peak



A47 / Earl Shilton Access between 49929 and 49930 is not included in the model

12. ASTLEY ROAD / EARL SHILTON ACCESS

2021 DM Scenario - AM Peak



Astley Road / Earl Shilton Access between 40518 and 40527 is not included in the model

13. MILL LANE / EARL SHILTON ACCESS

2021 DM Scenario - AM Peak

Mill Lane / Earl Shilton Access is not included in the model

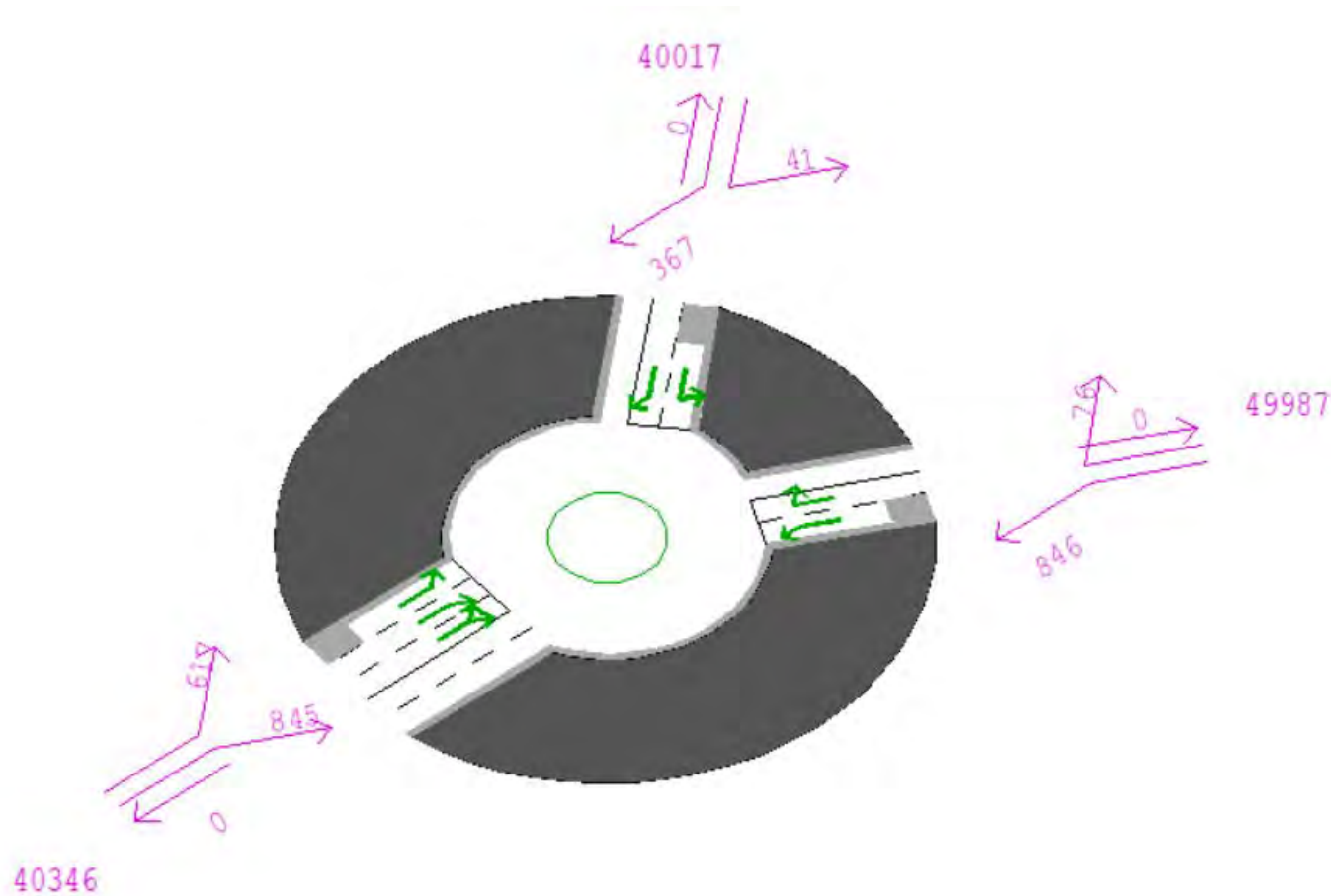


2021 DM

PM Peak

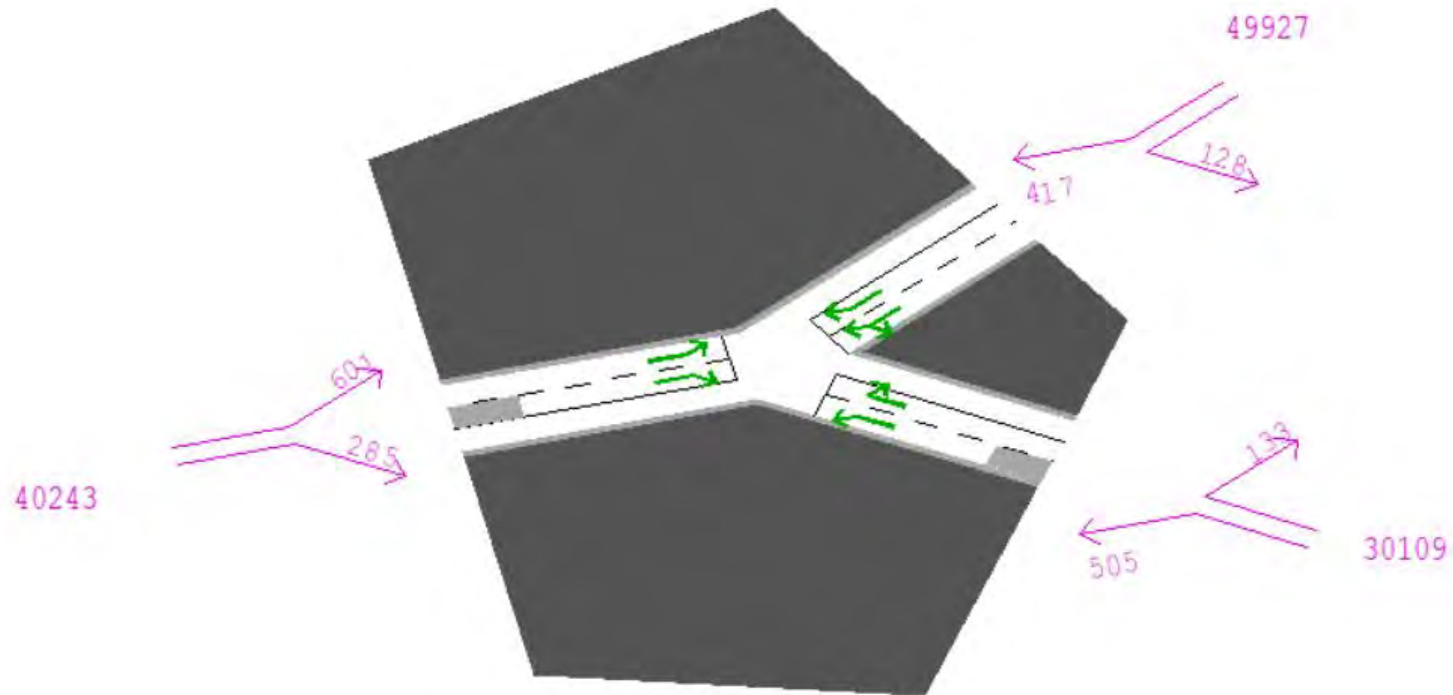
1. A47/ LEICESTER ROAD JUNCTION

2021 DM Scenario - PM Peak



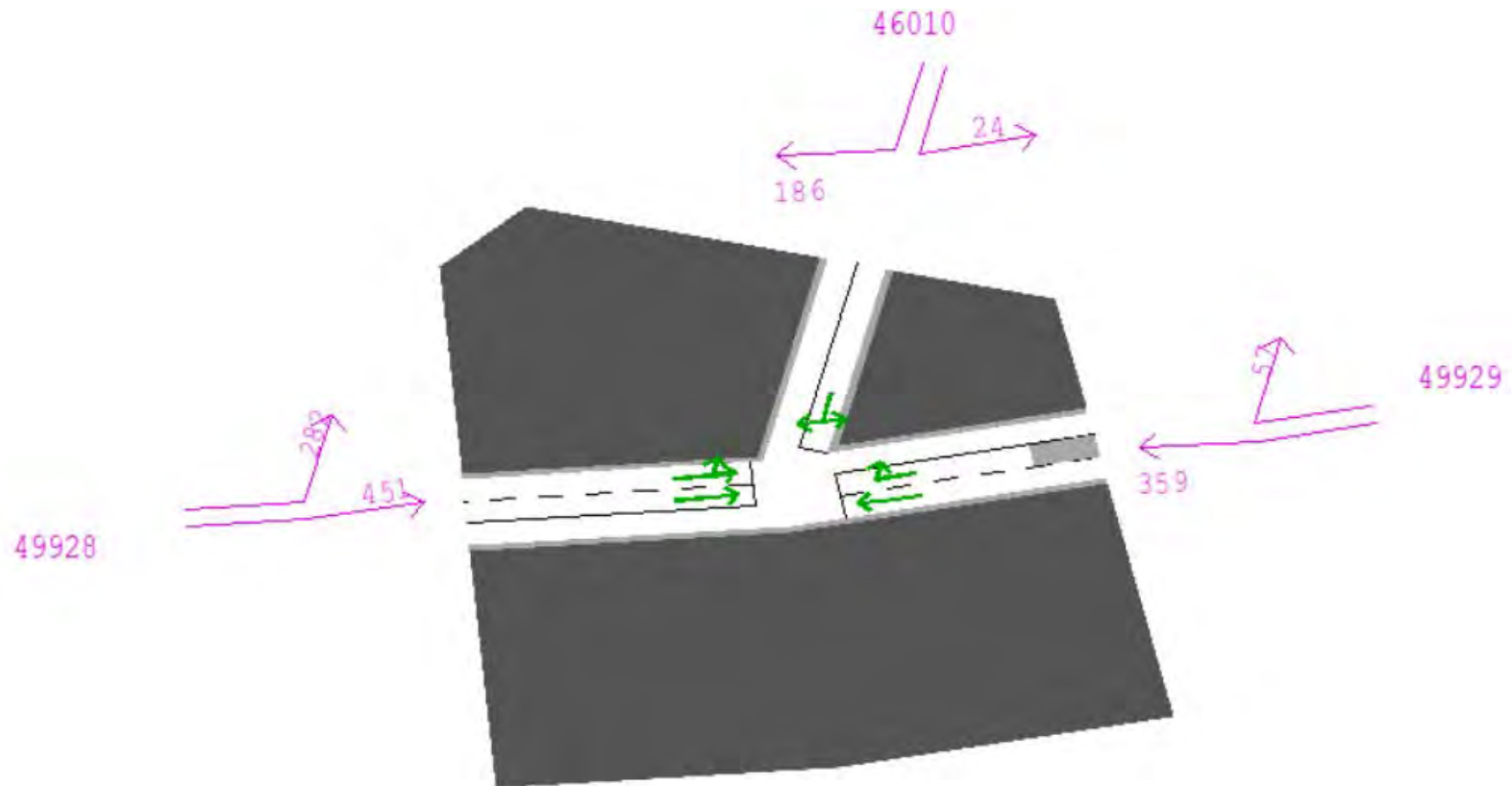
2. A47 / A581 STATION ROAD JUNCTION

2021 DM Scenario - PM Peak



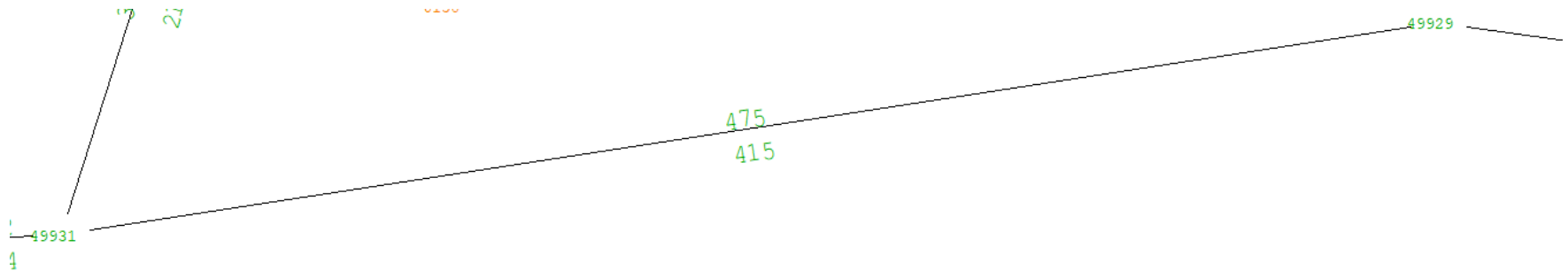
3. A47 / WILKINSON LANE JUNCTION

2021 DM Scenario - PM Peak



4. A47 / MASEFIELD DRIVE JUNCTION

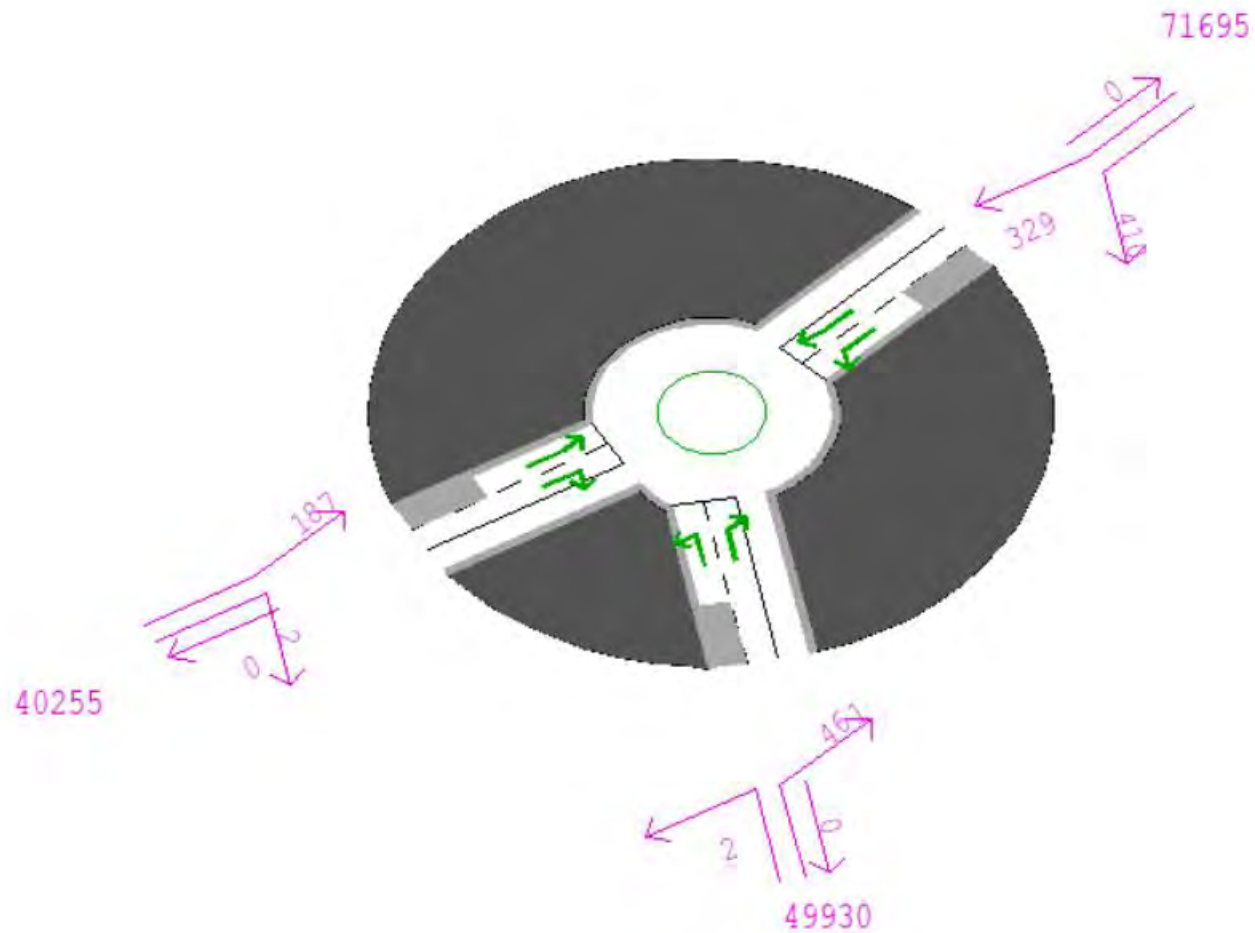
2021 DM Scenario - PM Peak



A47 / Masefield Drive Junction between 49931 and 49929 is not included in the model

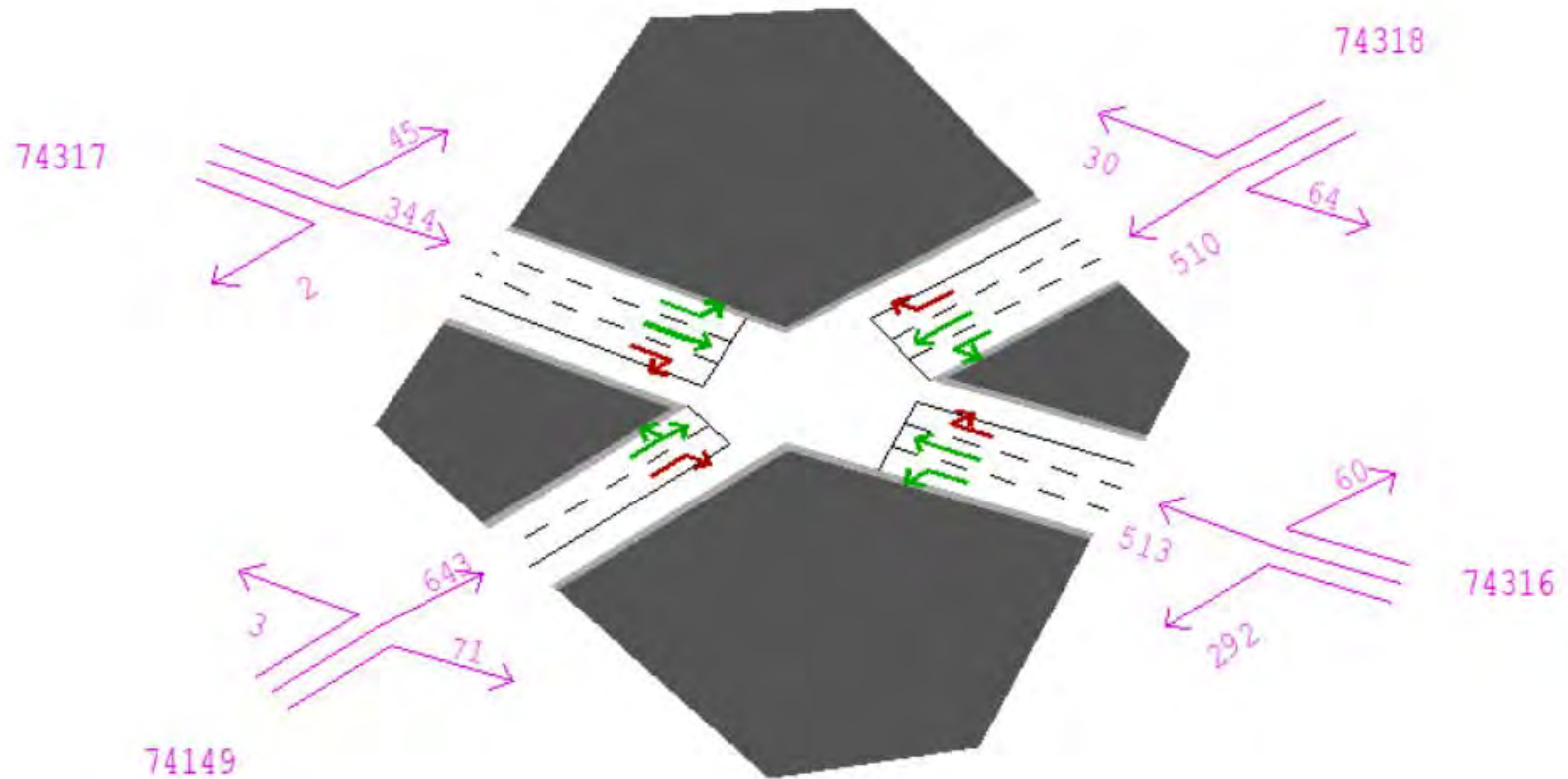
5. A47 / LEICESTER ROAD JUNCTION

2021 DM Scenario - PM Peak



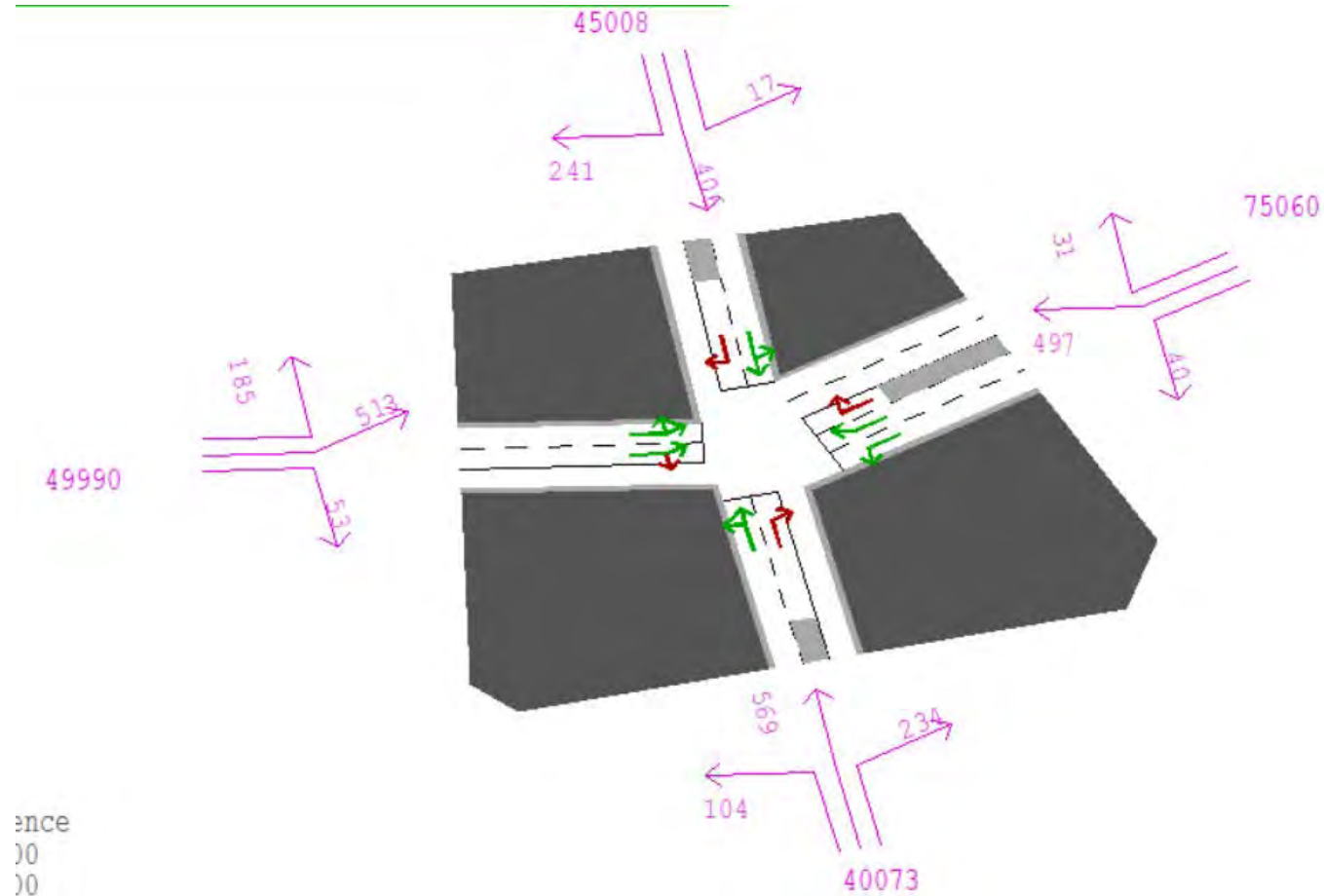
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2021 DM Scenario - PM Peak



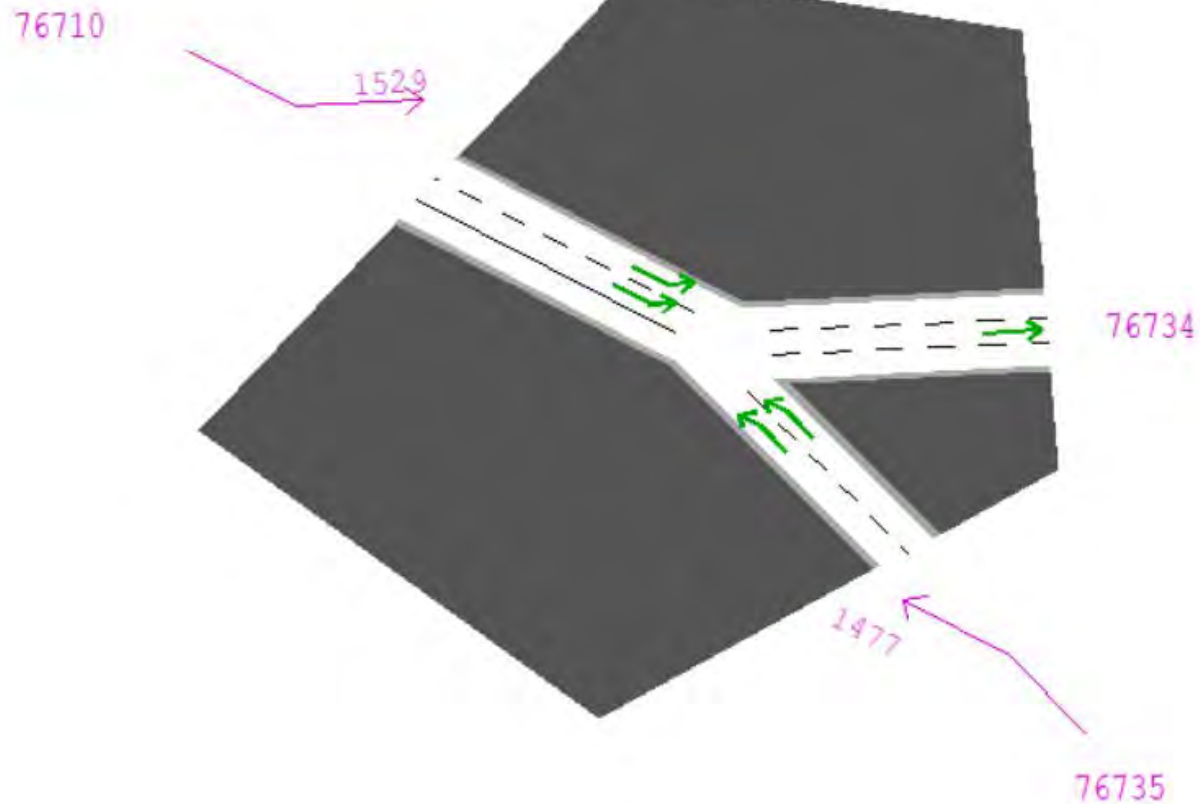
7. A47 / A447 ASHBY ROAD JUNCTION

2021 DM Scenario - PM Peak



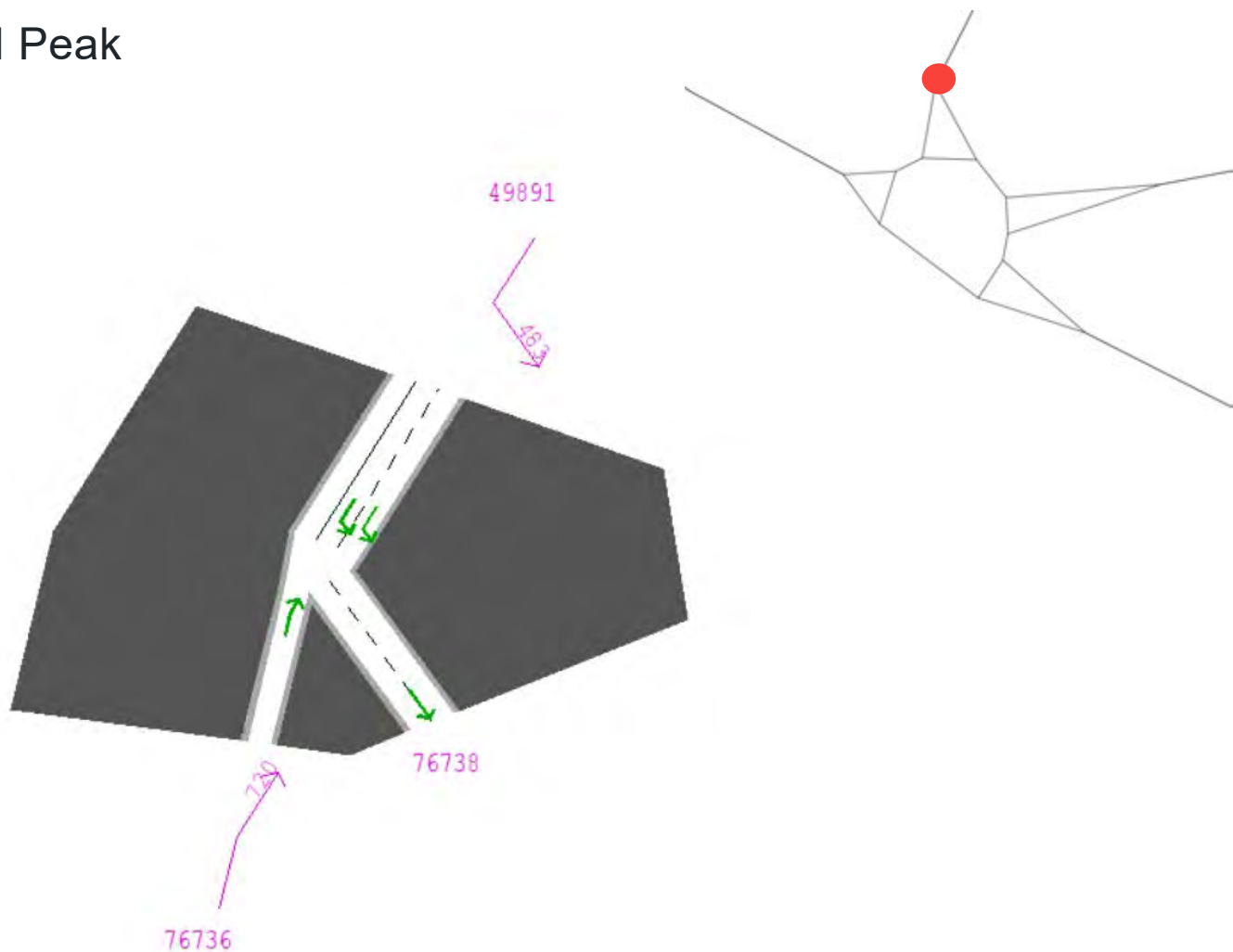
8. DODWELLS ROUNDABOUT

2021 DM Scenario - PM Peak



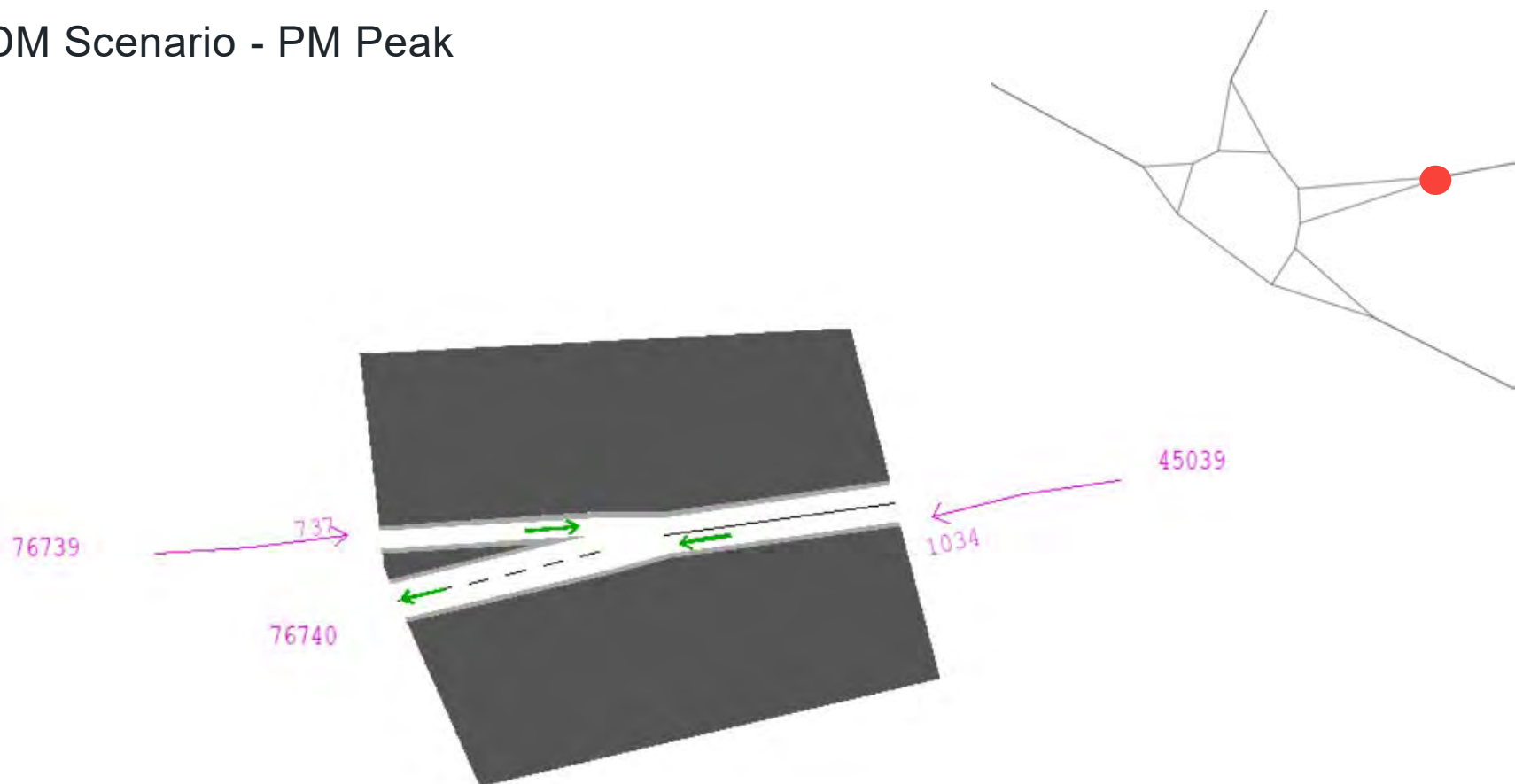
8. DODWELLS ROUNDABOUT

2021 DM Scenario - PM Peak



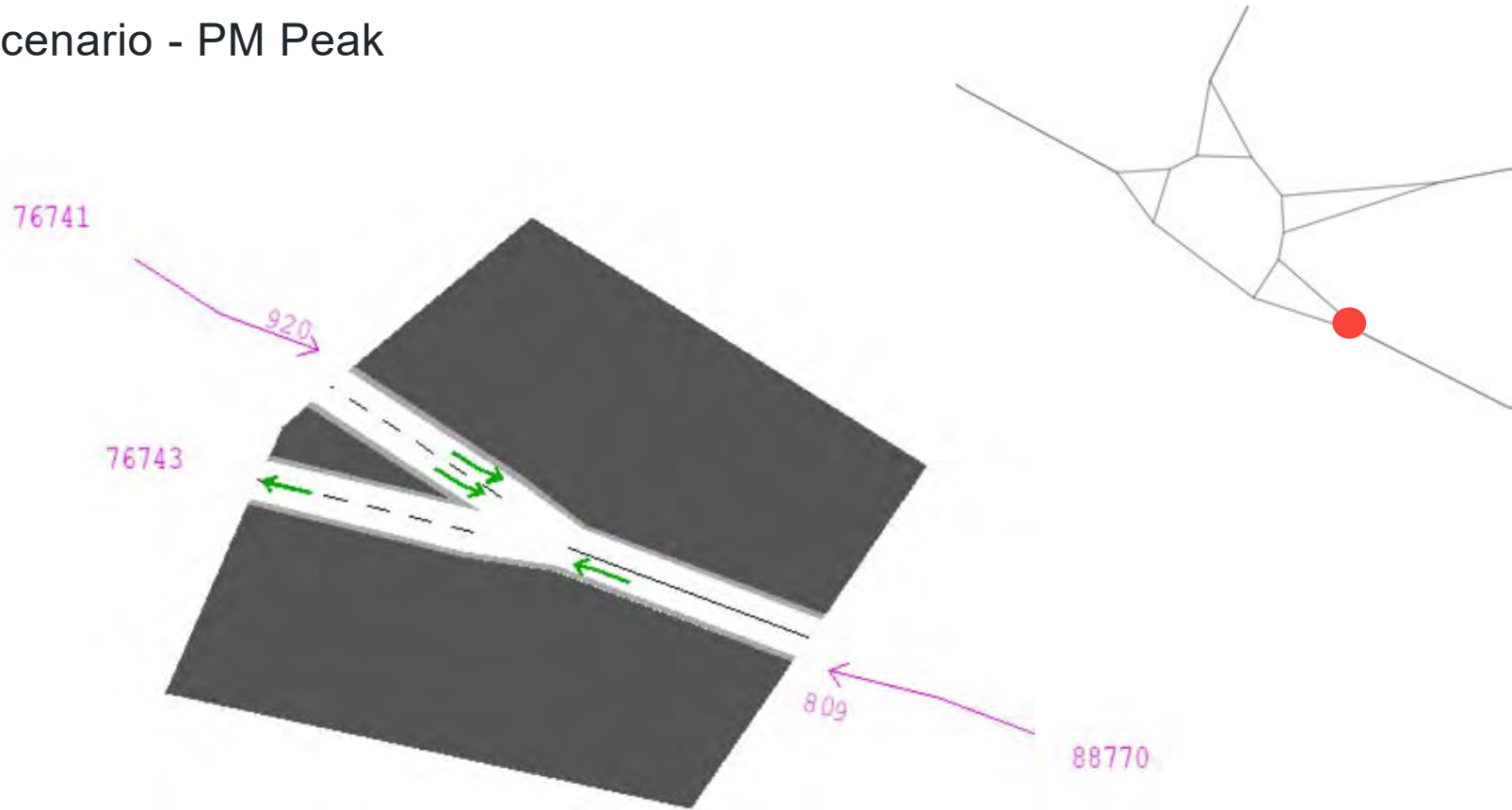
8. DODWELLS ROUNDABOUT

2021 DM Scenario - PM Peak



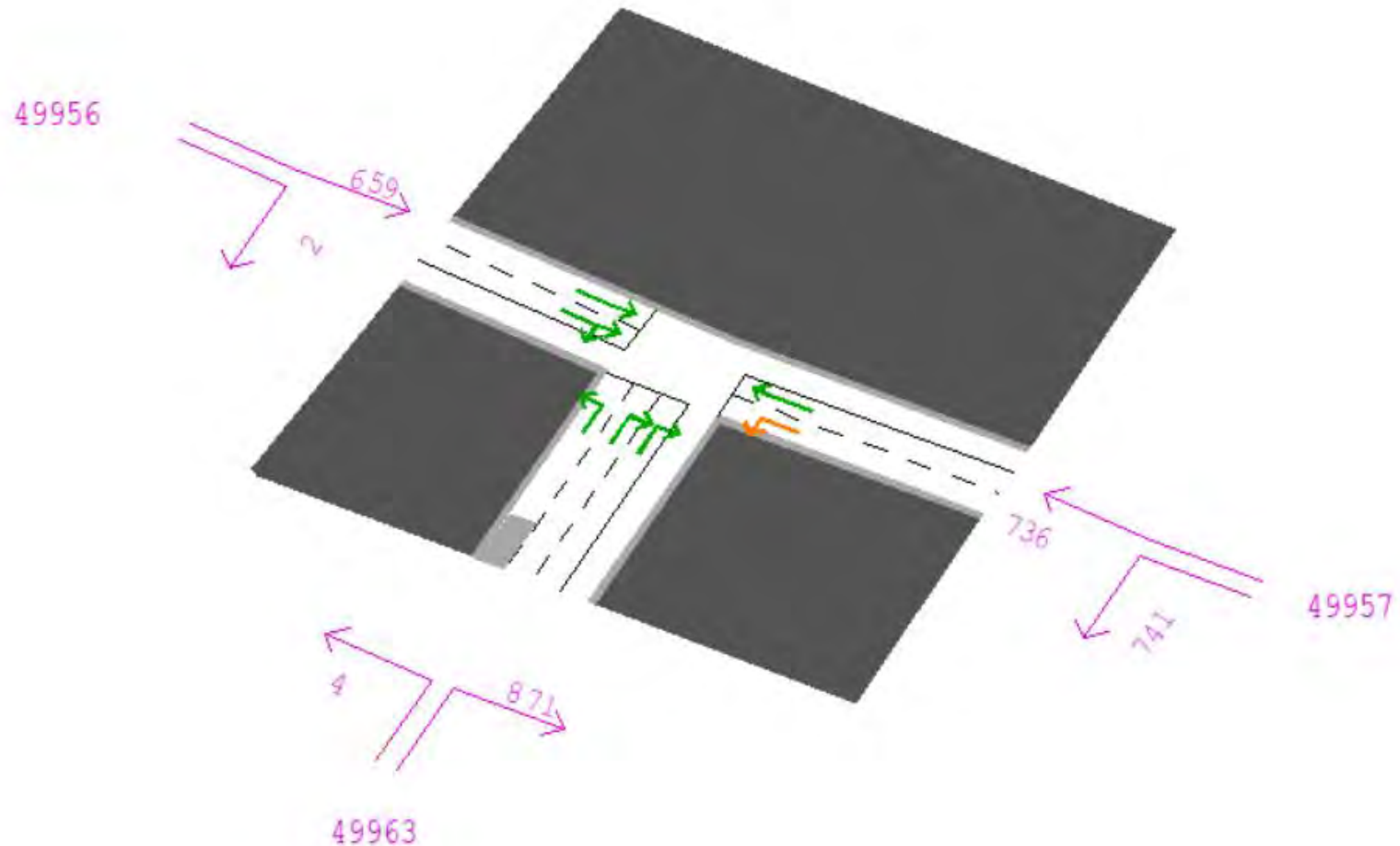
8. DODWELLS ROUNDABOUT

2021 DM Scenario - PM Peak



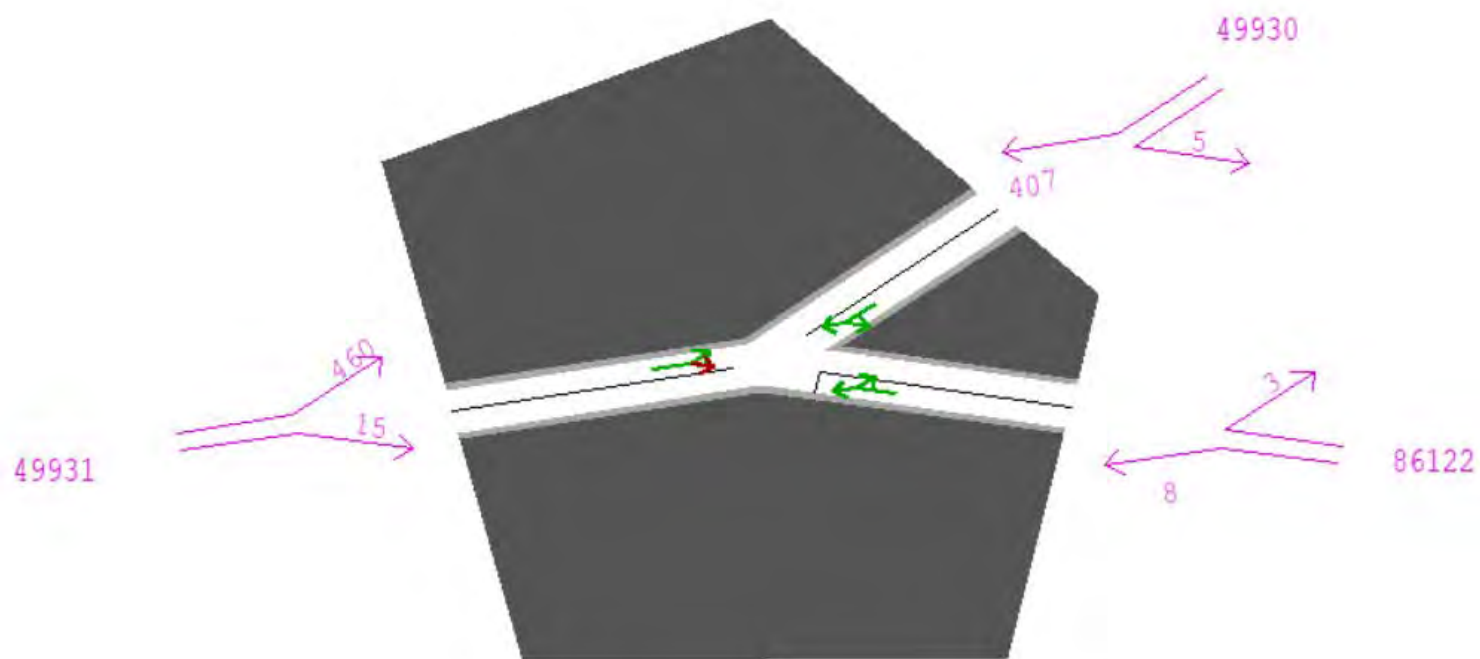
9. A5 / A47 THE LONG SHOOT JUNCTION

2021 DM Scenario - PM Peak



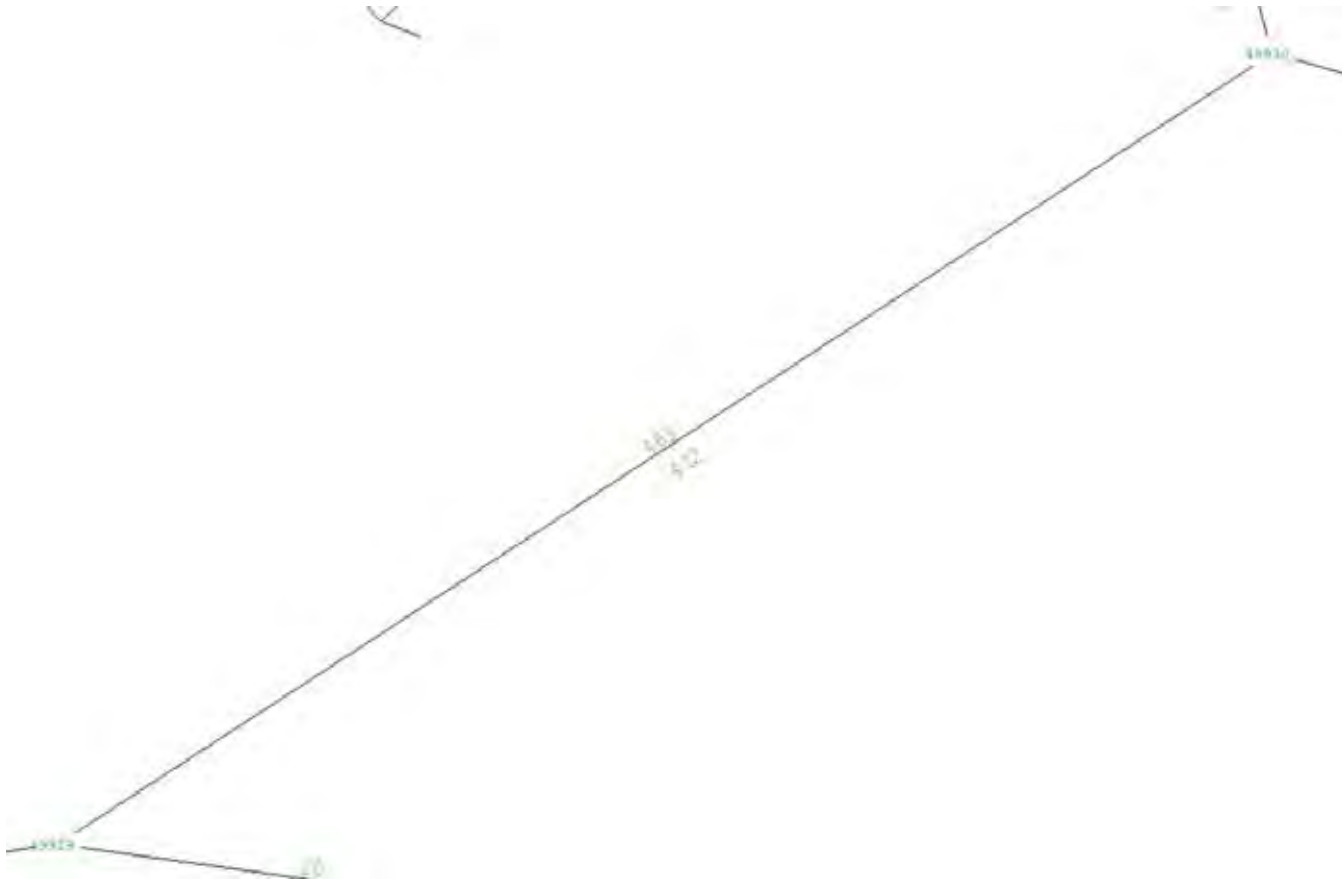
10. A47 / BREACH LANE

2021 DM Scenario - PM Peak



11. A47 / EARL SHILTON ACCESS

2021 DM Scenario - PM Peak



A47 / Earl Shilton Access between 49929 and 49930 is not included in the model

12. ASTLEY ROAD / EARL SHILTON ACCESS

2021 DM Scenario - PM Peak



Astley Road / Earl Shilton Access between 40518 and 40527 is not included in the model

13. MILL LANE / EARL SHILTON ACCESS

2021 DM Scenario - PM Peak

Mill Lane / Earl Shilton Access is not included in the model

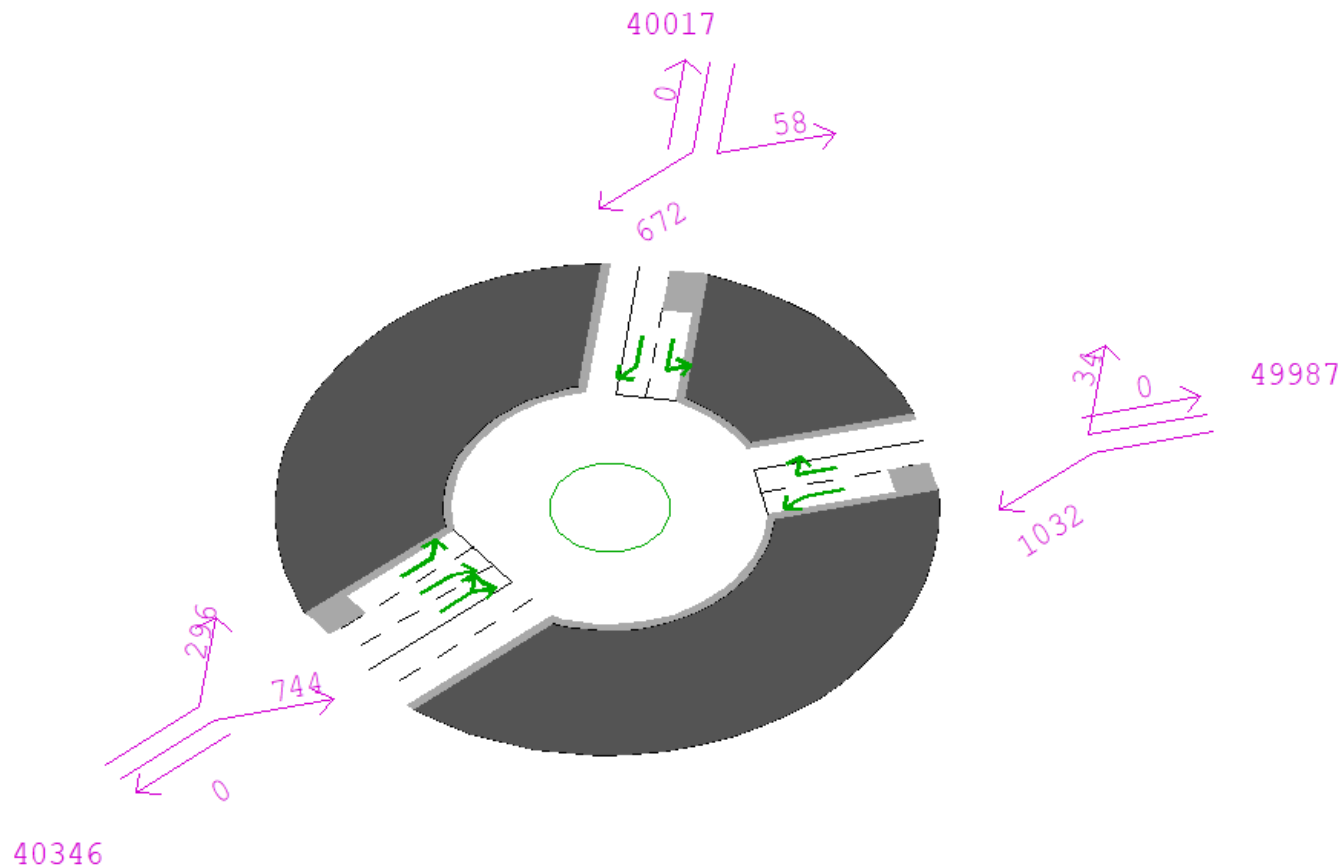


2026 DM

AM Peak

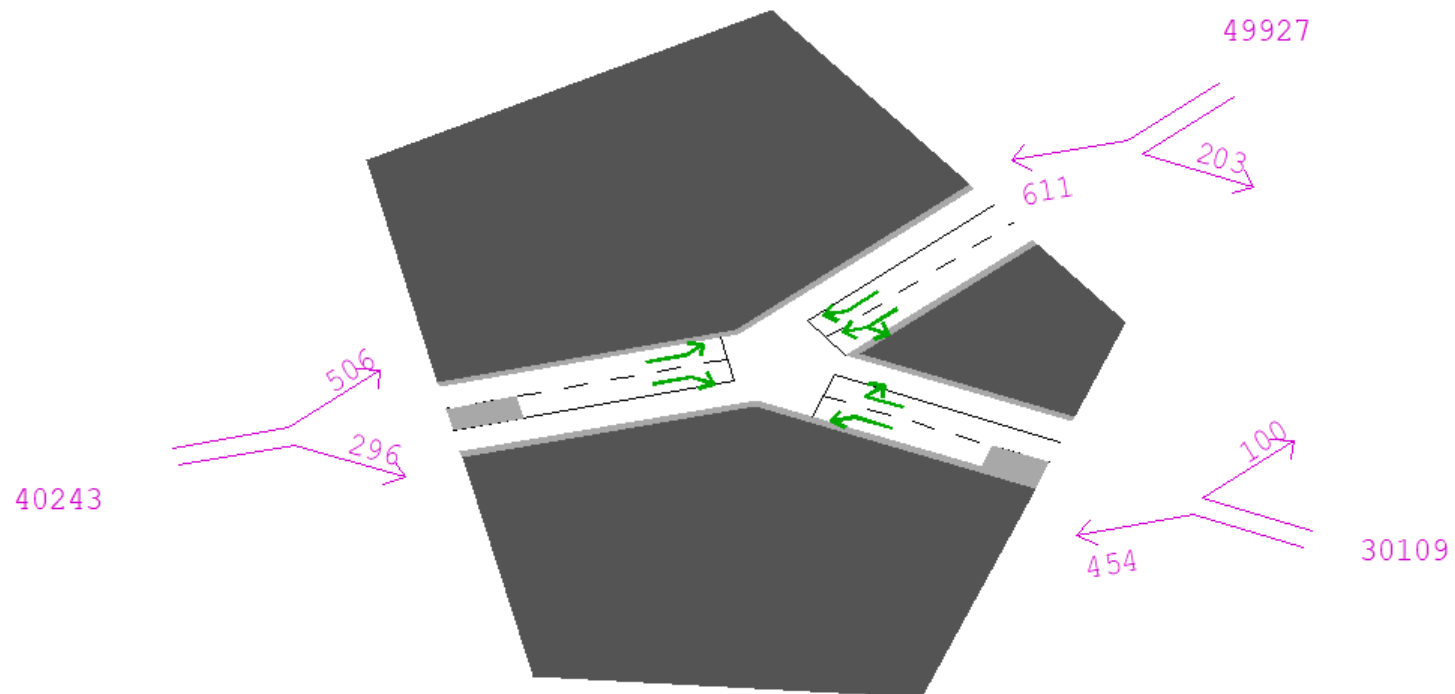
1. A47/ LEICESTER ROAD JUNCTION

2026 DM Scenario - AM Peak



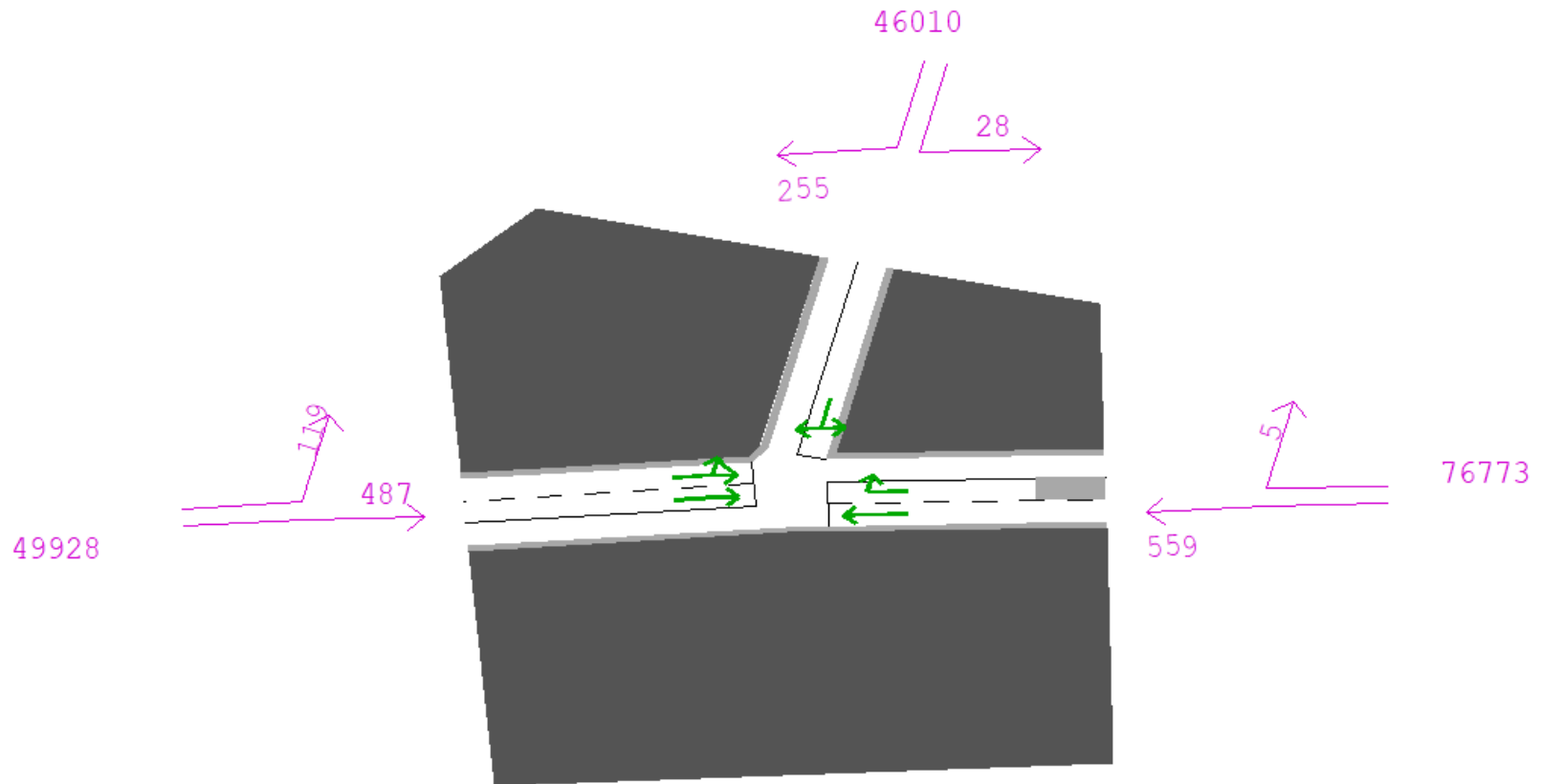
2. A47 / A581 STATION ROAD JUNCTION

2026 DM Scenario - AM Peak



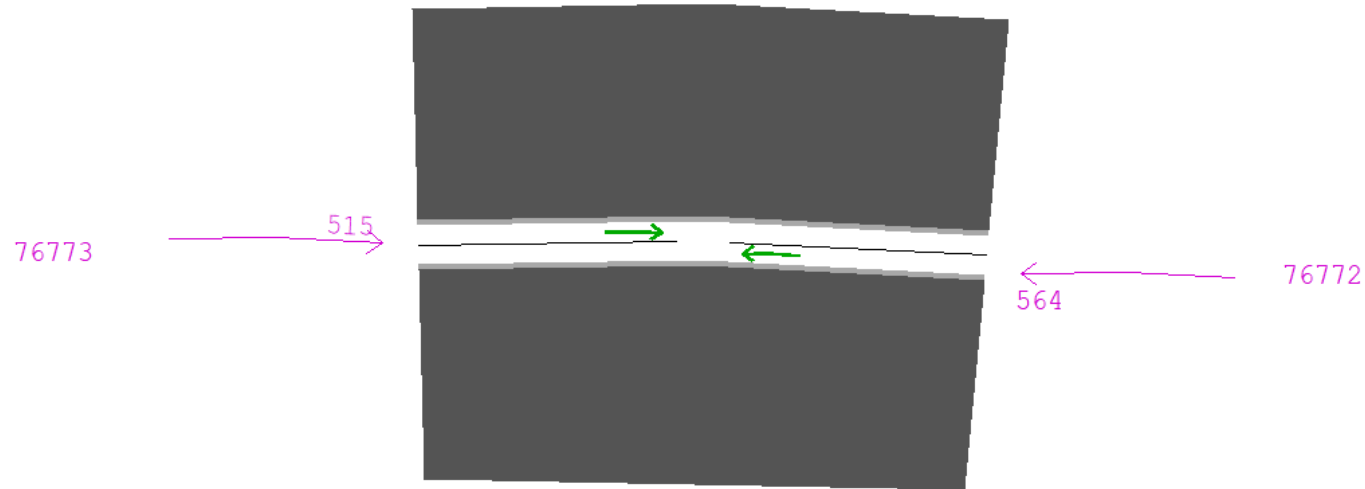
3. A47 / WILKINSON LANE JUNCTION

2026 DM Scenario - AM Peak



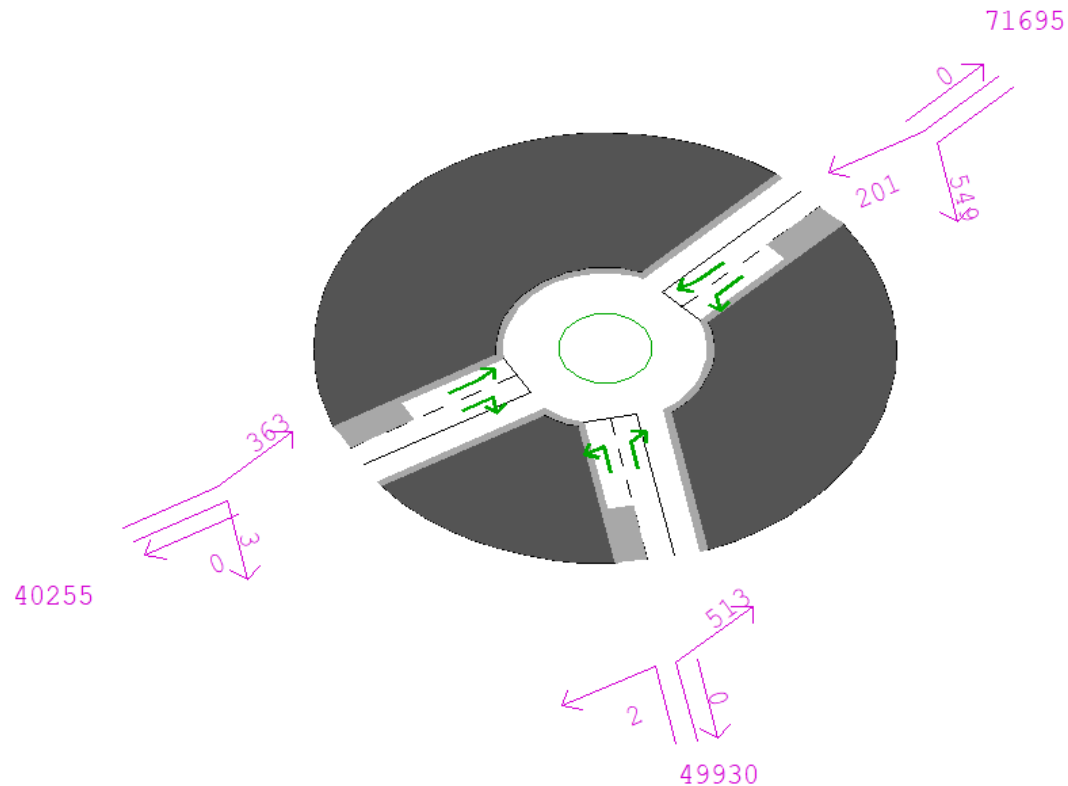
4. A47 / MASEFIELD DRIVE JUNCTION

2026 DM Scenario - AM Peak



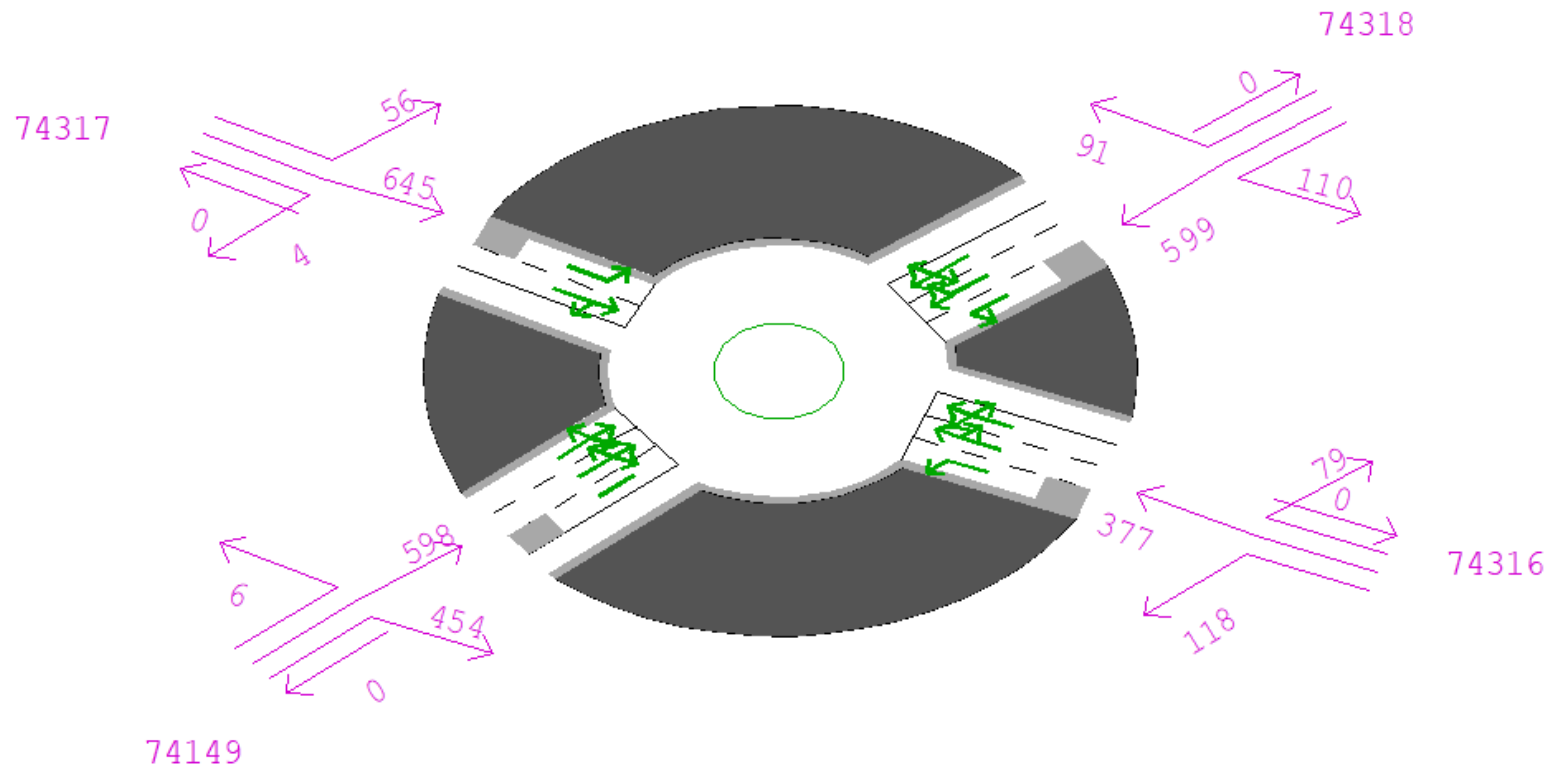
5. A47 / LEICESTER ROAD JUNCTION

2026 DM Scenario - AM Peak



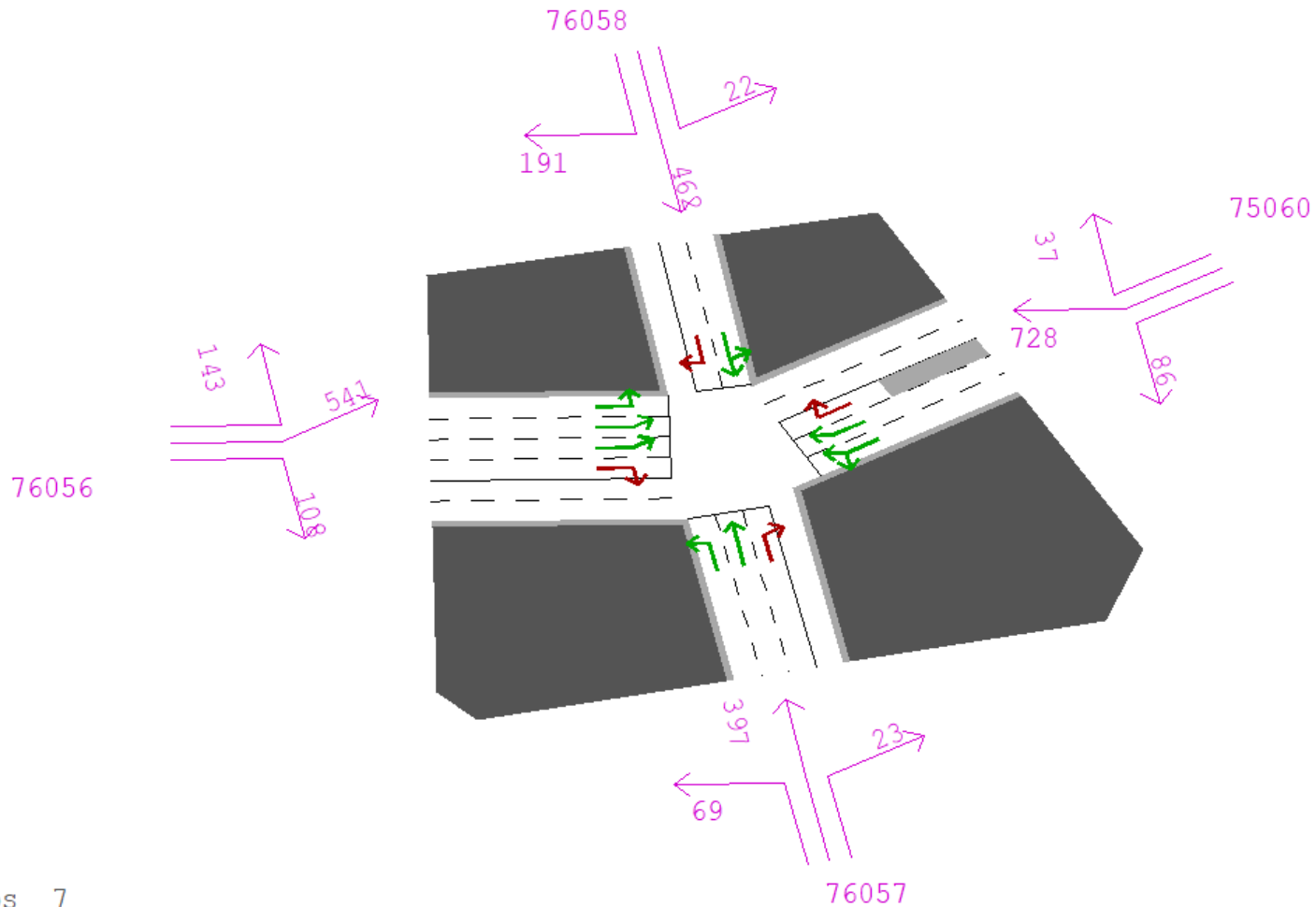
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2026 DM Scenario - AM Peak



7. A47 / A447 ASHBY ROAD JUNCTION

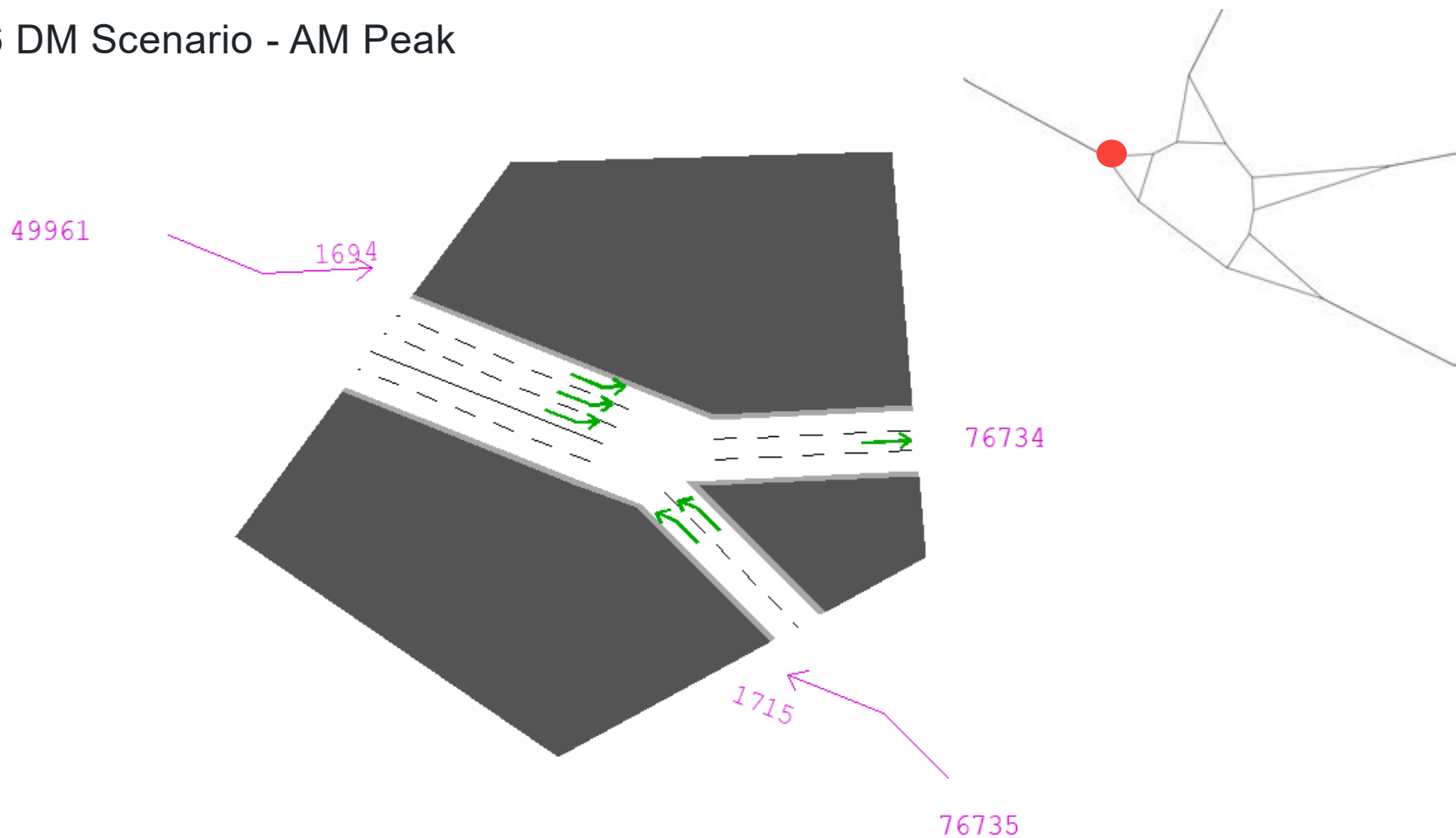
2026 DM Scenario - AM Peak



is 7

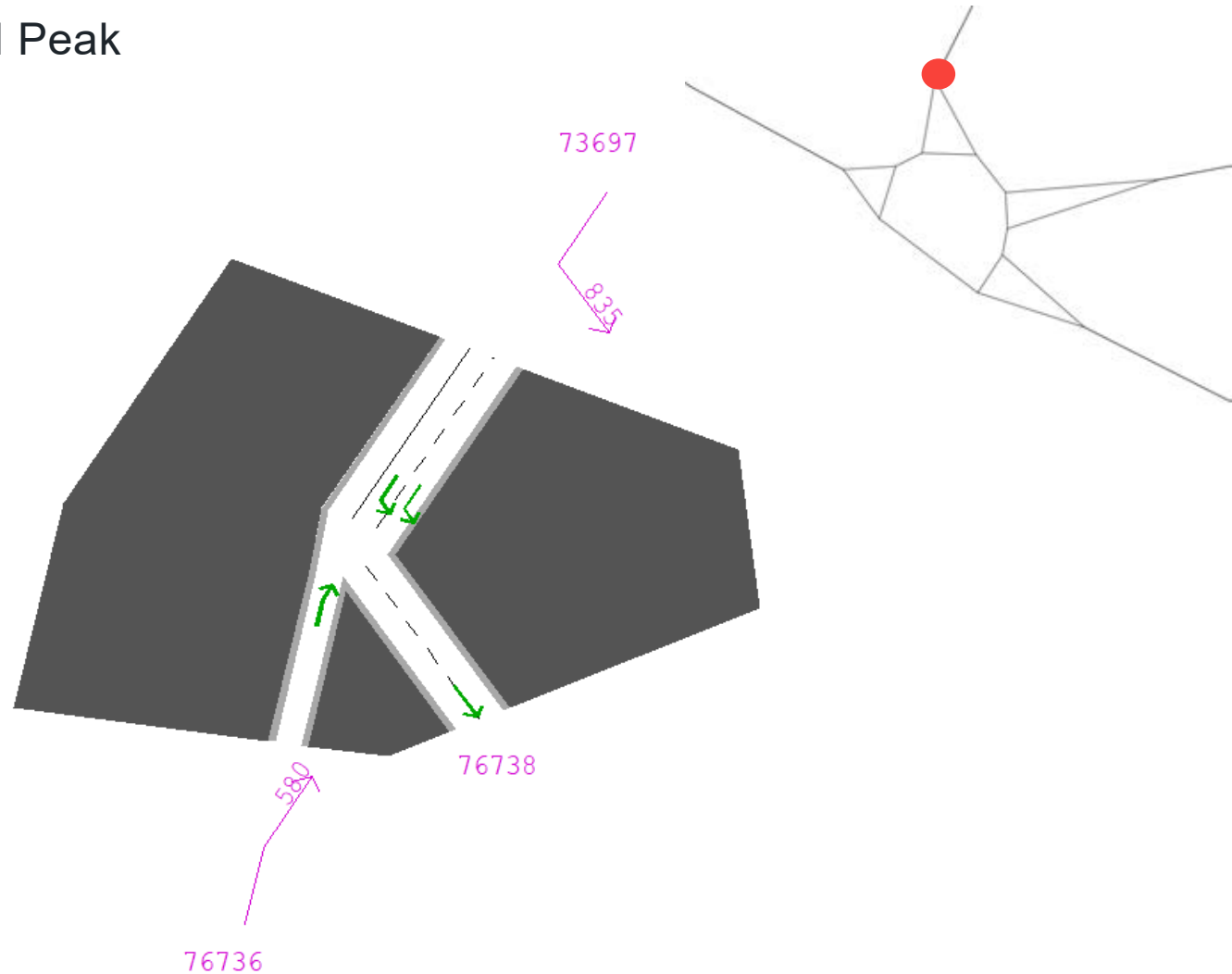
8. DODWELLS ROUNDABOUT

2026 DM Scenario - AM Peak



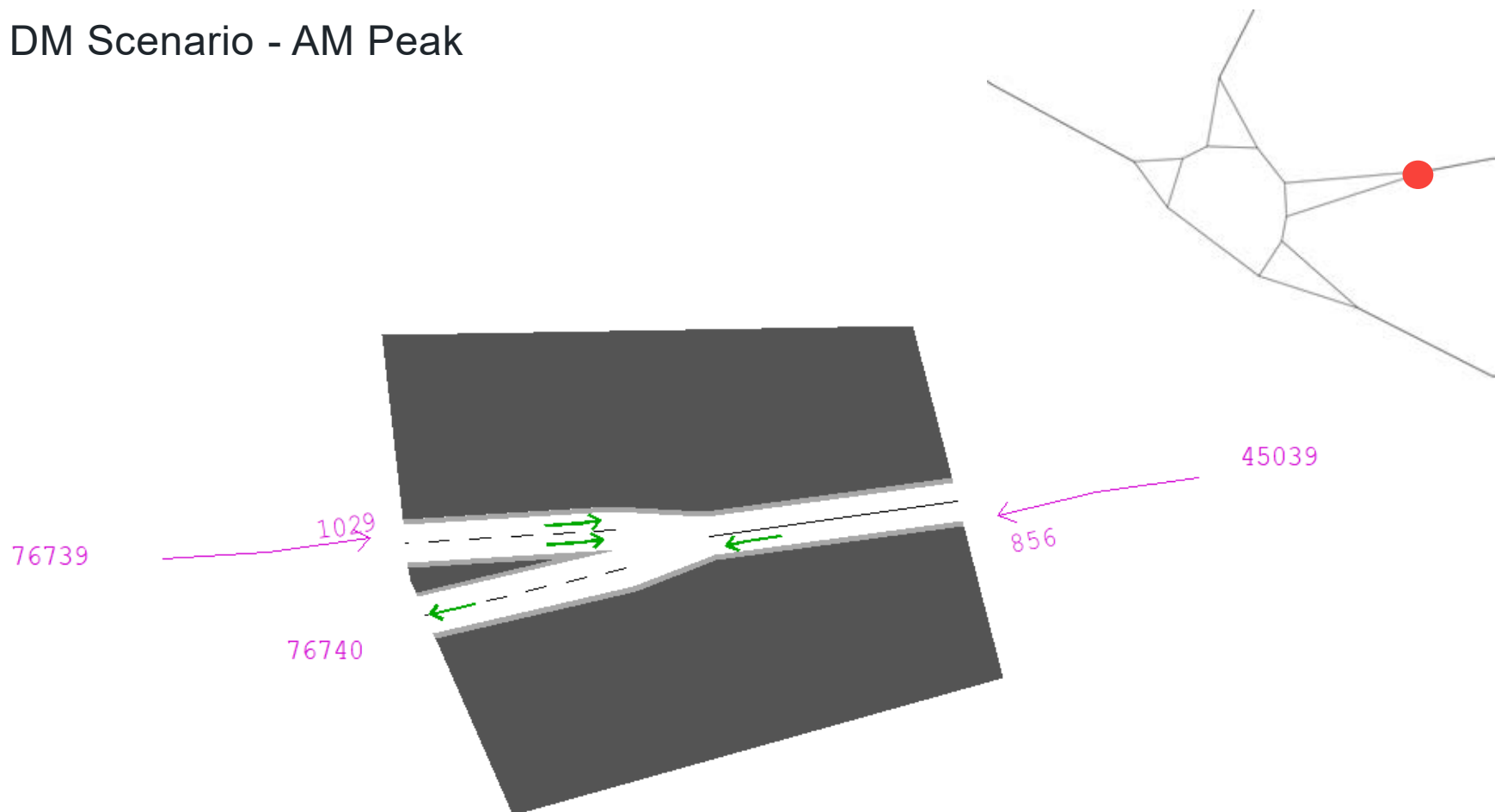
8. DODWELLS ROUNDABOUT

2026 DM Scenario - AM Peak



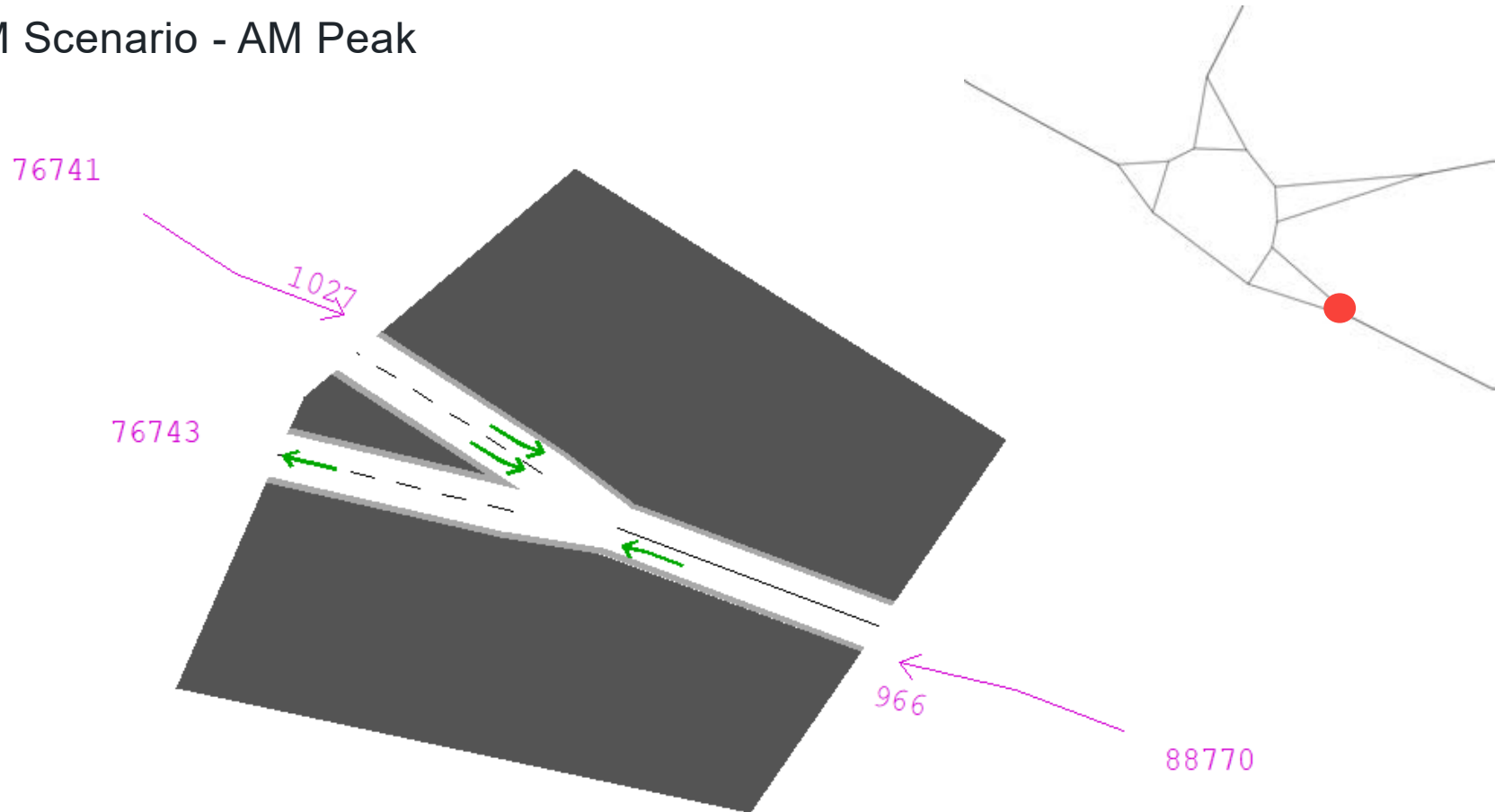
8. DODWELLS ROUNDABOUT

2026 DM Scenario - AM Peak



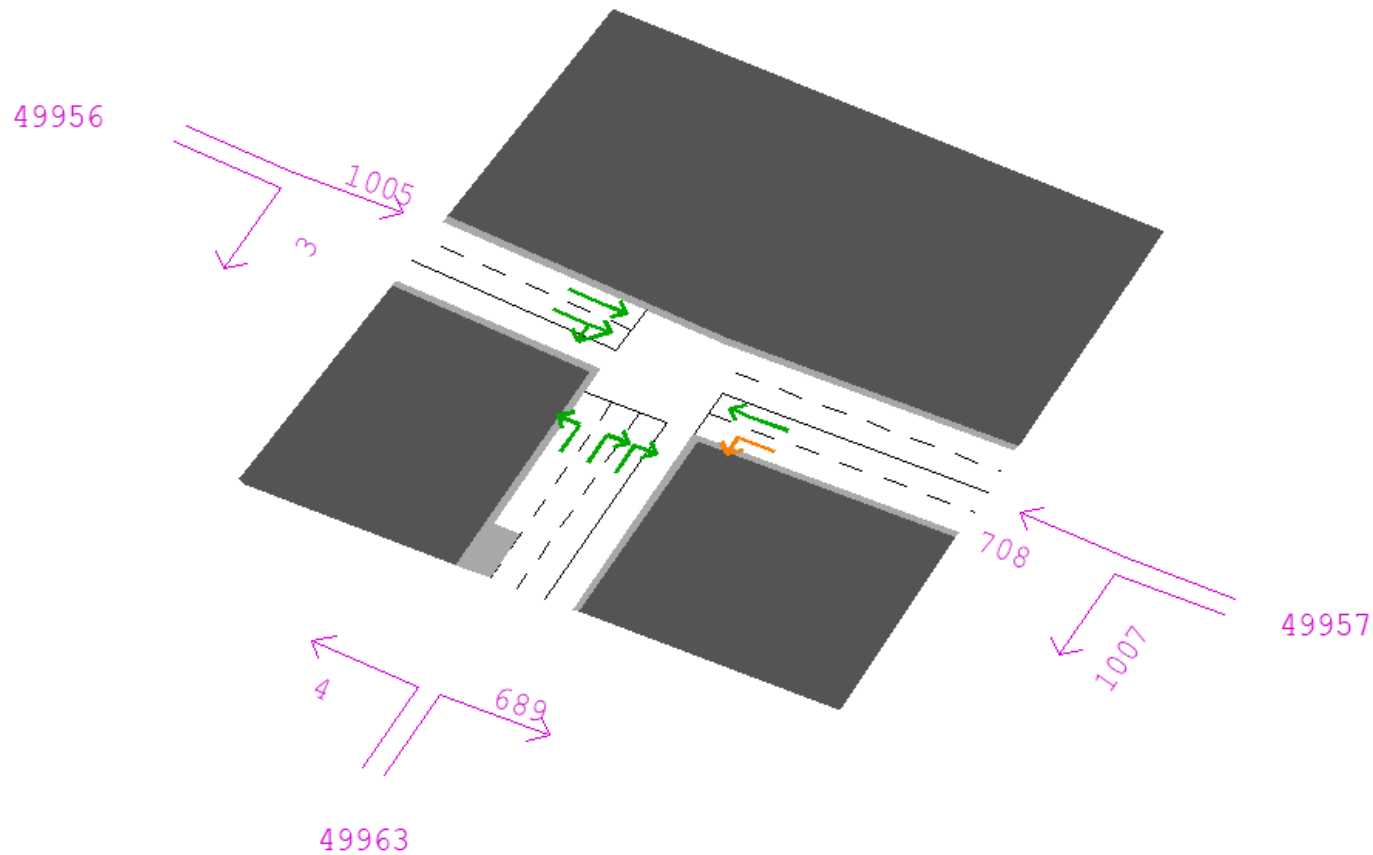
8. DODWELLS ROUNDABOUT

2026 DM Scenario - AM Peak



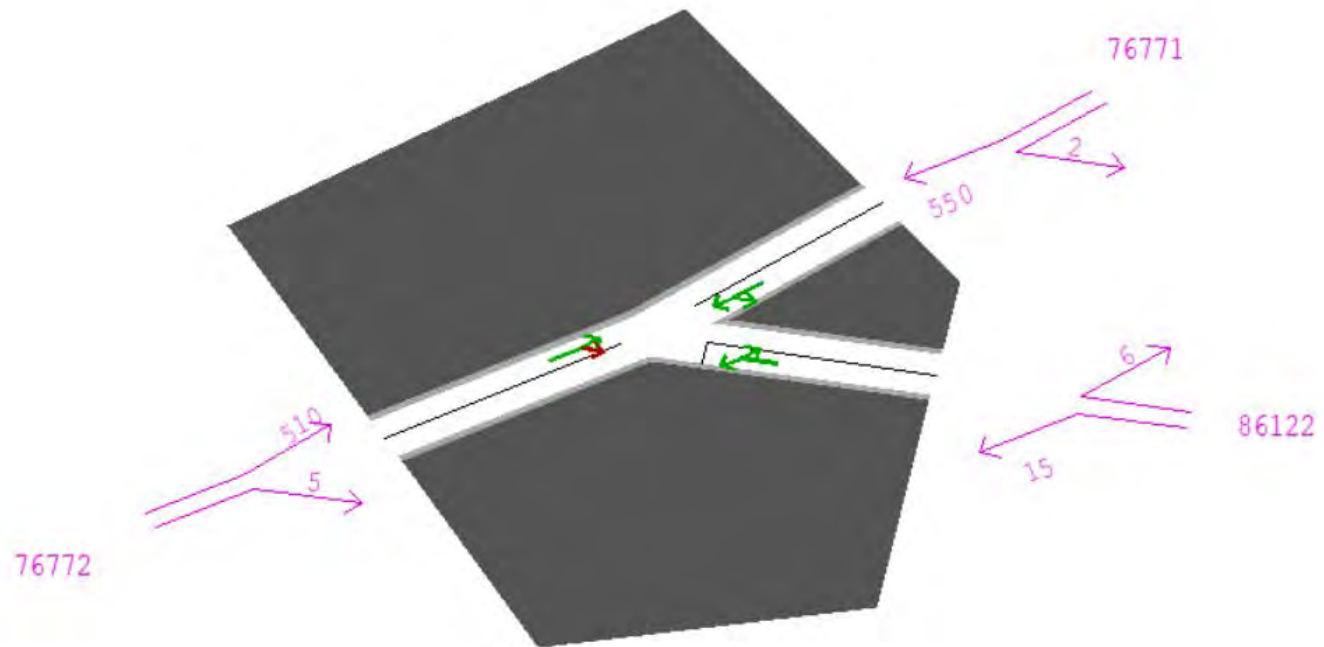
9. A5 / A47 THE LONG SHOOT JUNCTION

2026 DM Scenario - AM Peak



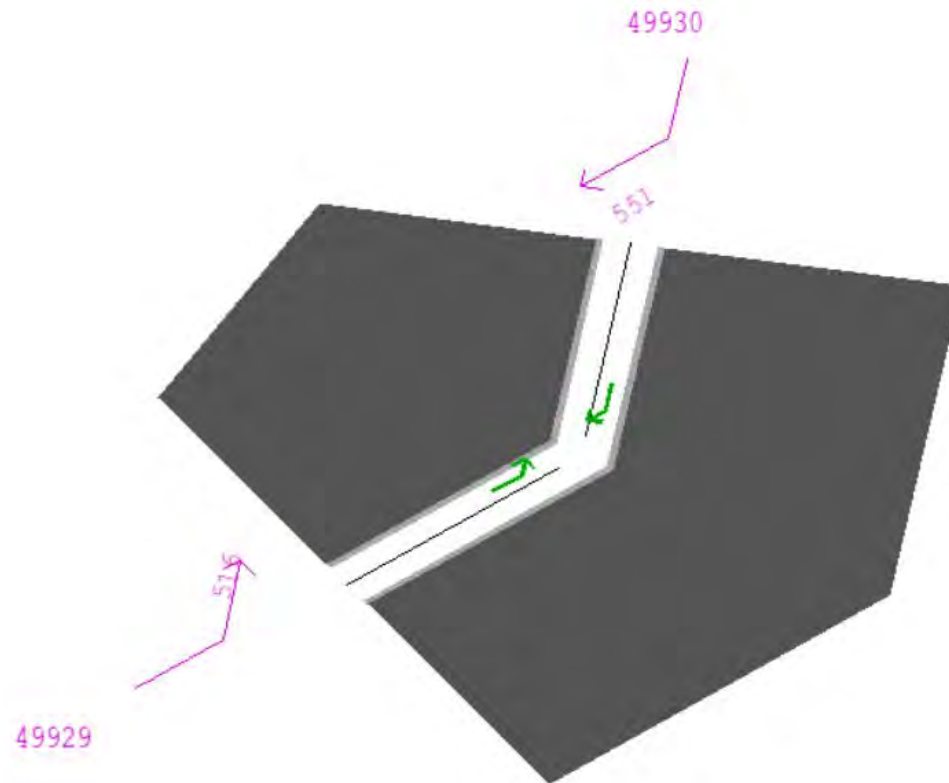
10. A47 / BREACH LANE

2026 DM Scenario - AM Peak



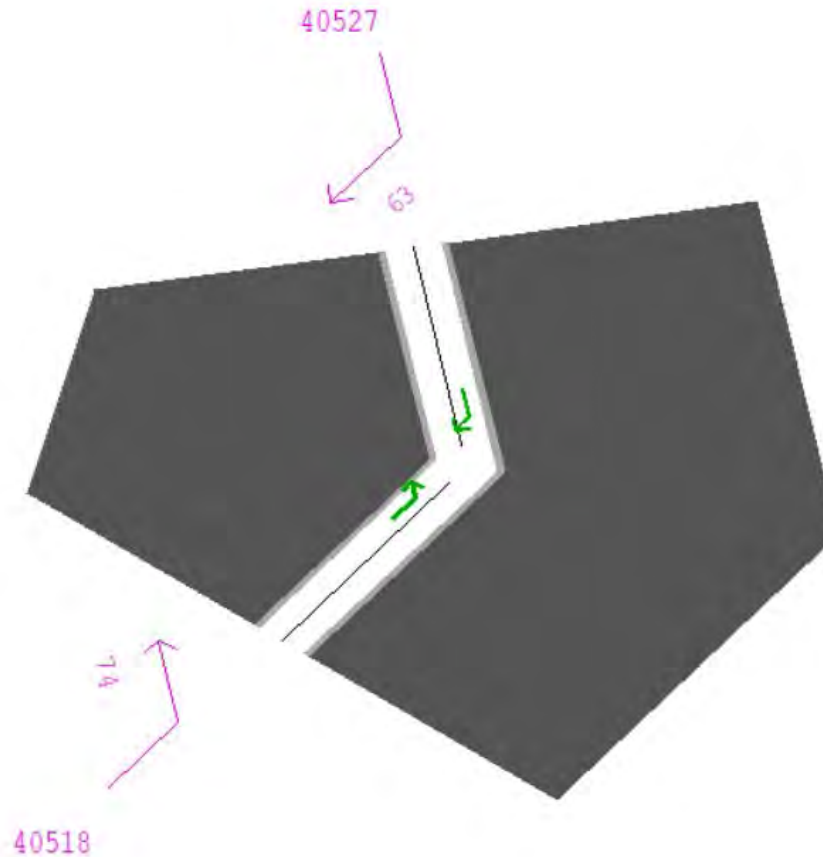
11. A47 / EARL SHILTON ACCESS

2026 DM Scenario - AM Peak



12. ASTLEY ROAD / EARL SHILTON ACCESS

2026 DM Scenario - AM Peak



13. MILL LANE / EARL SHILTON ACCESS

2026 DM Scenario - AM Peak

Mill Lane / Earl Shilton Access is not included in the model

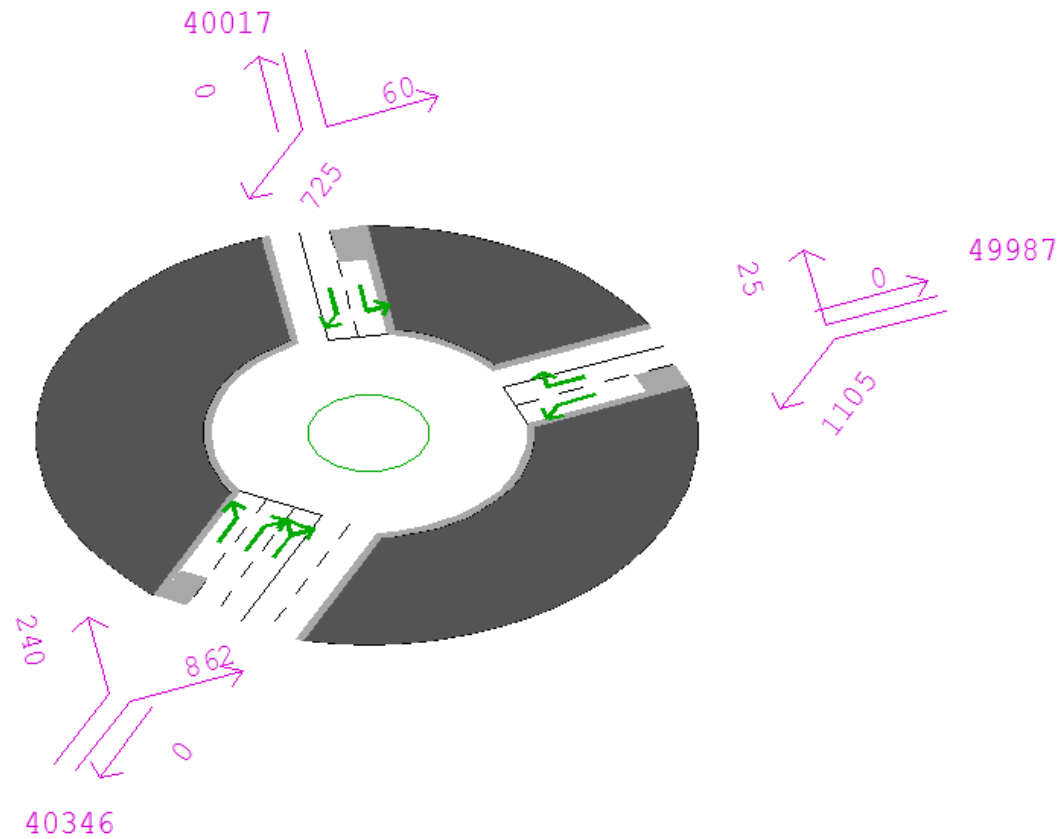


2026 DS

AM Peak

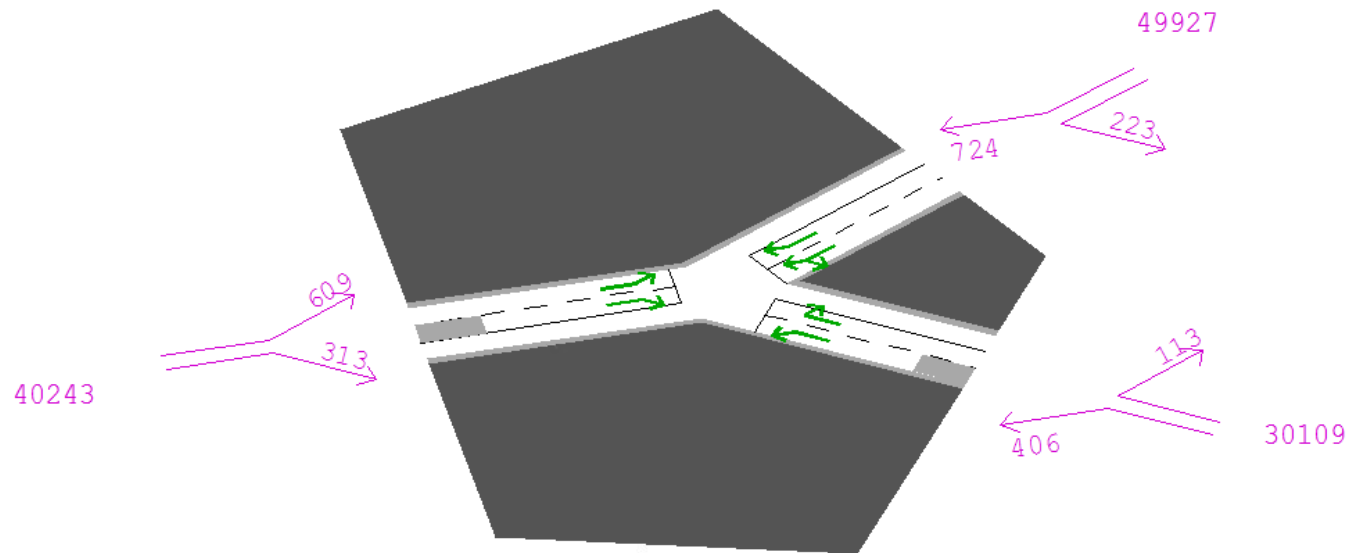
1. A47/ LEICESTER ROAD JUNCTION

2026 DS Scenario - AM Peak



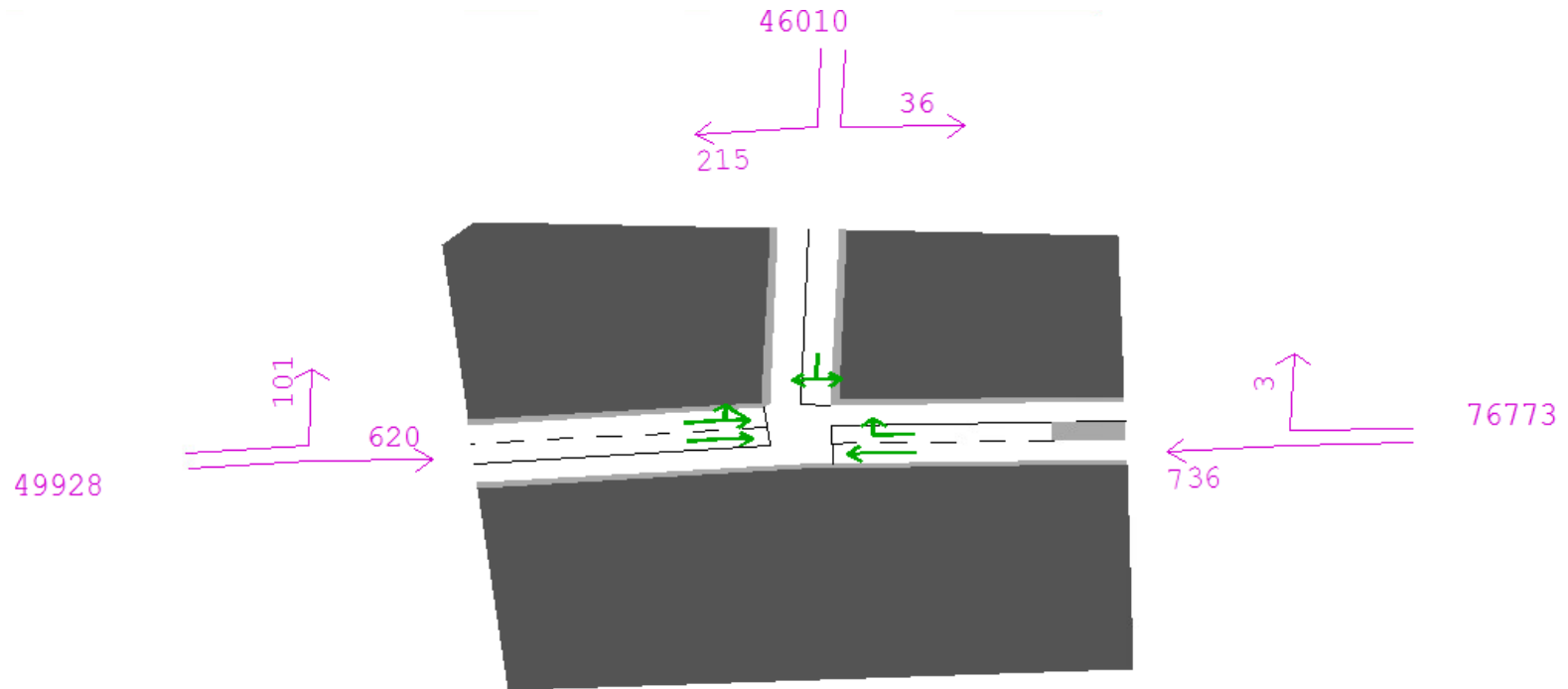
2. A47 / A581 STATION ROAD JUNCTION

2026 DS Scenario - AM Peak



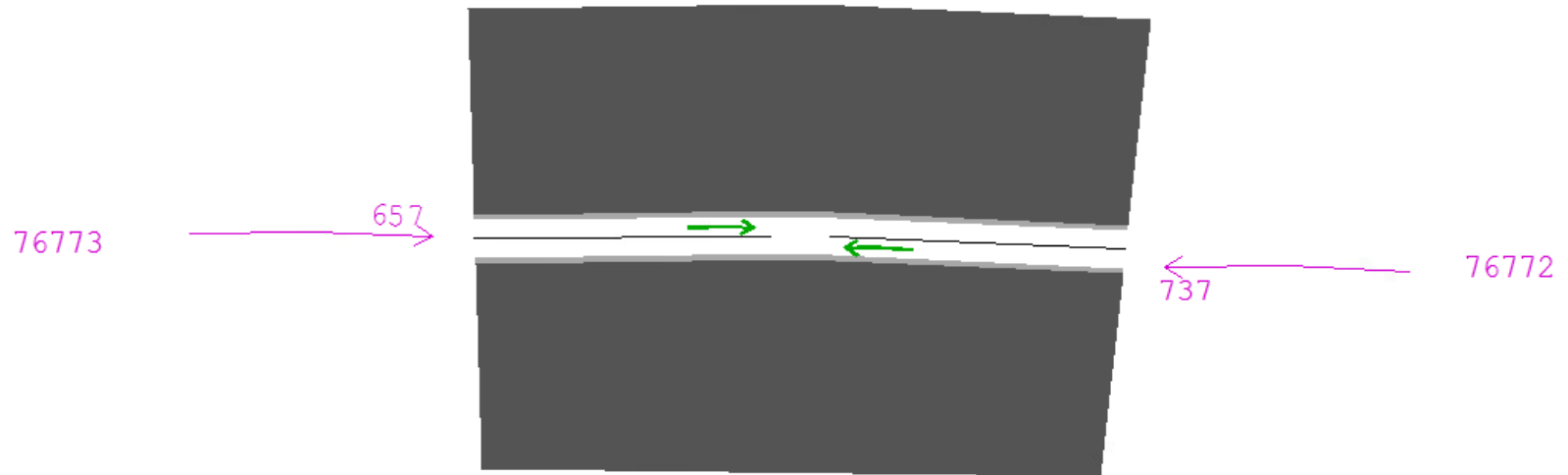
3. A47 / WILKINSON LANE JUNCTION

2026 DS Scenario - AM Peak



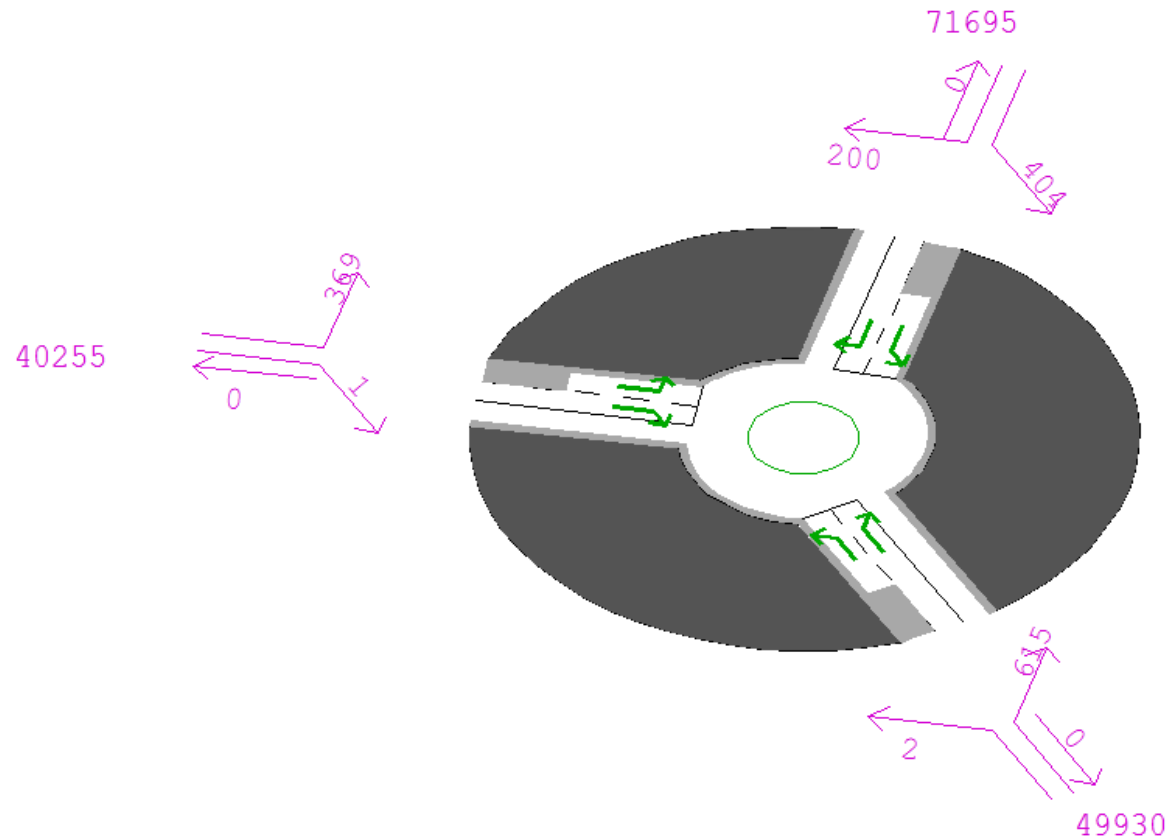
4. A47 / MASEFIELD DRIVE JUNCTION

2026 DS Scenario - AM Peak



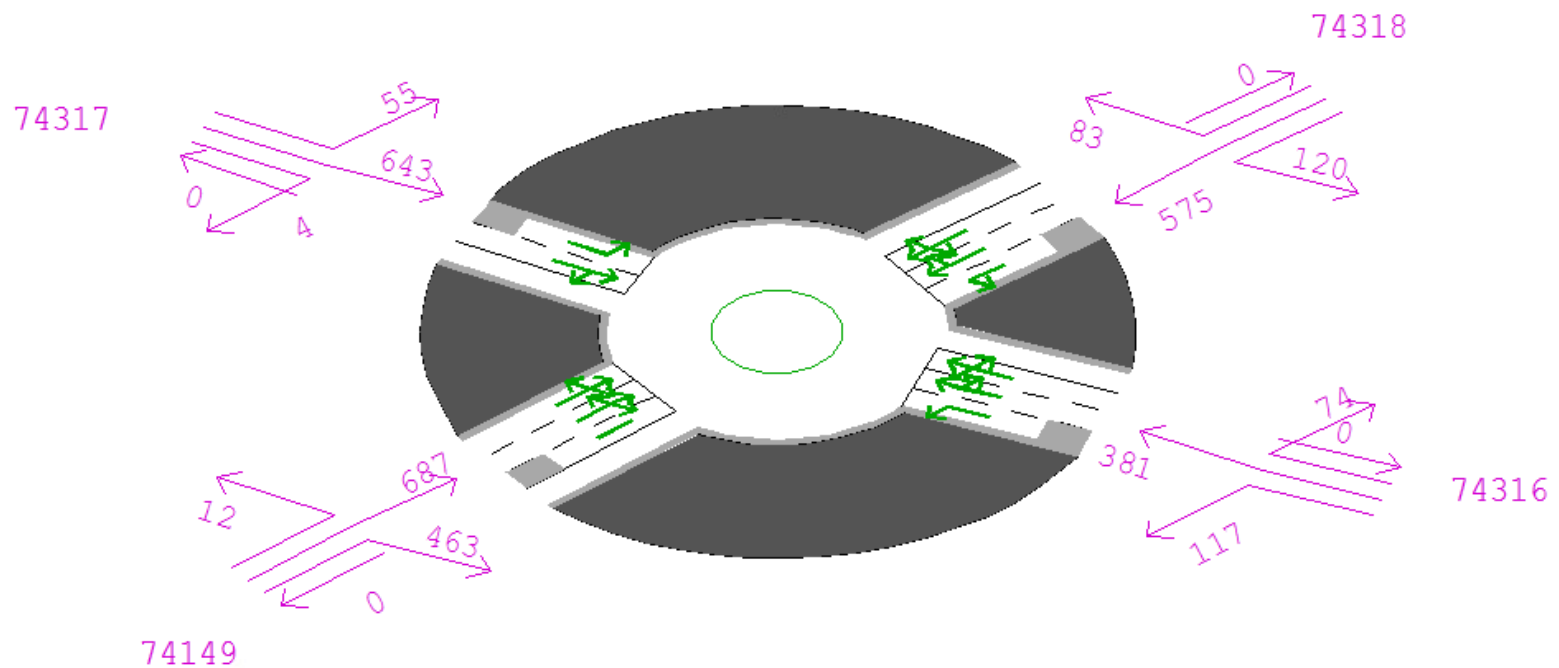
5. A47 / LEICESTER ROAD JUNCTION

2026 DS Scenario - AM Peak



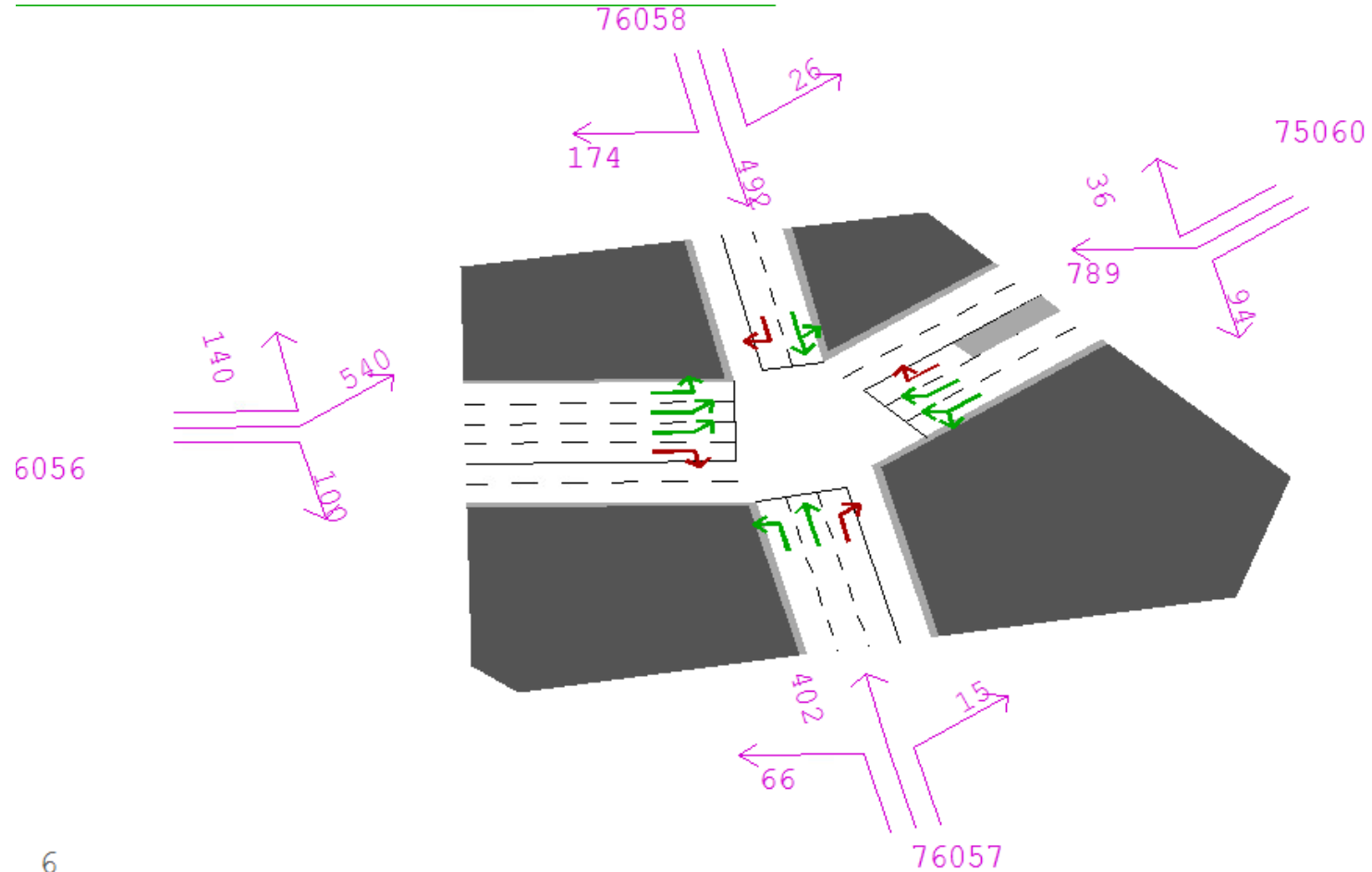
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2026 DS Scenario - AM Peak



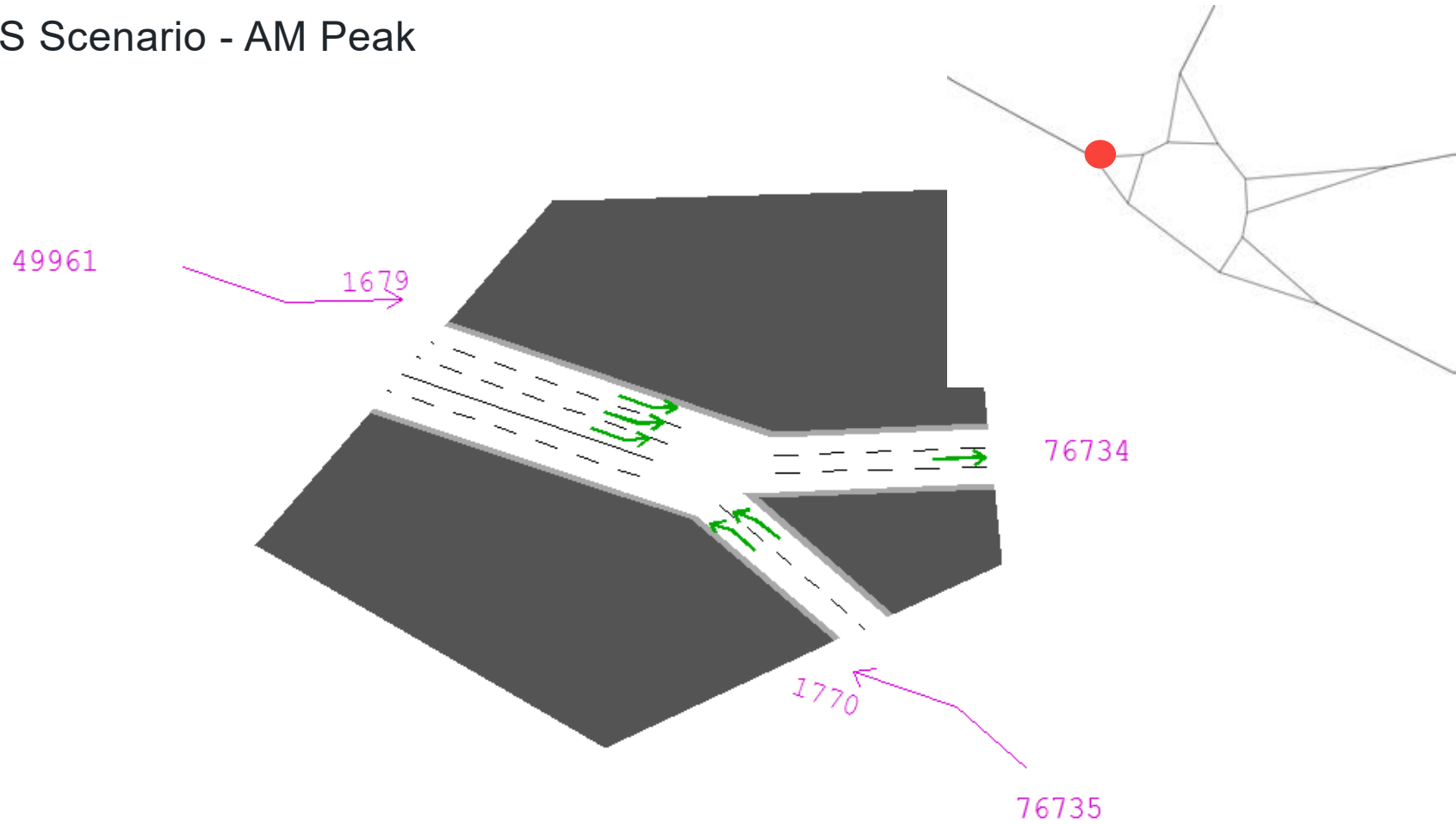
7. A47 / A447 ASHBY ROAD JUNCTION

2026 DS Scenario - AM Peak



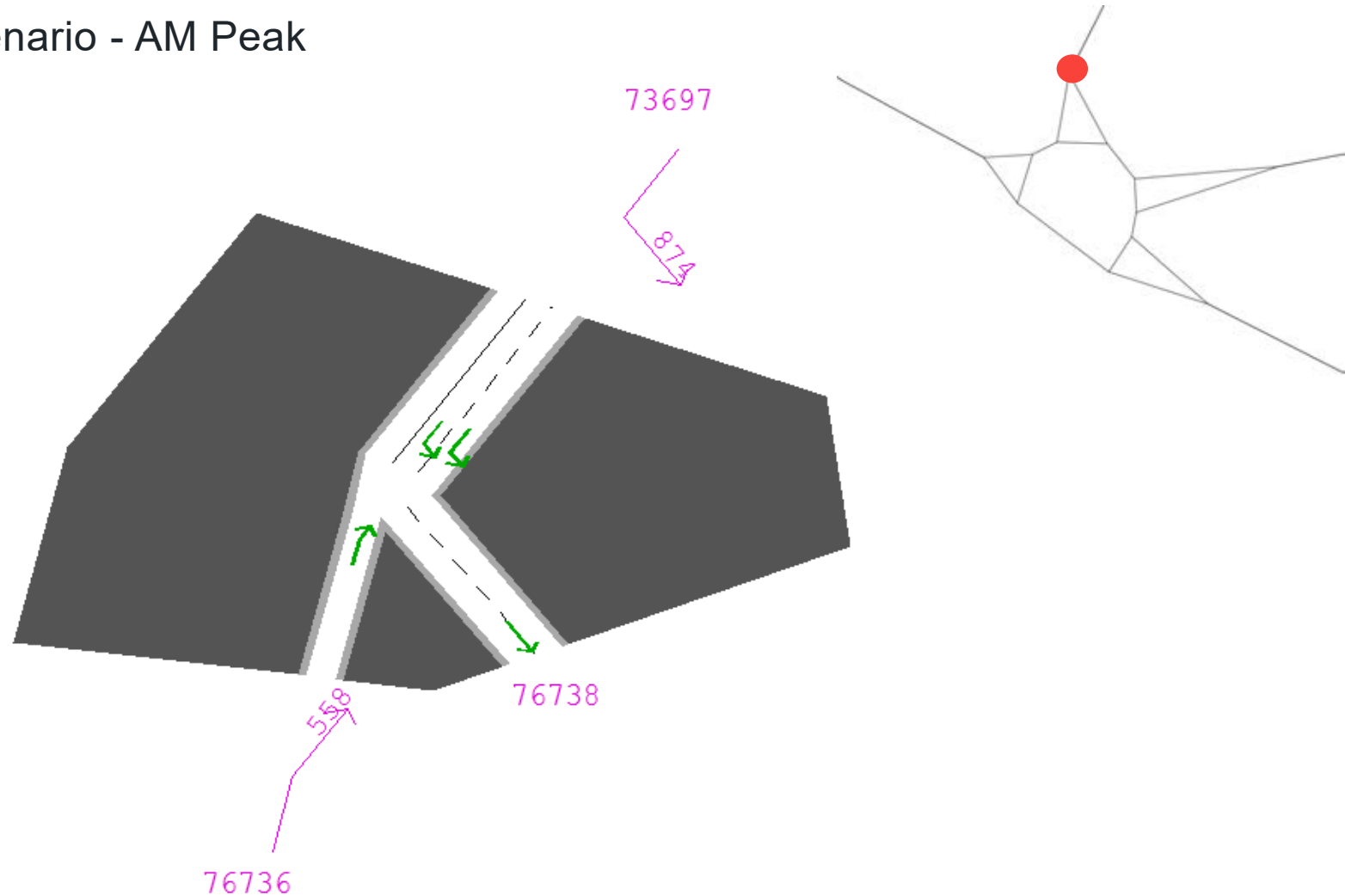
8. DODWELLS ROUNDABOUT

2026 DS Scenario - AM Peak



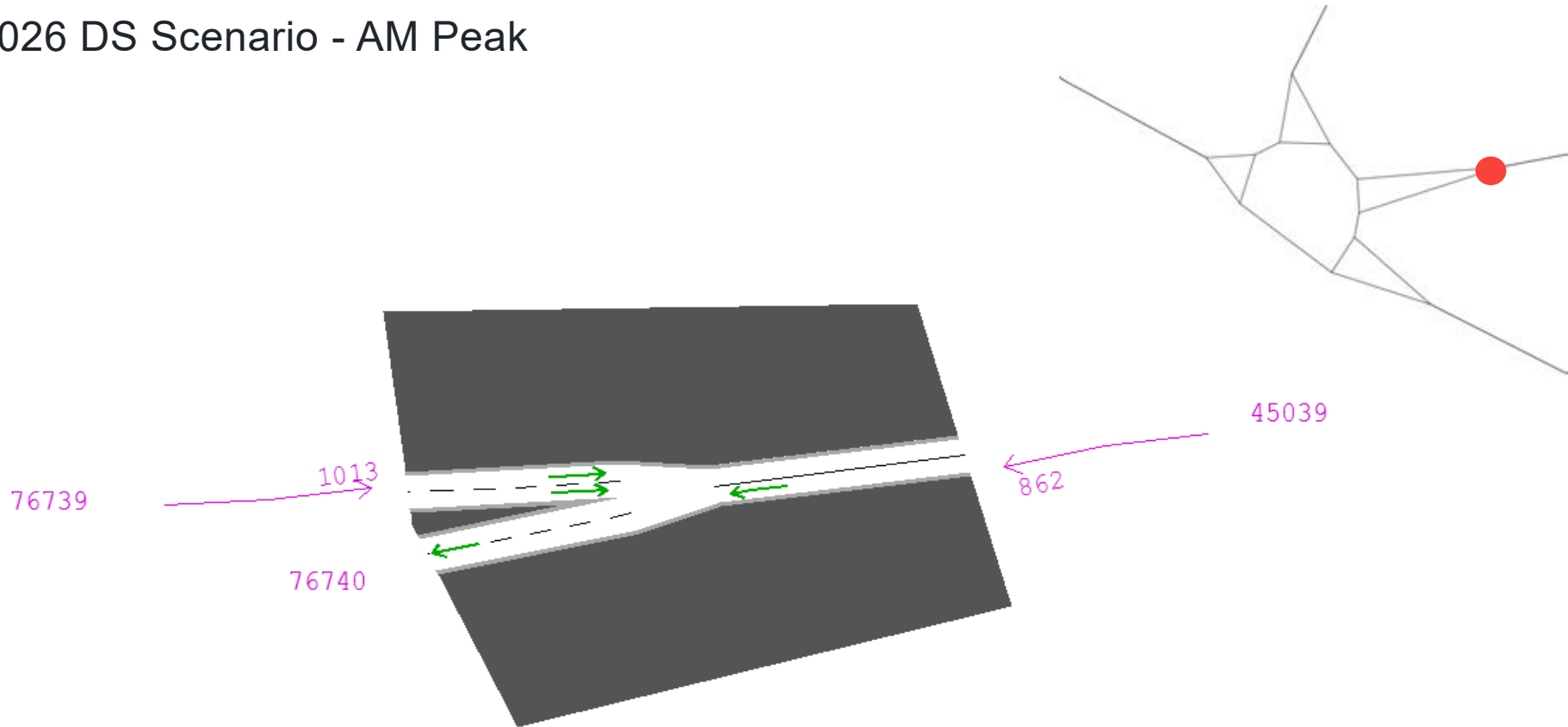
8. DODWELLS ROUNDABOUT

2026 DS Scenario - AM Peak



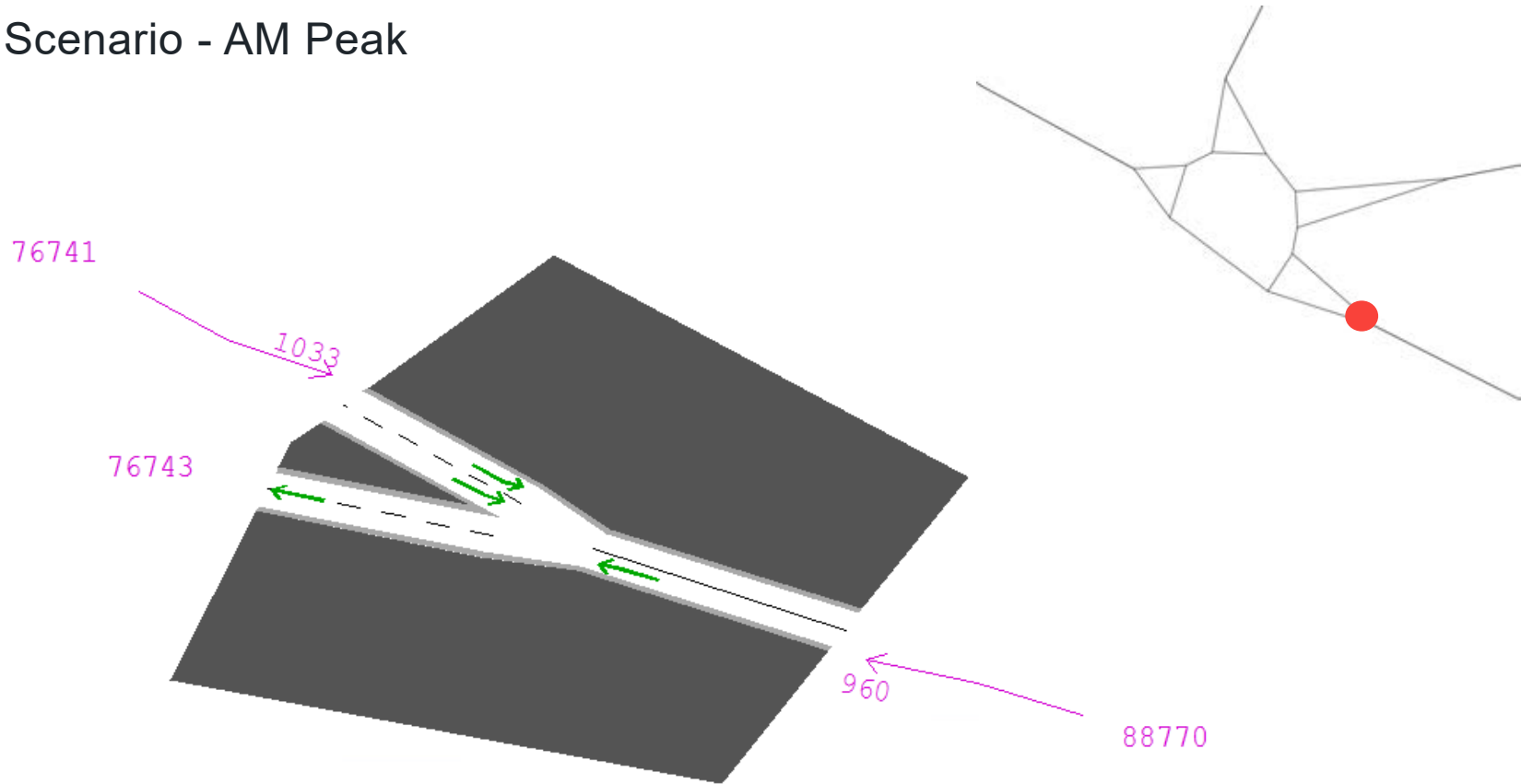
8. DODWELLS ROUNDABOUT

2026 DS Scenario - AM Peak



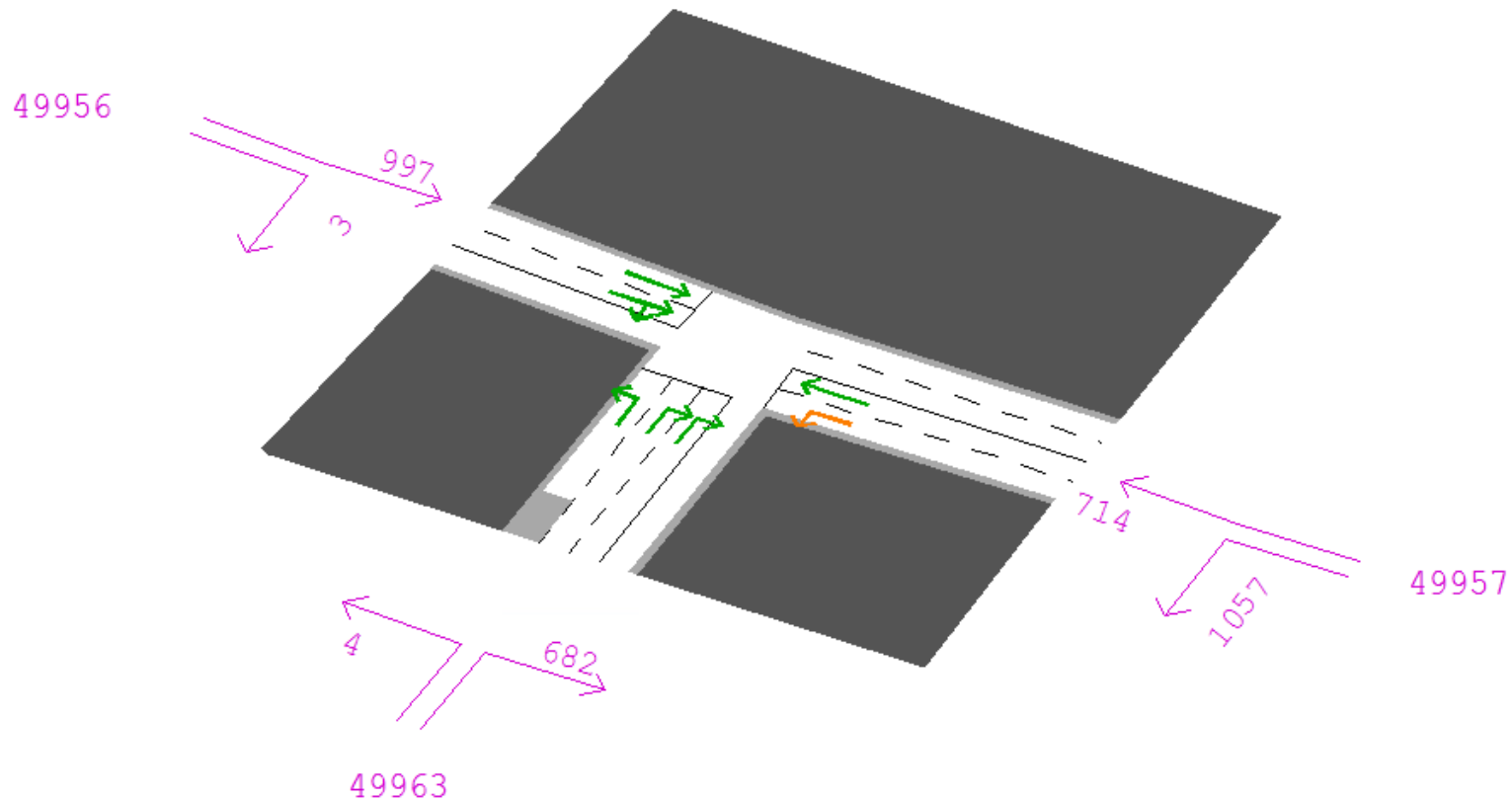
8. DODWELLS ROUNDABOUT

2026 DS Scenario - AM Peak



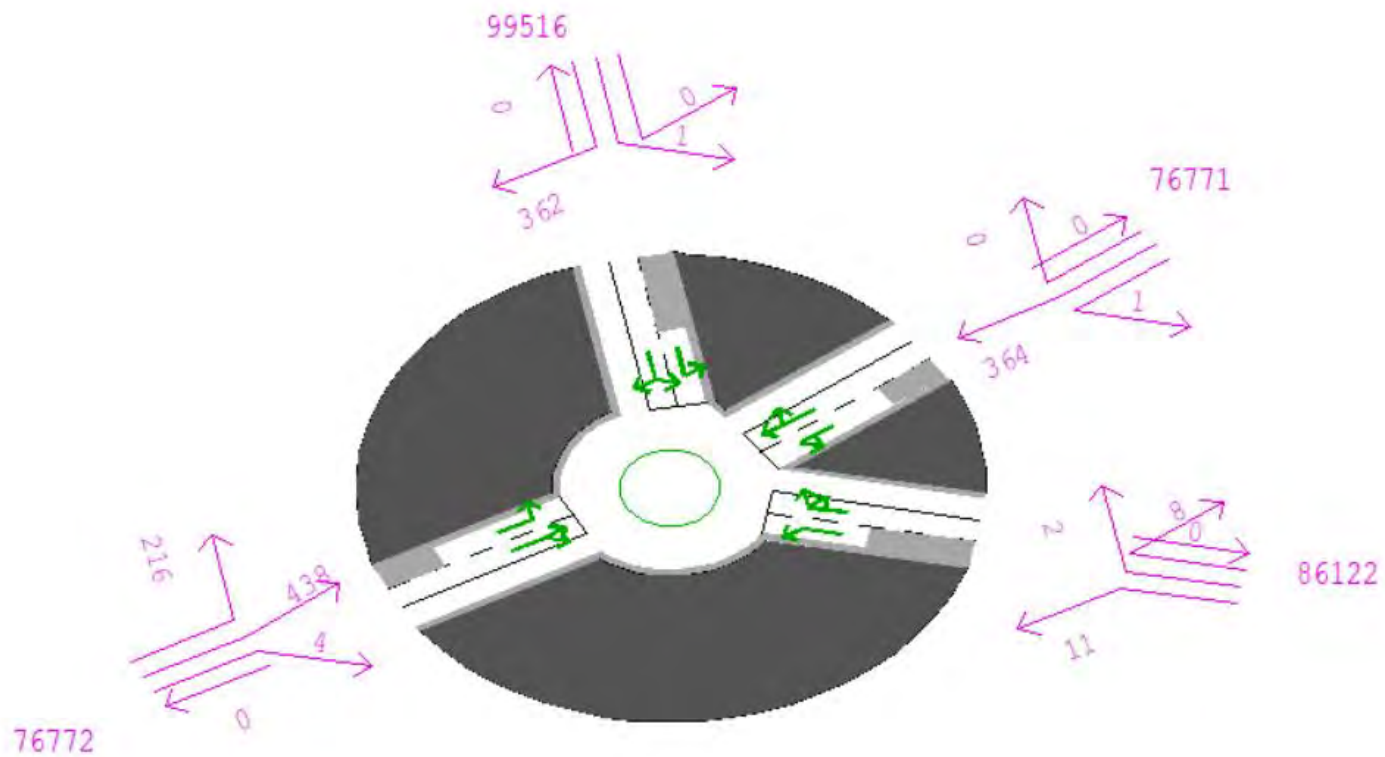
9. A5 / A47 THE LONG SHOOT JUNCTION

2026 DS Scenario - AM Peak



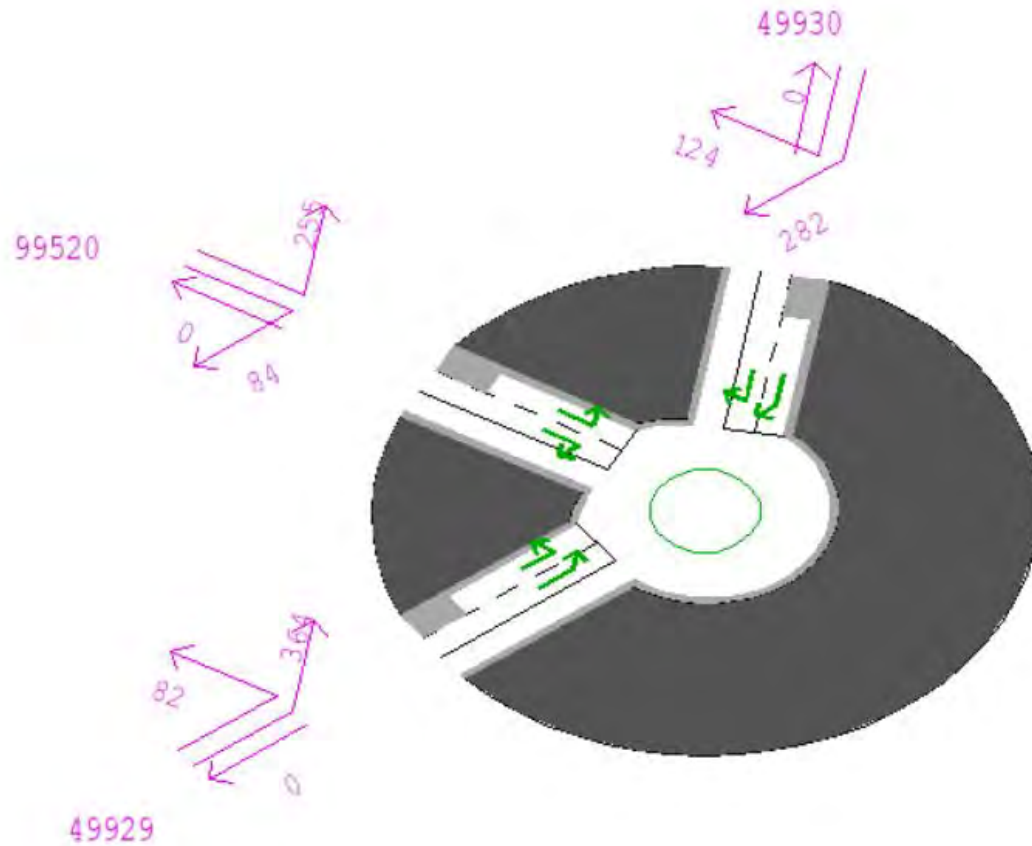
10. A47 / BREACH LANE

2026 DS Scenario - AM Peak



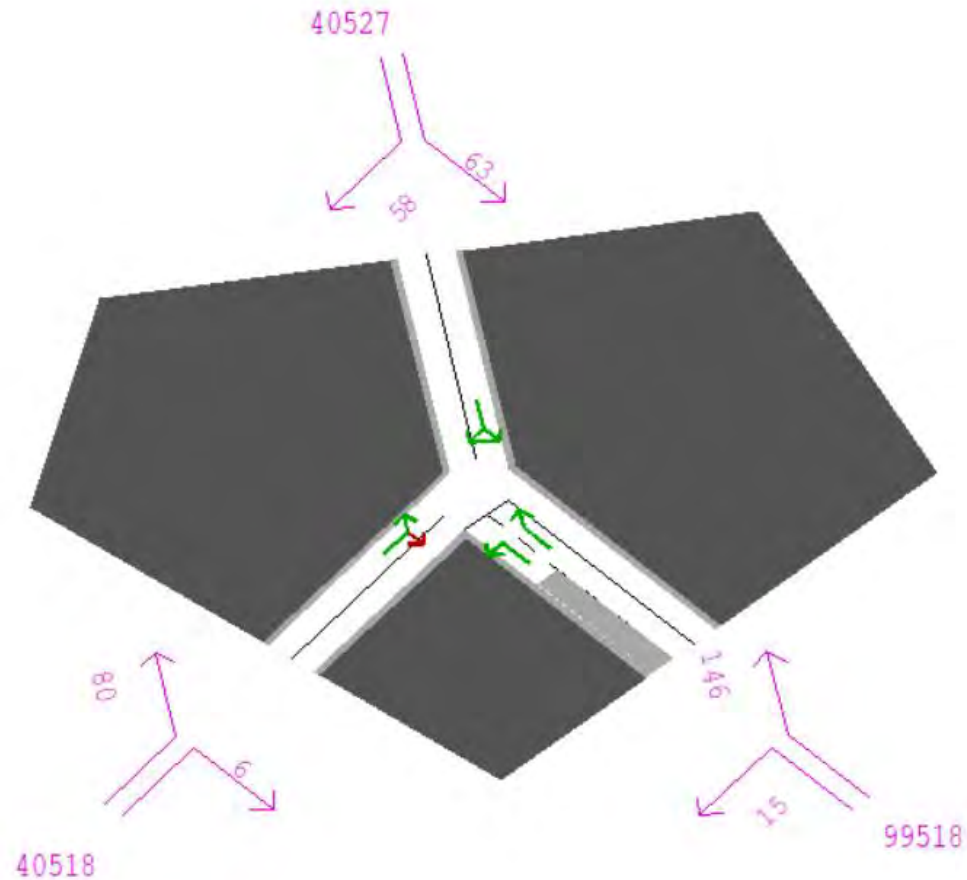
11. A47 / EARL SHILTON ACCESS

2026 DS Scenario - AM Peak



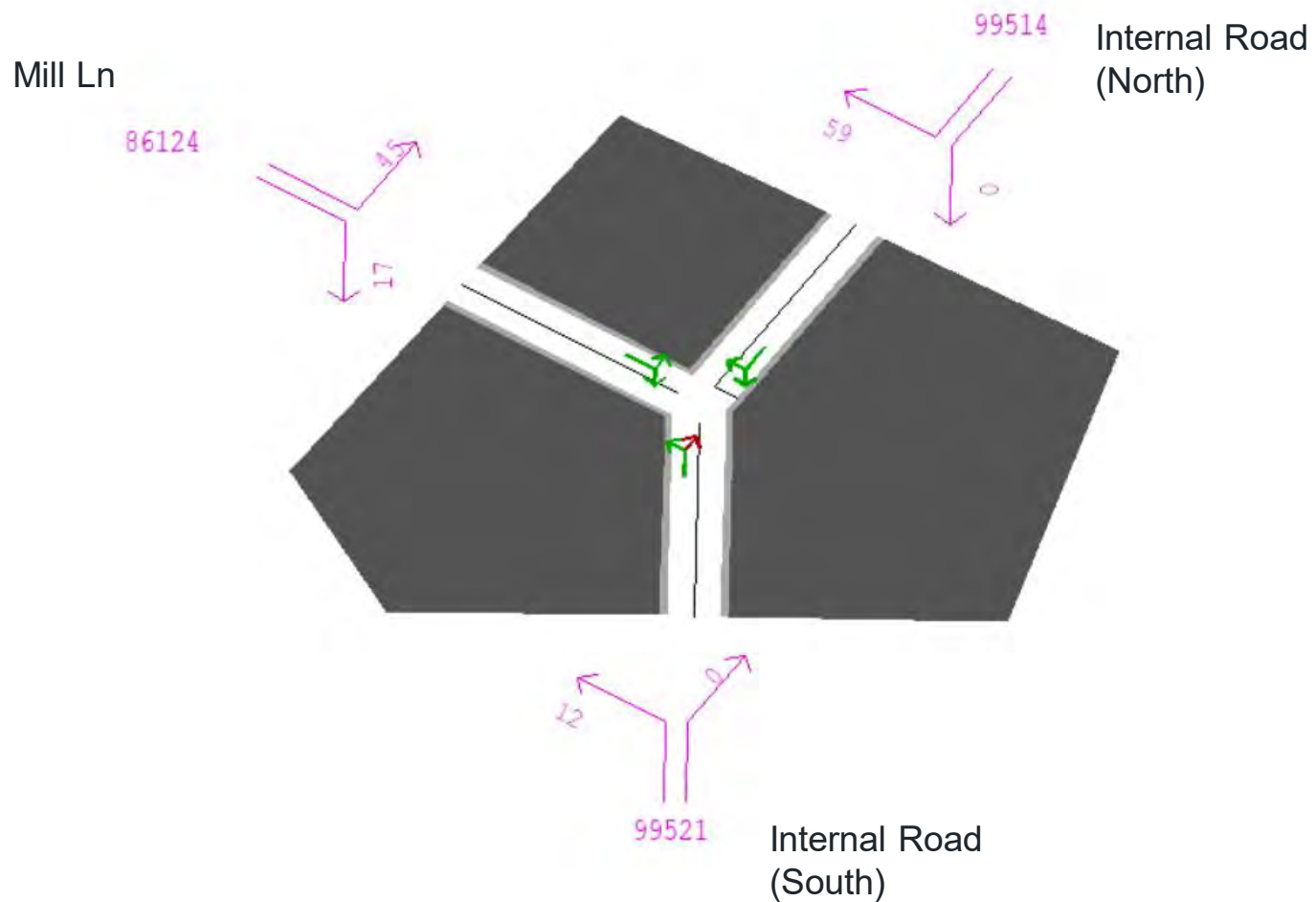
12. ASTLEY ROAD / EARL SHILTON ACCESS

2026 DS Scenario - AM Peak



13. MILL LANE / EARL SHILTON ACCESS

2026 DS Scenario - AM Peak



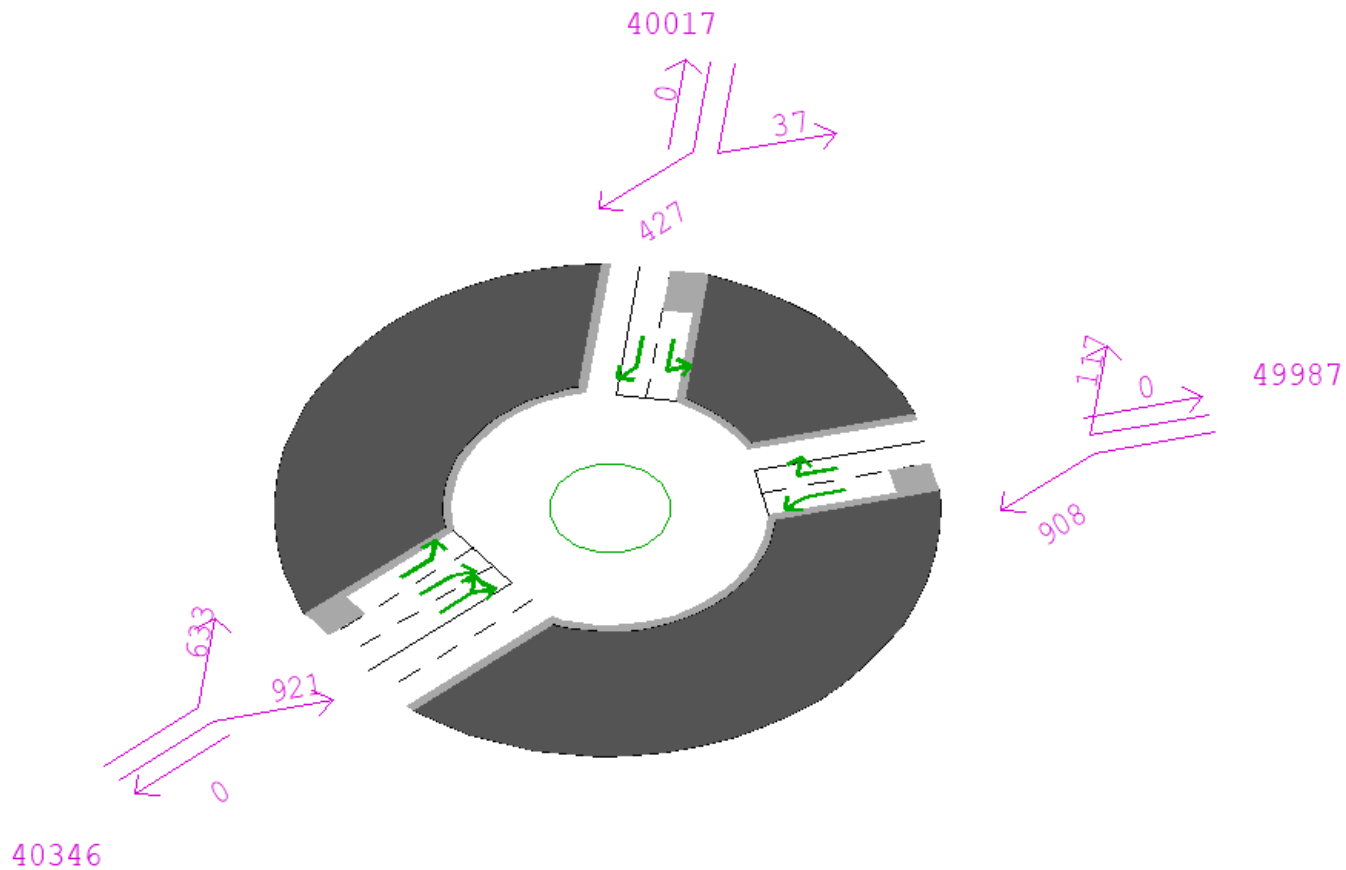


2026 DM

PM Peak

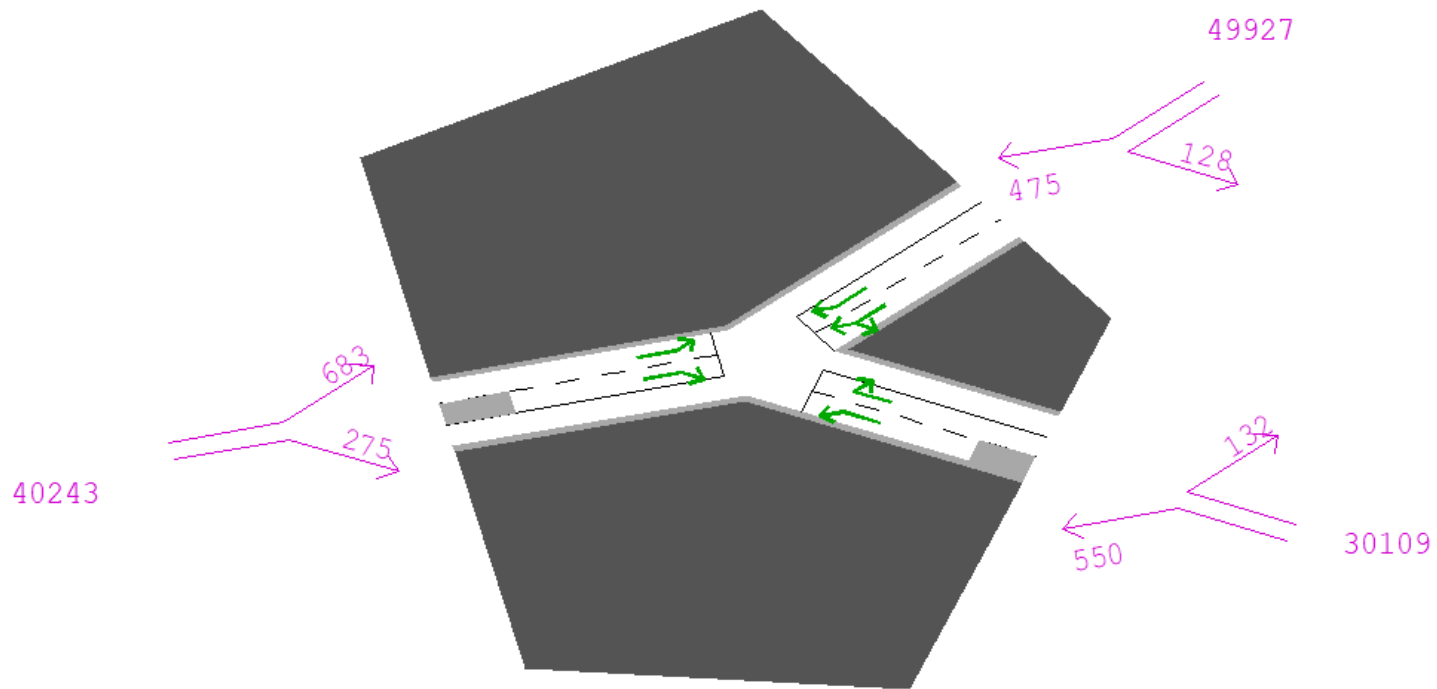
1. A47/ LEICESTER ROAD JUNCTION

2026 DM Scenario - PM Peak



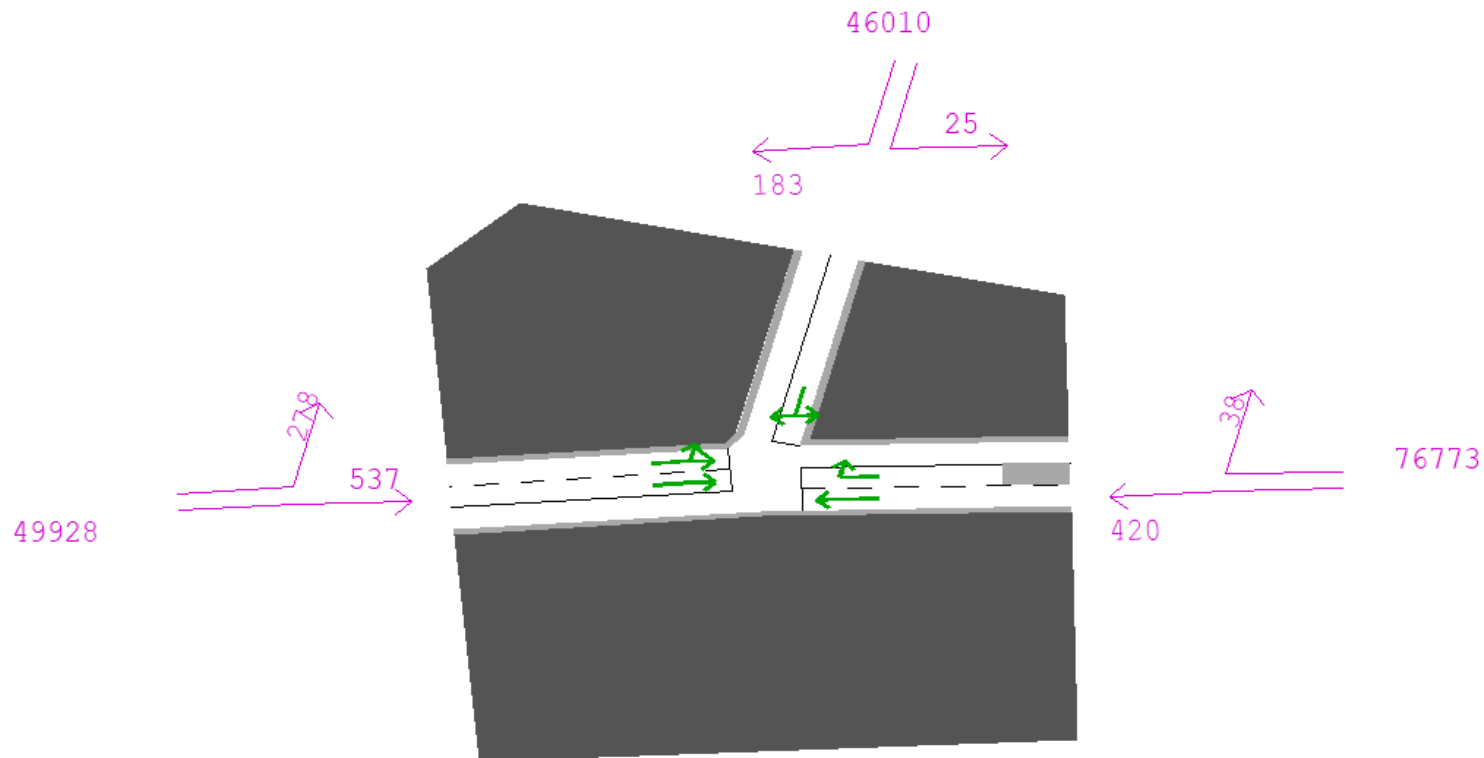
2. A47 / A581 STATION ROAD JUNCTION

2026 DM Scenario - PM Peak



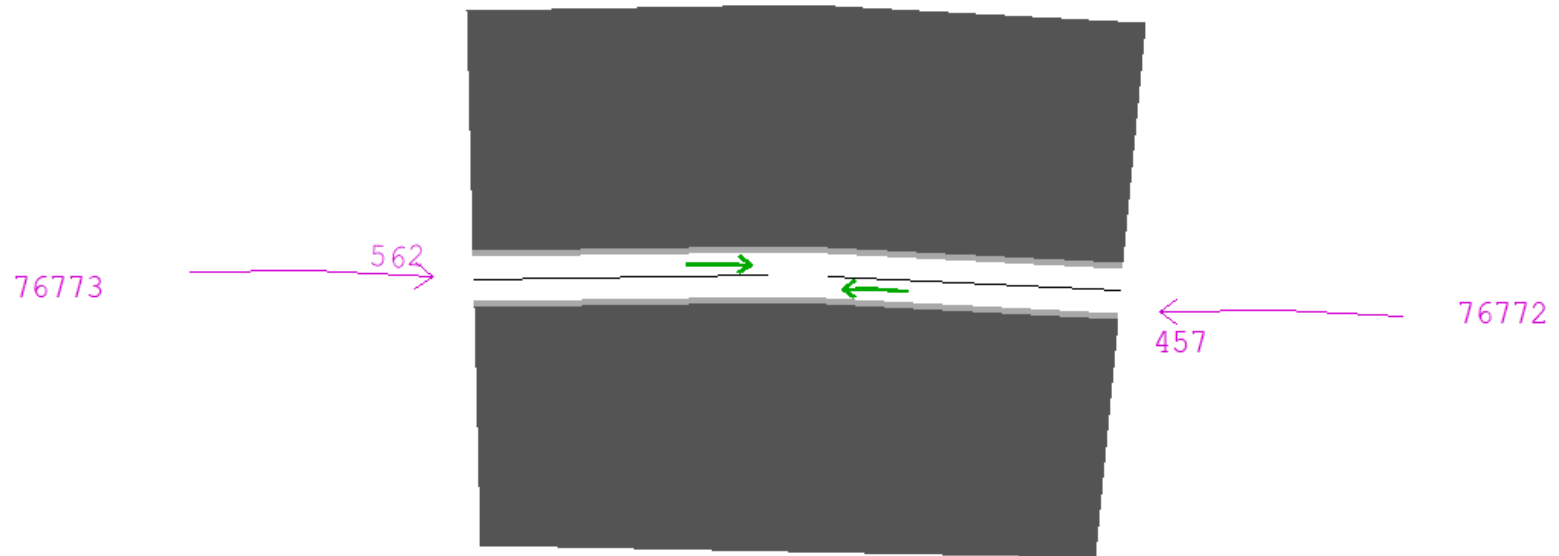
3. A47 / WILKINSON LANE JUNCTION

2026 DM Scenario - PM Peak



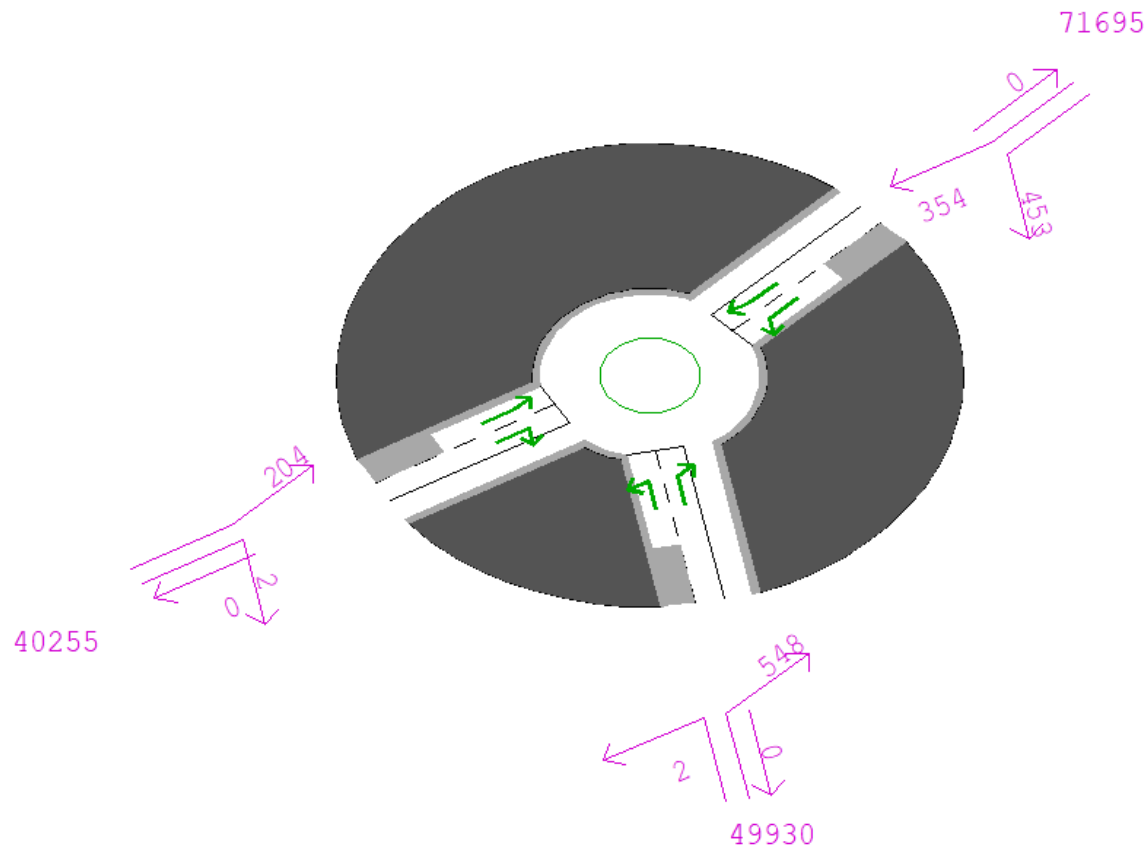
4. A47 / MASEFIELD DRIVE JUNCTION

2026 DM Scenario - PM Peak



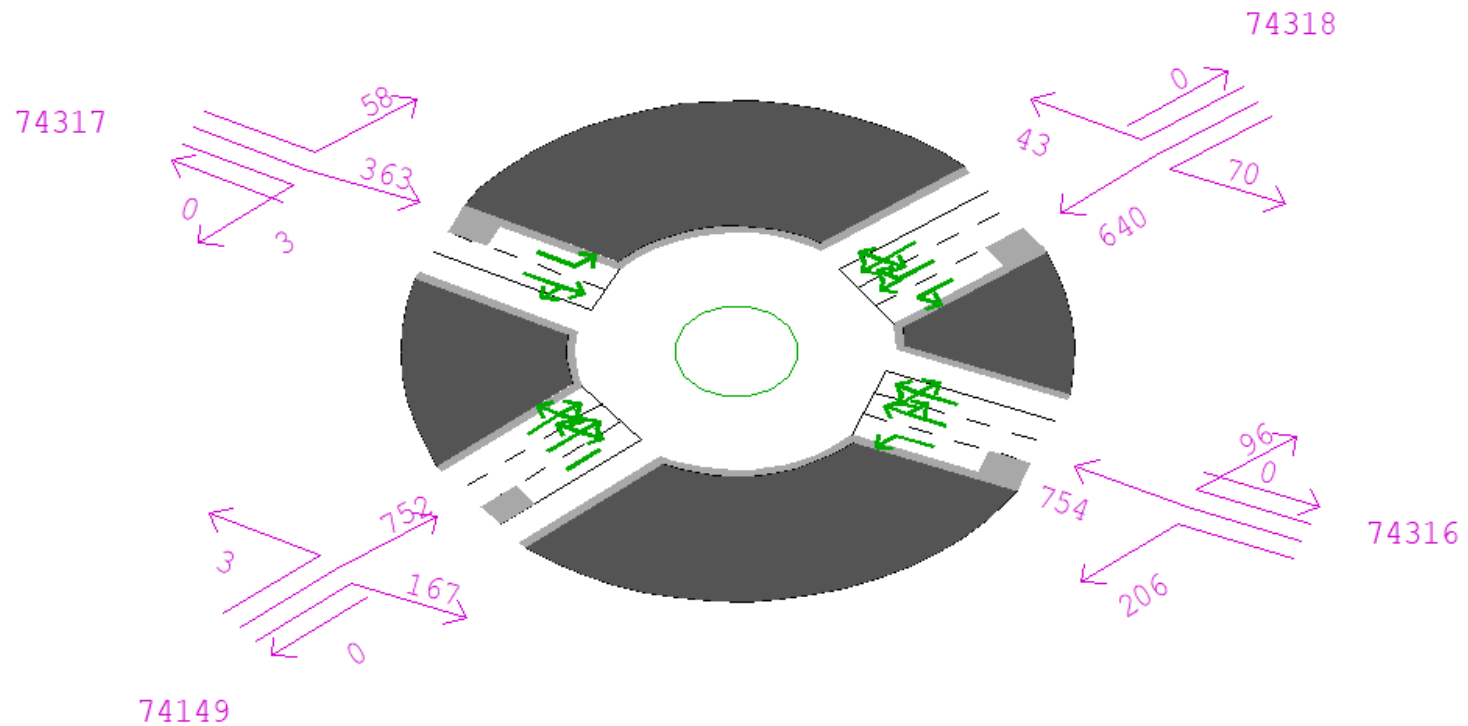
5. A47 / LEICESTER ROAD JUNCTION

2026 DM Scenario - PM Peak



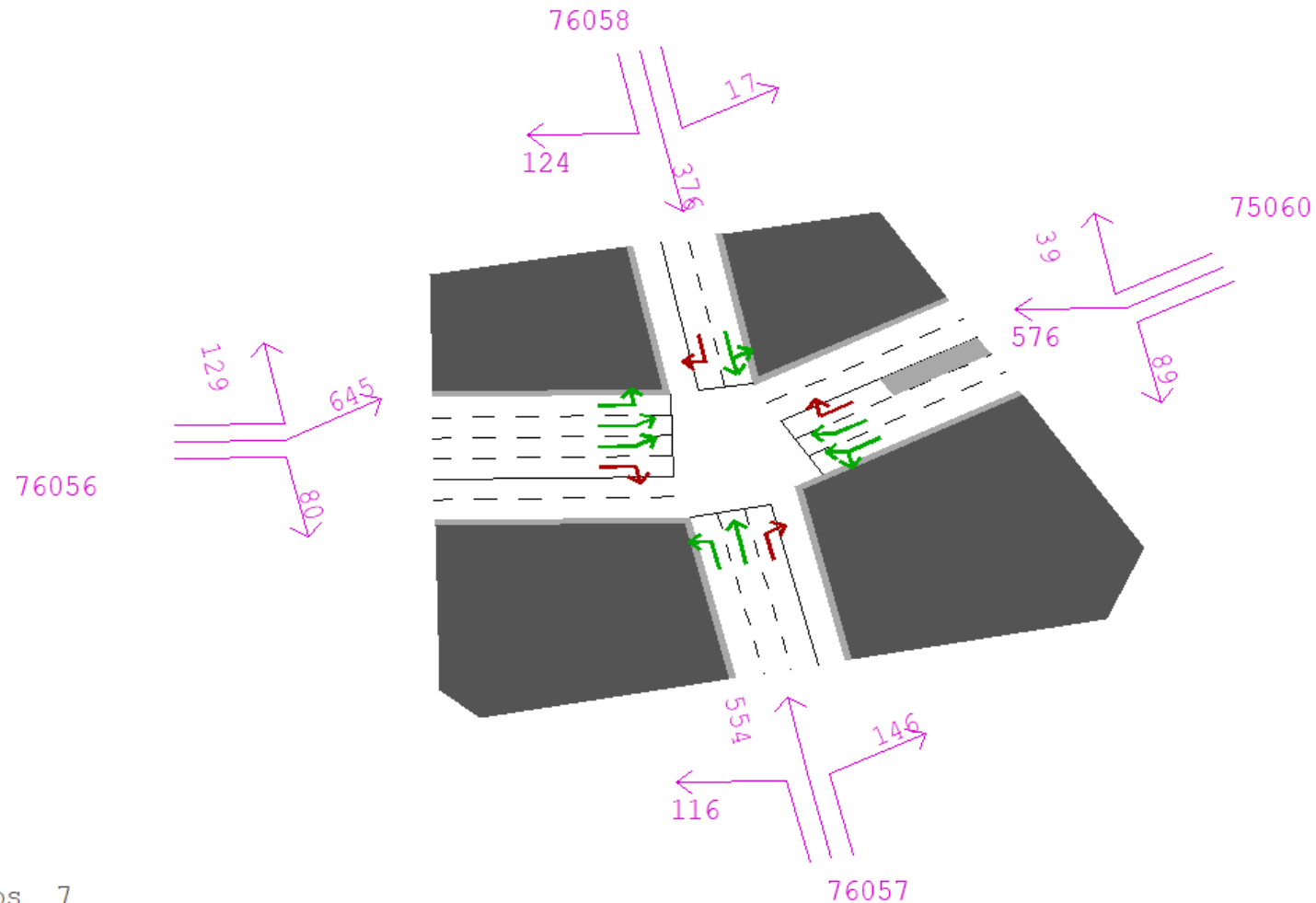
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2026 DM Scenario - PM Peak



7. A47 / A447 ASHBY ROAD JUNCTION

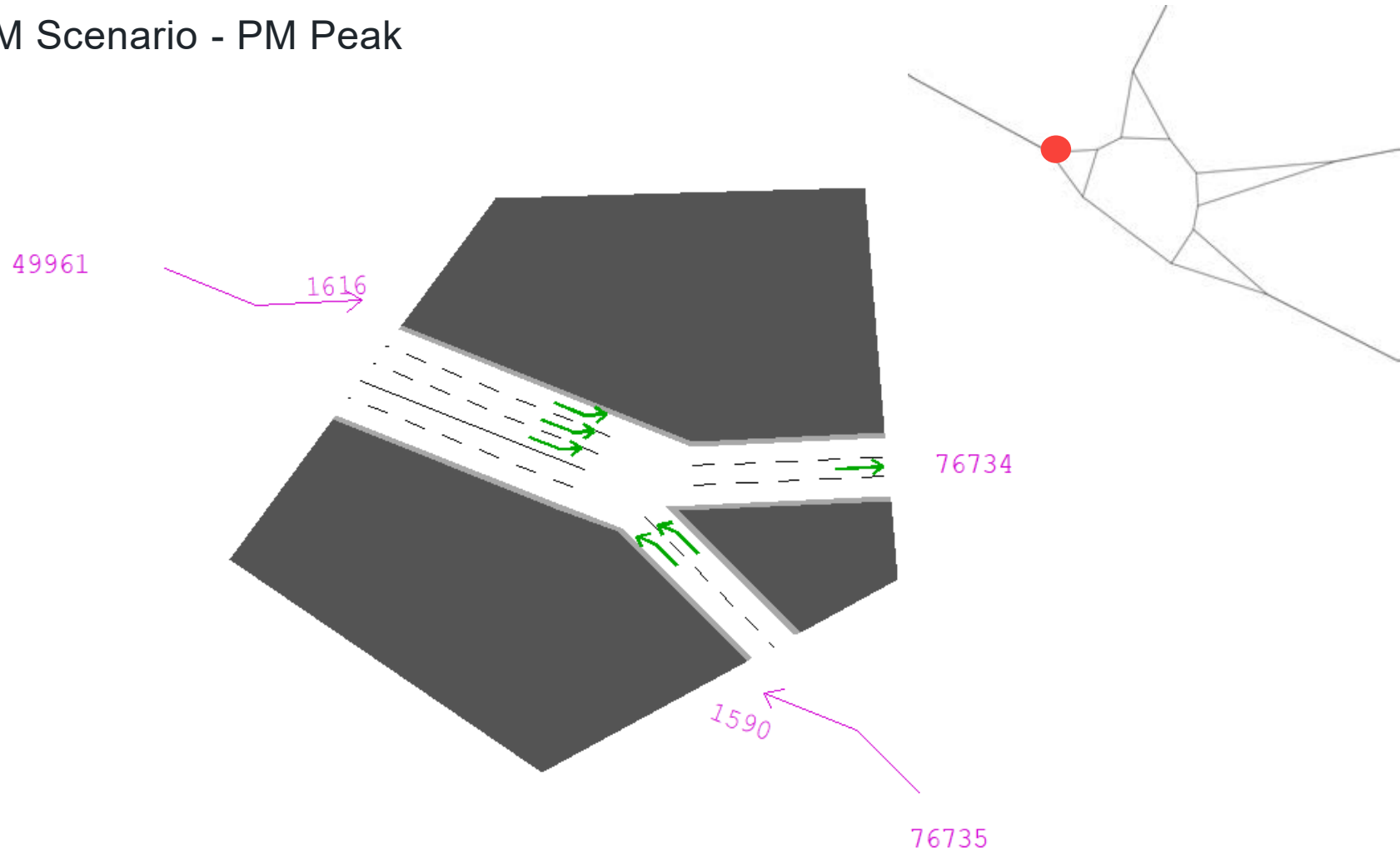
2026 DM Scenario - PM Peak



DS 7

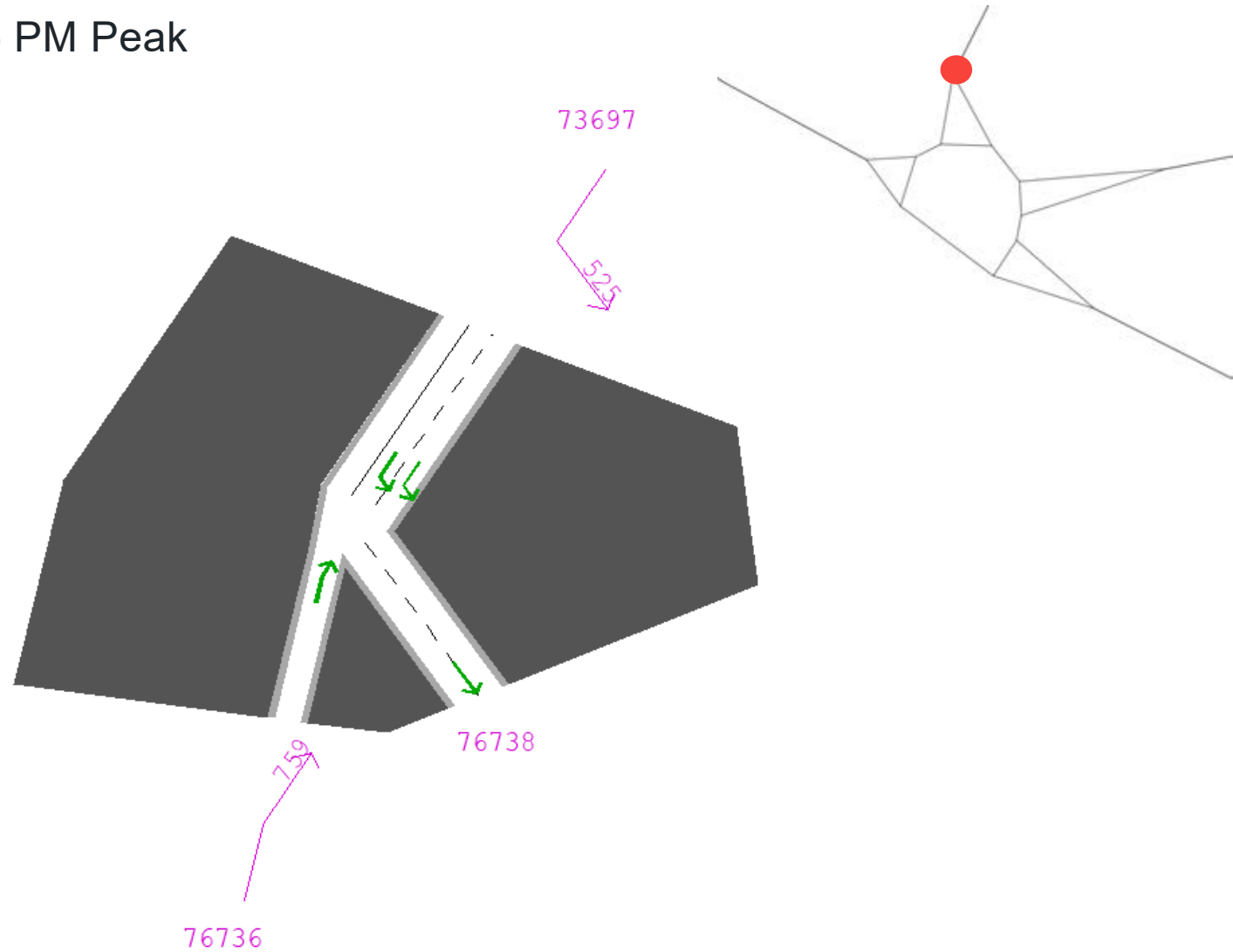
8. DODWELLS ROUNDABOUT

2026 DM Scenario - PM Peak



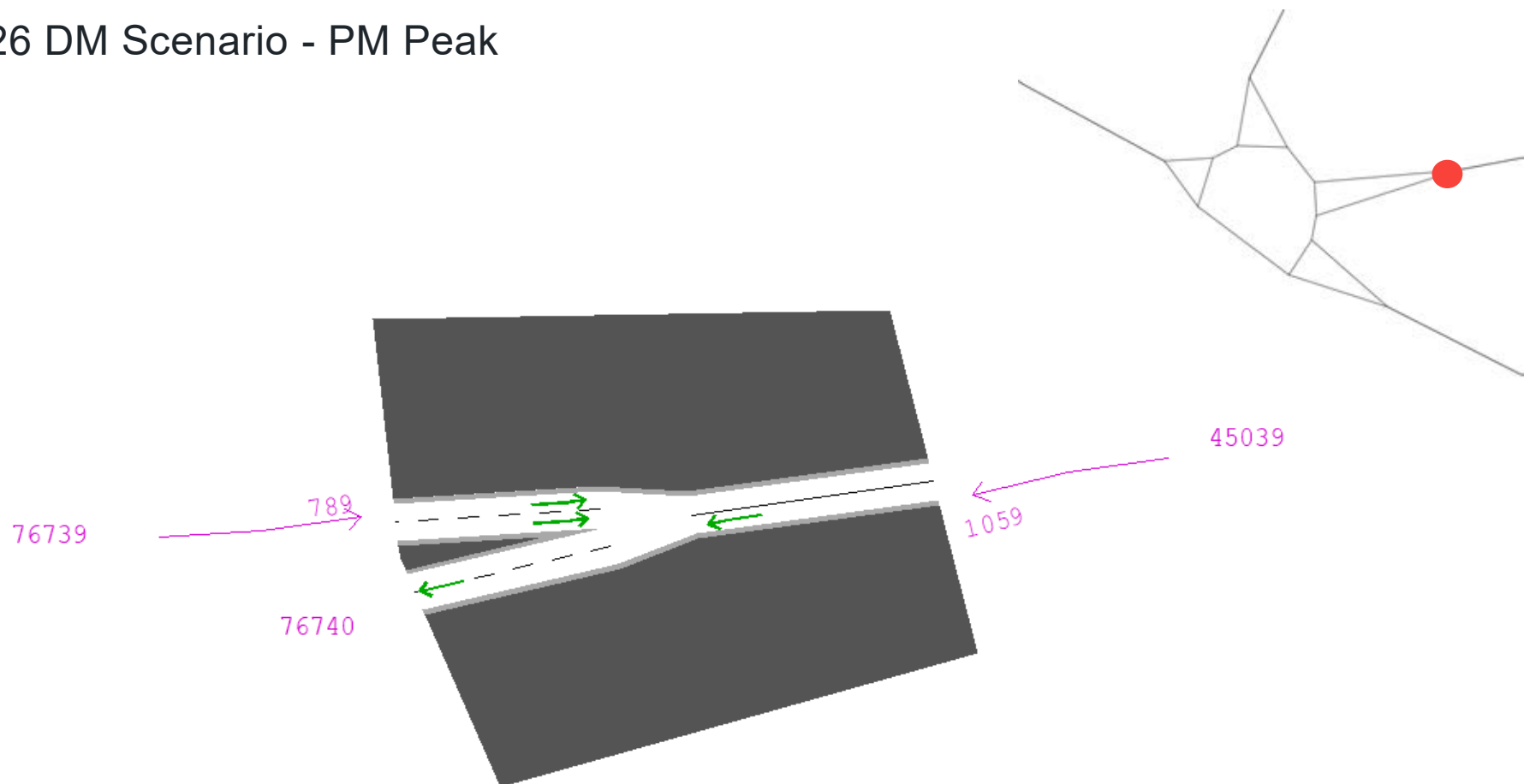
8. DODWELLS ROUNDABOUT

2026 DM Scenario - PM Peak



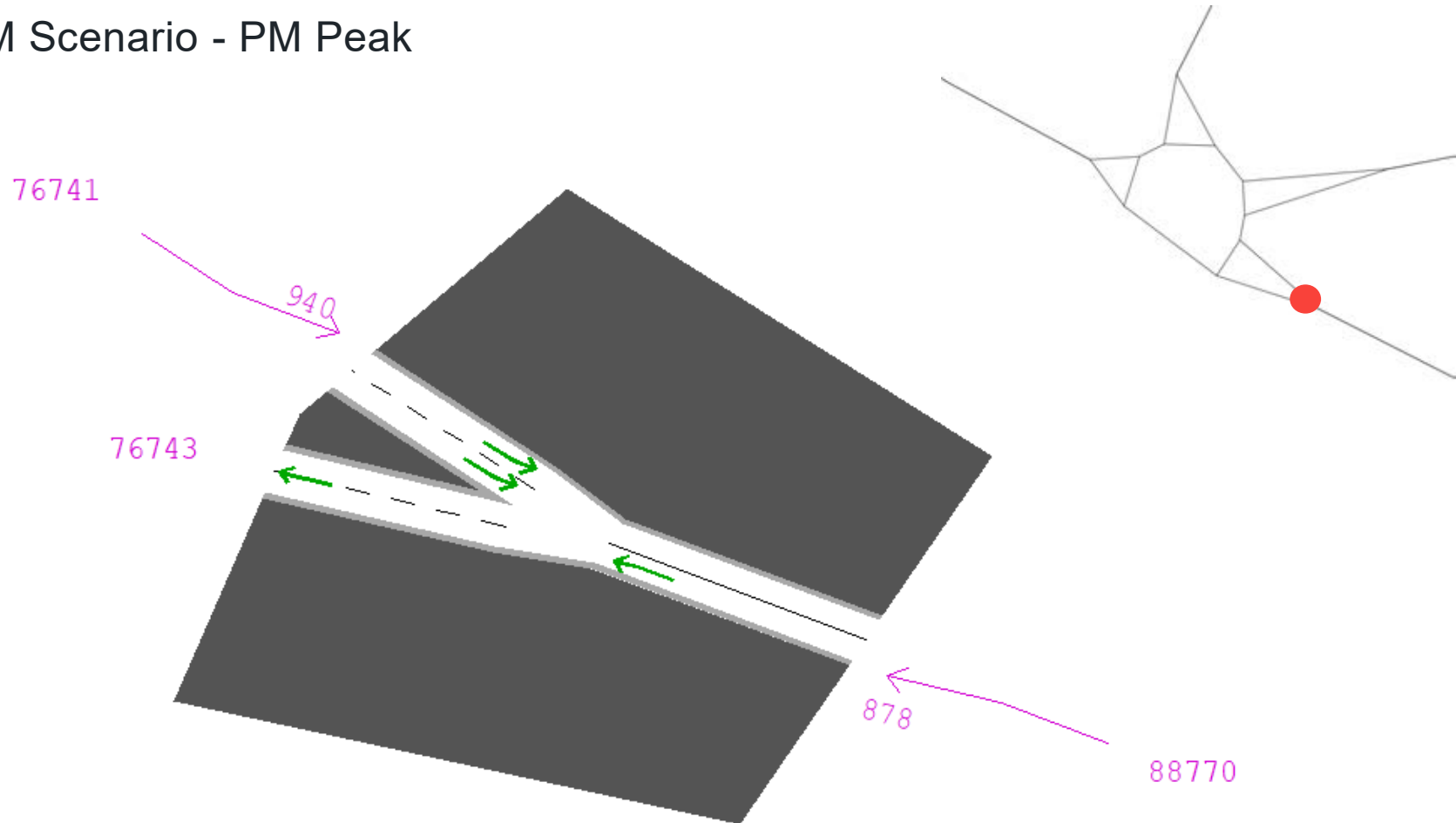
8. DODWELLS ROUNDABOUT

2026 DM Scenario - PM Peak



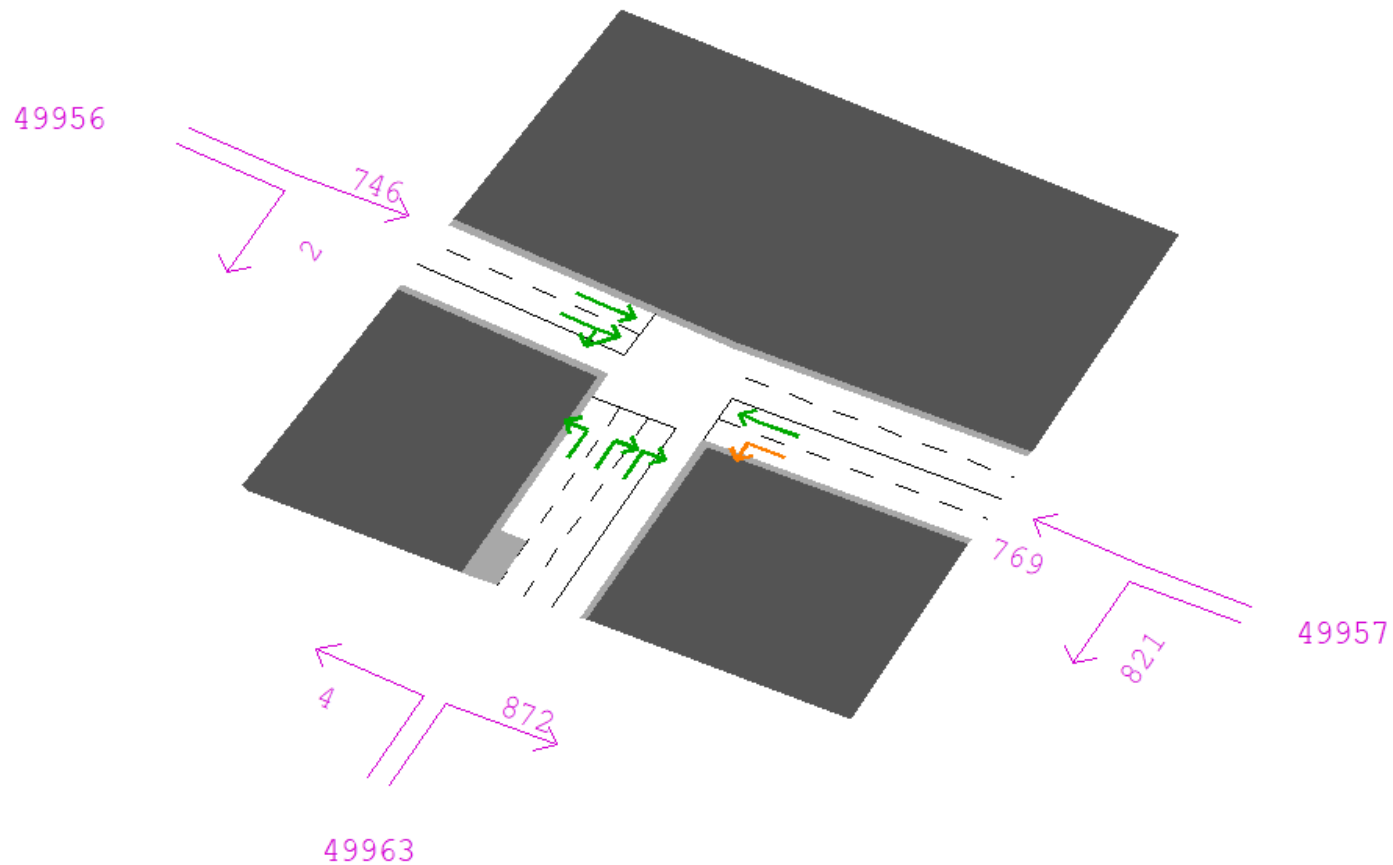
8. DODWELLS ROUNDABOUT

2026 DM Scenario - PM Peak



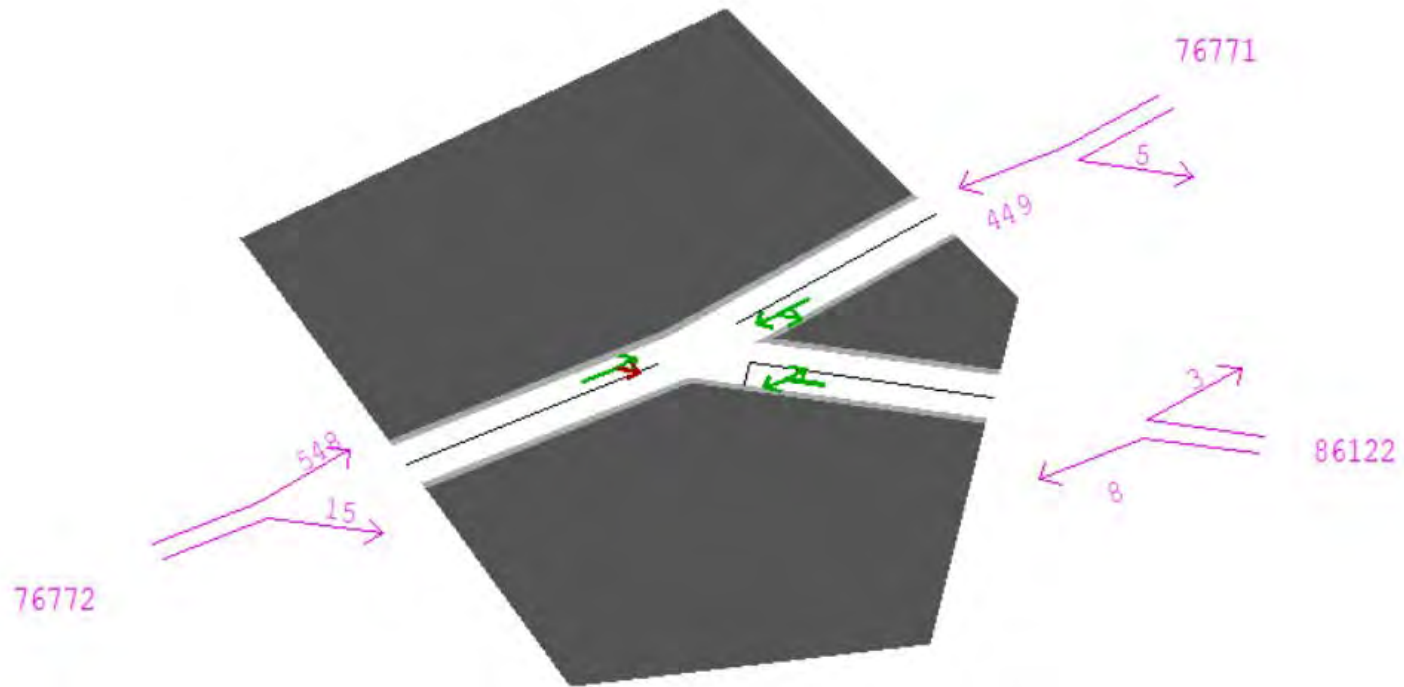
9. A5 / A47 THE LONG SHOOT JUNCTION

2026 DM Scenario - PM Peak



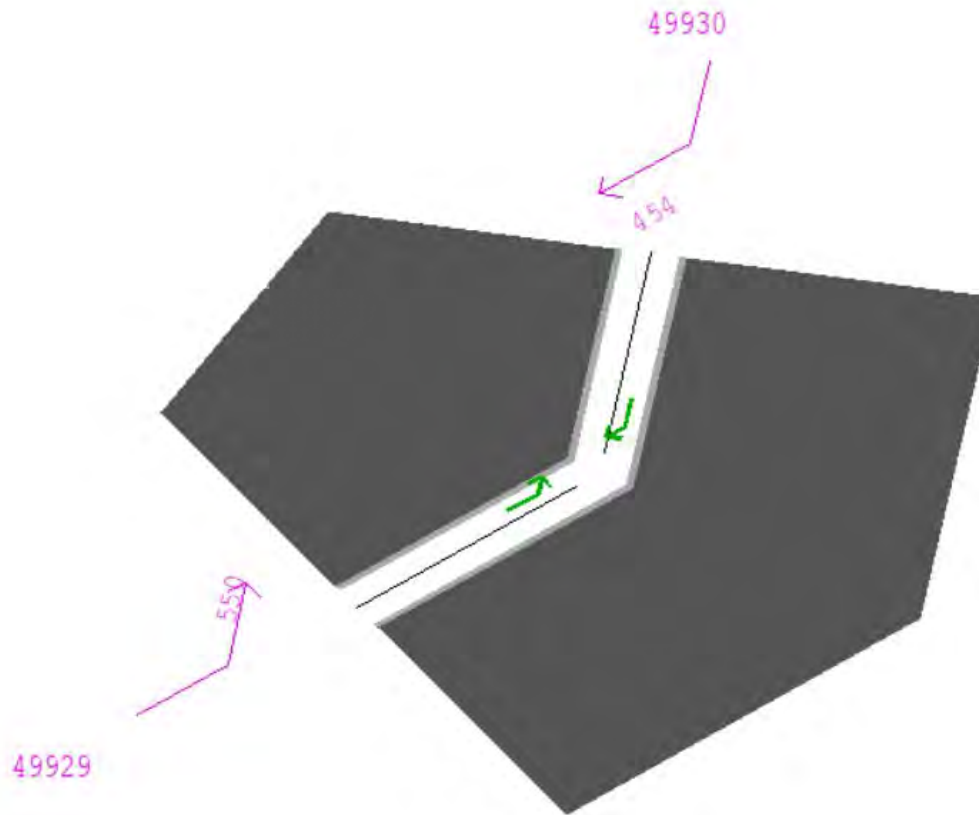
10. A47 / BREACH LANE

2026 DM Scenario - PM Peak



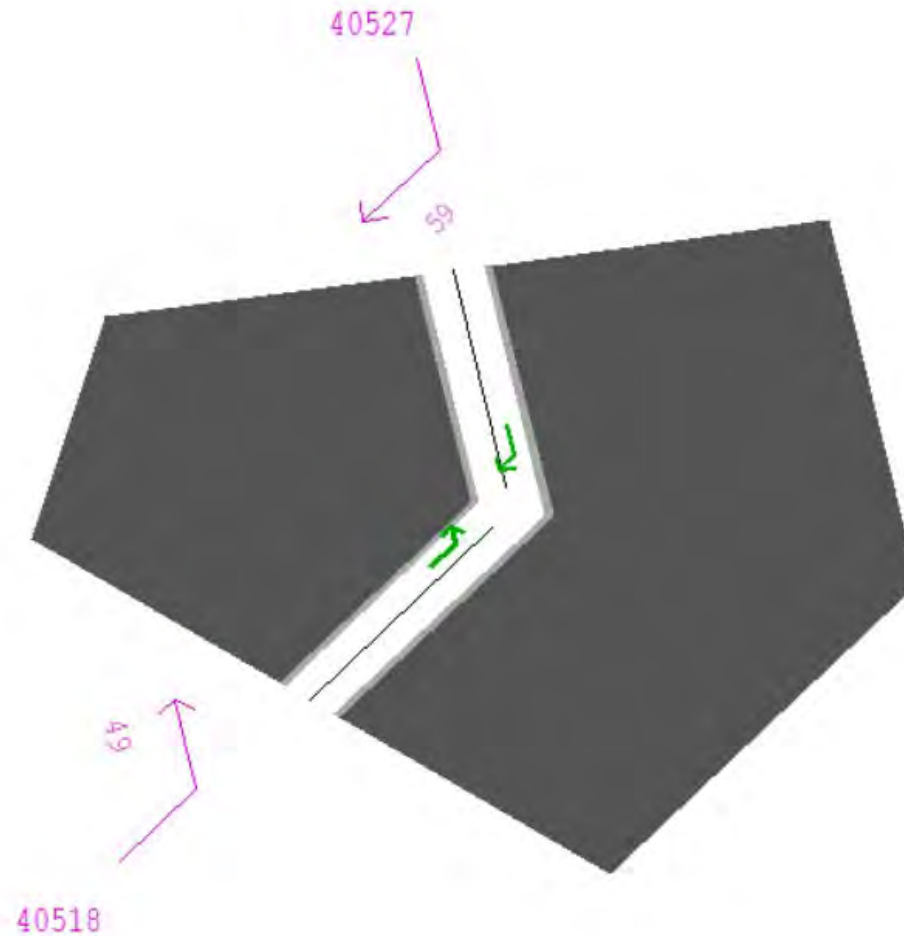
11. A47 / EARL SHILTON ACCESS

2026 DM Scenario - PM Peak



12. ASTLEY ROAD / EARL SHILTON ACCESS

2026 DM Scenario - PM Peak



13. MILL LANE / EARL SHILTON ACCESS

2026 DM Scenario - PM Peak

Mill Lane / Earl Shilton Access is not included in the model

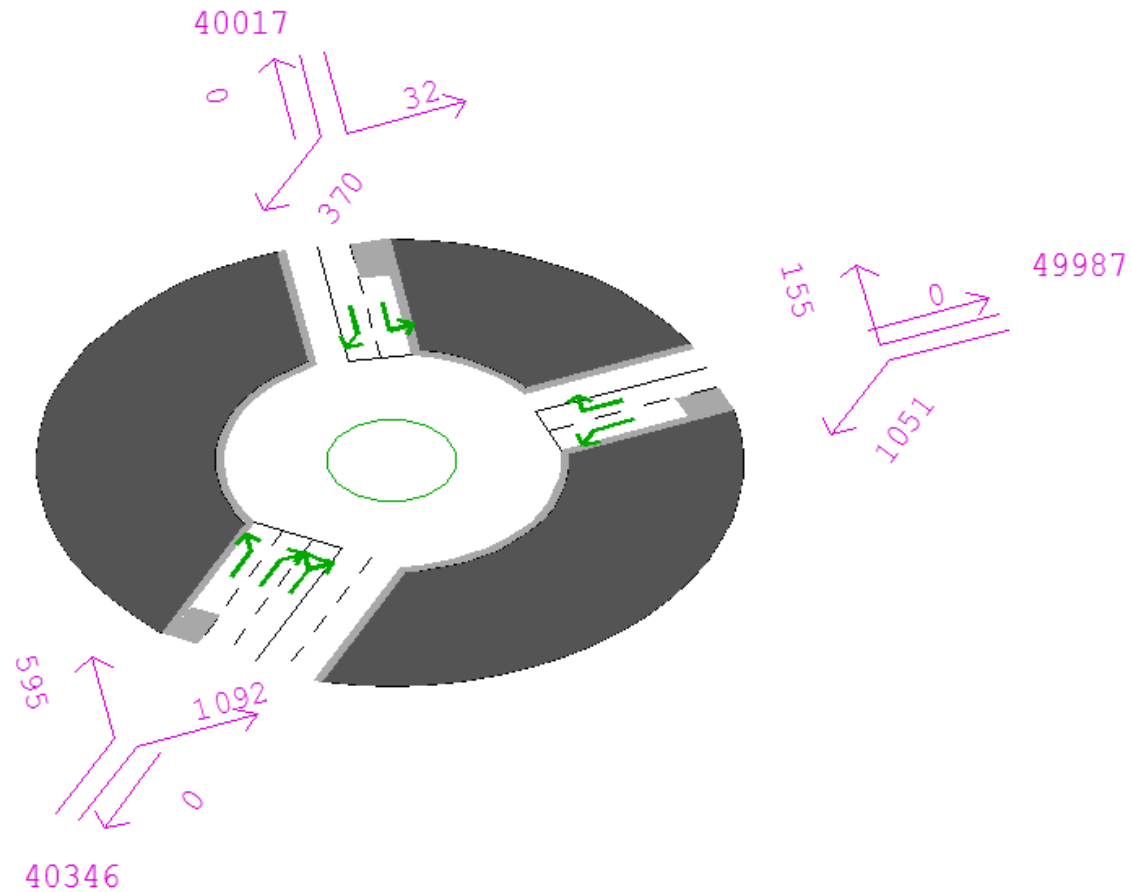


2026 DS

PM Peak

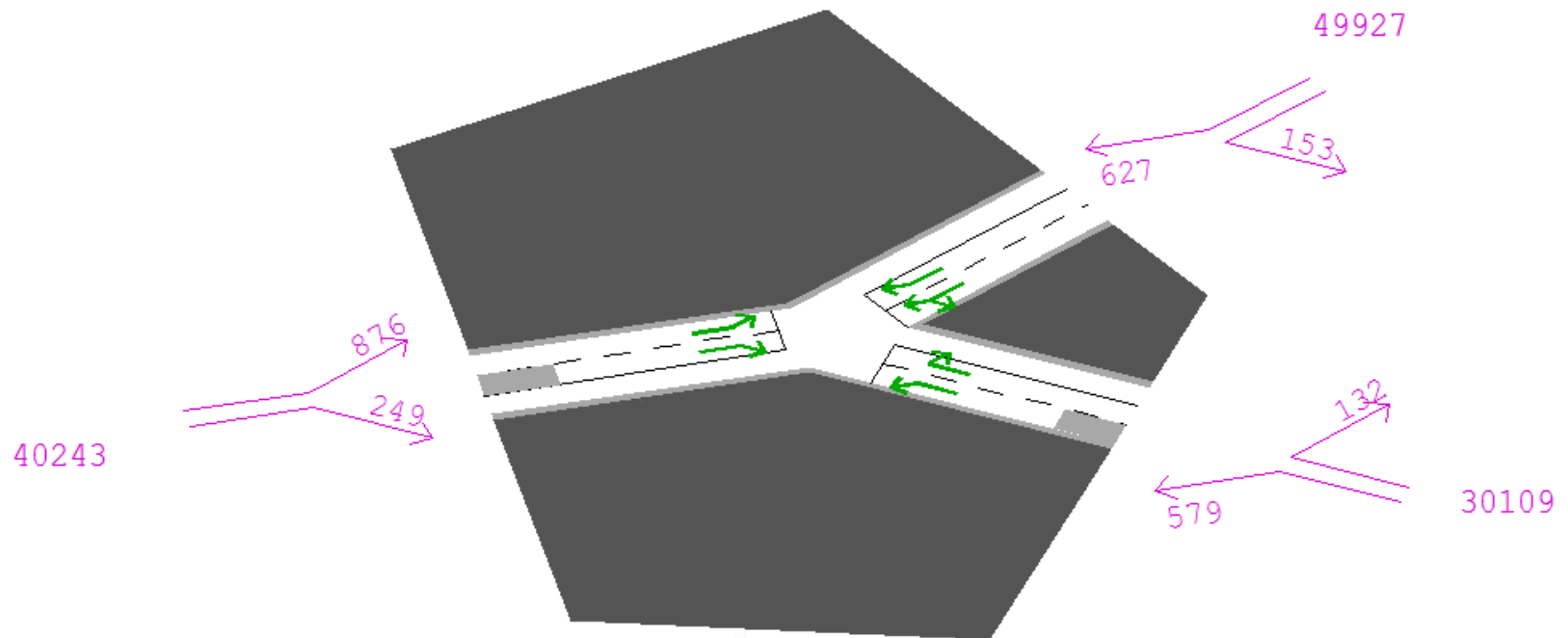
1. A47/ LEICESTER ROAD JUNCTION

2026 DS Scenario - PM Peak



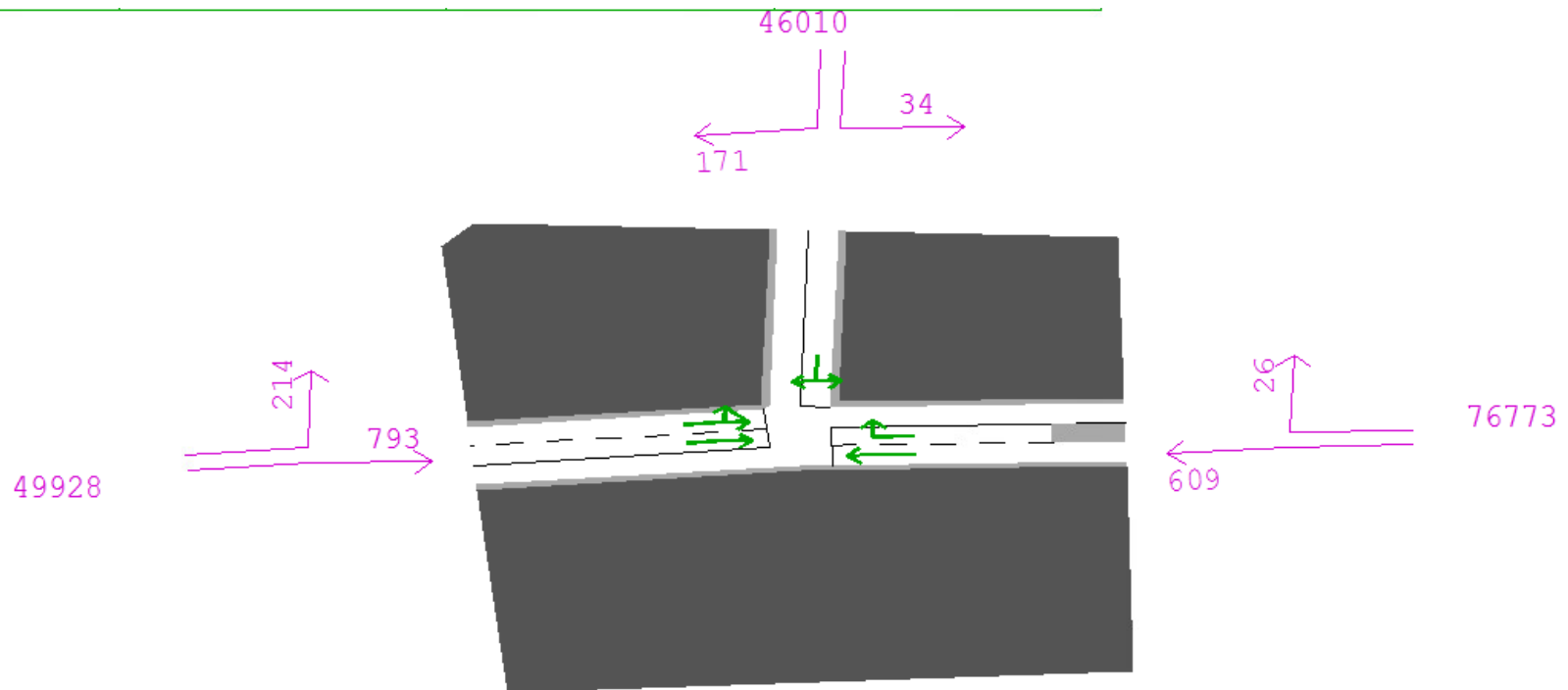
2. A47 / A581 STATION ROAD JUNCTION

2026 DS Scenario - PM Peak



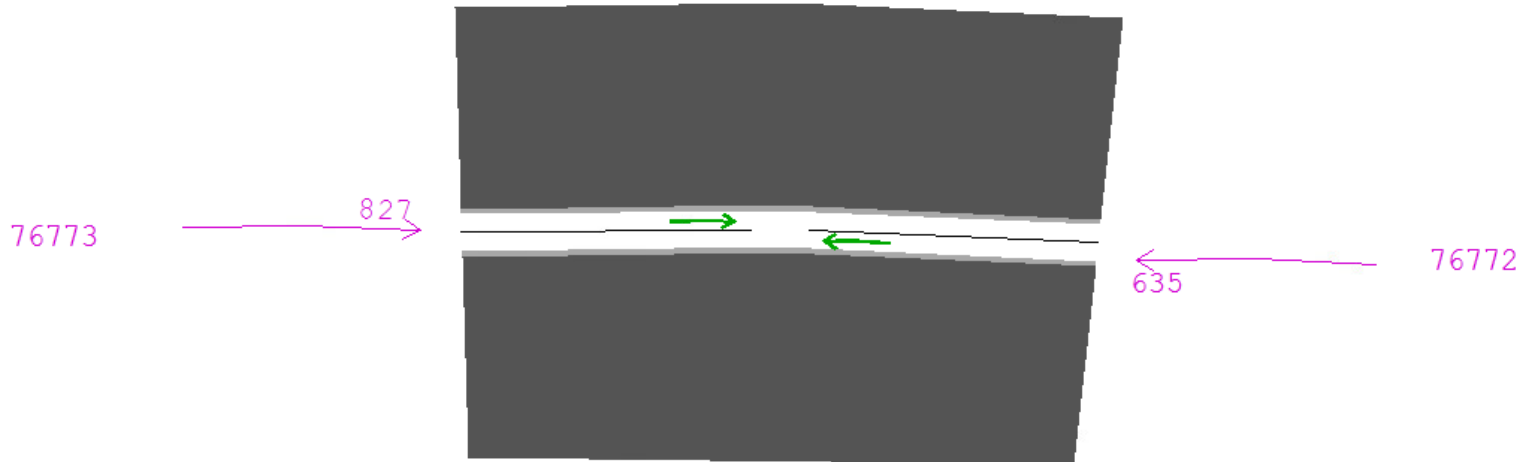
3. A47 / WILKINSON LANE JUNCTION

2026 DS Scenario - PM Peak



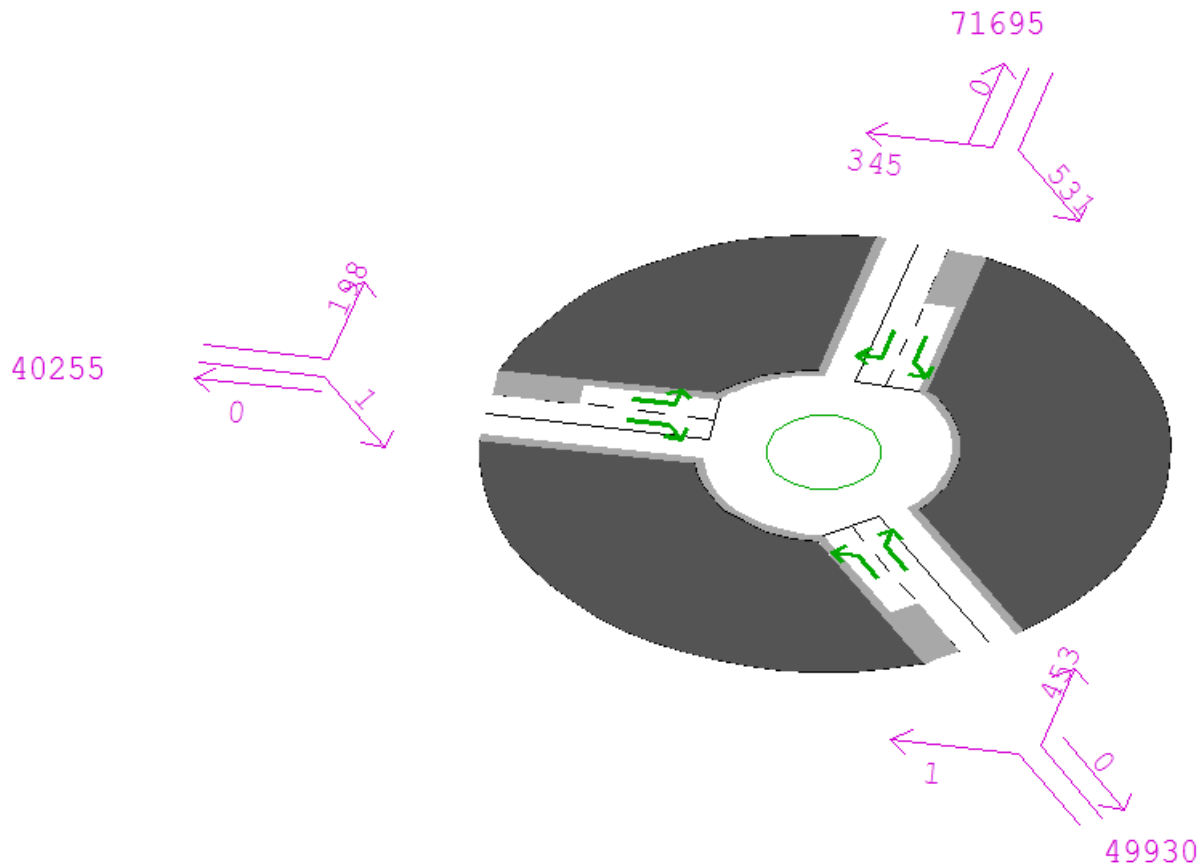
4. A47 / MASEFIELD DRIVE JUNCTION

2026 DS Scenario - PM Peak



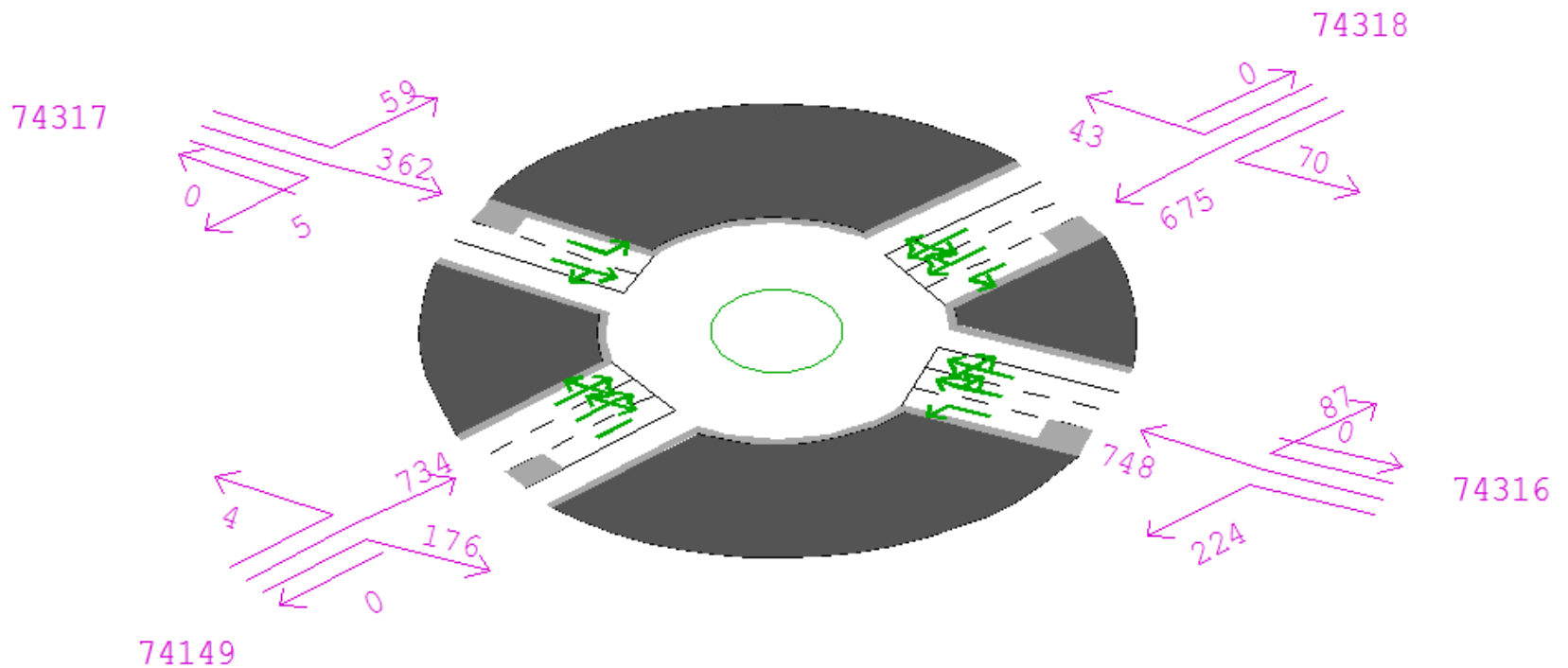
5. A47 / LEICESTER ROAD JUNCTION

2026 DS Scenario - PM Peak



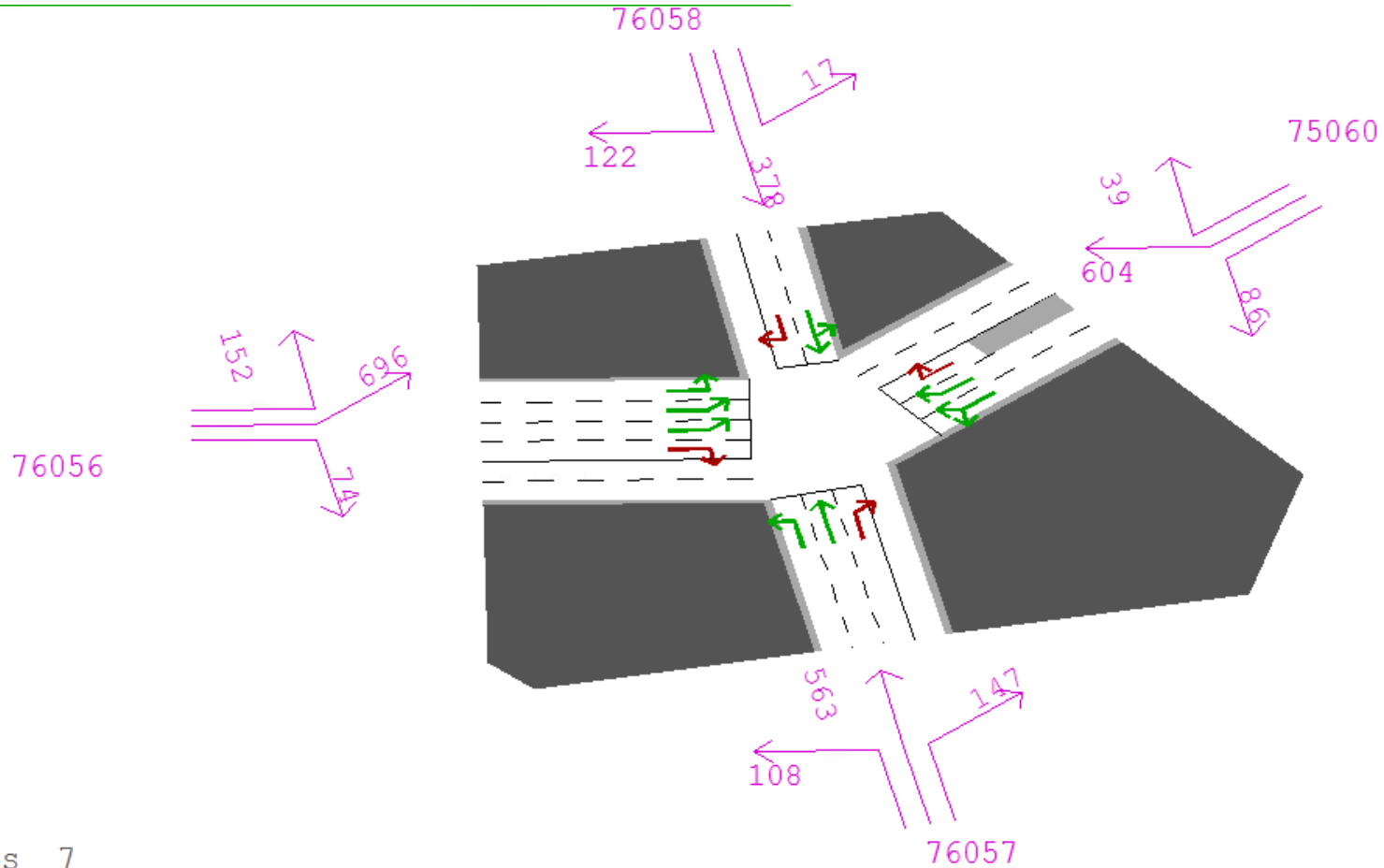
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2026 DS Scenario - PM Peak



7. A47 / A447 ASHBY ROAD JUNCTION

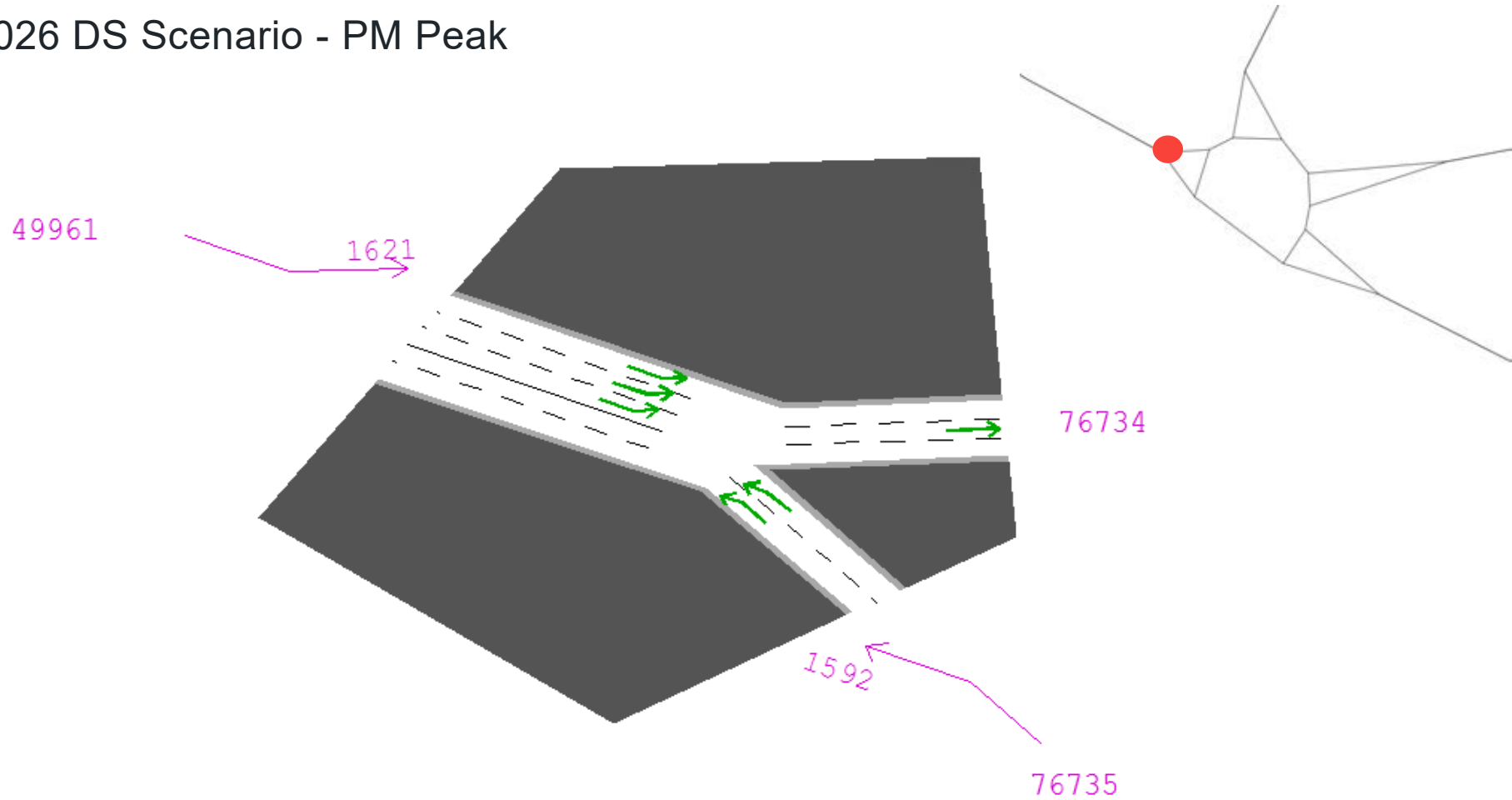
2026 DS Scenario - PM Peak



ops 7

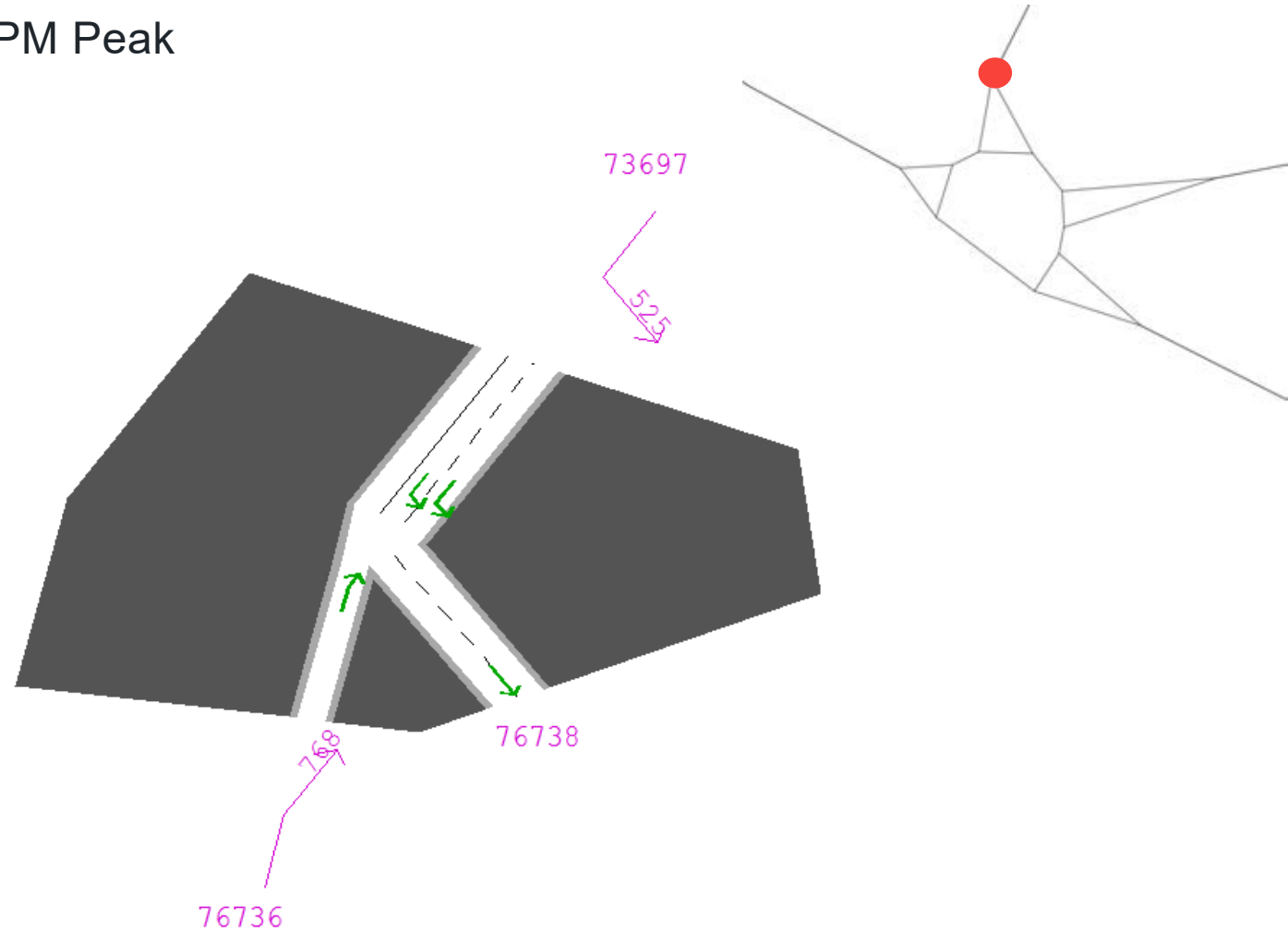
8. DODWELLS ROUNDABOUT

2026 DS Scenario - PM Peak



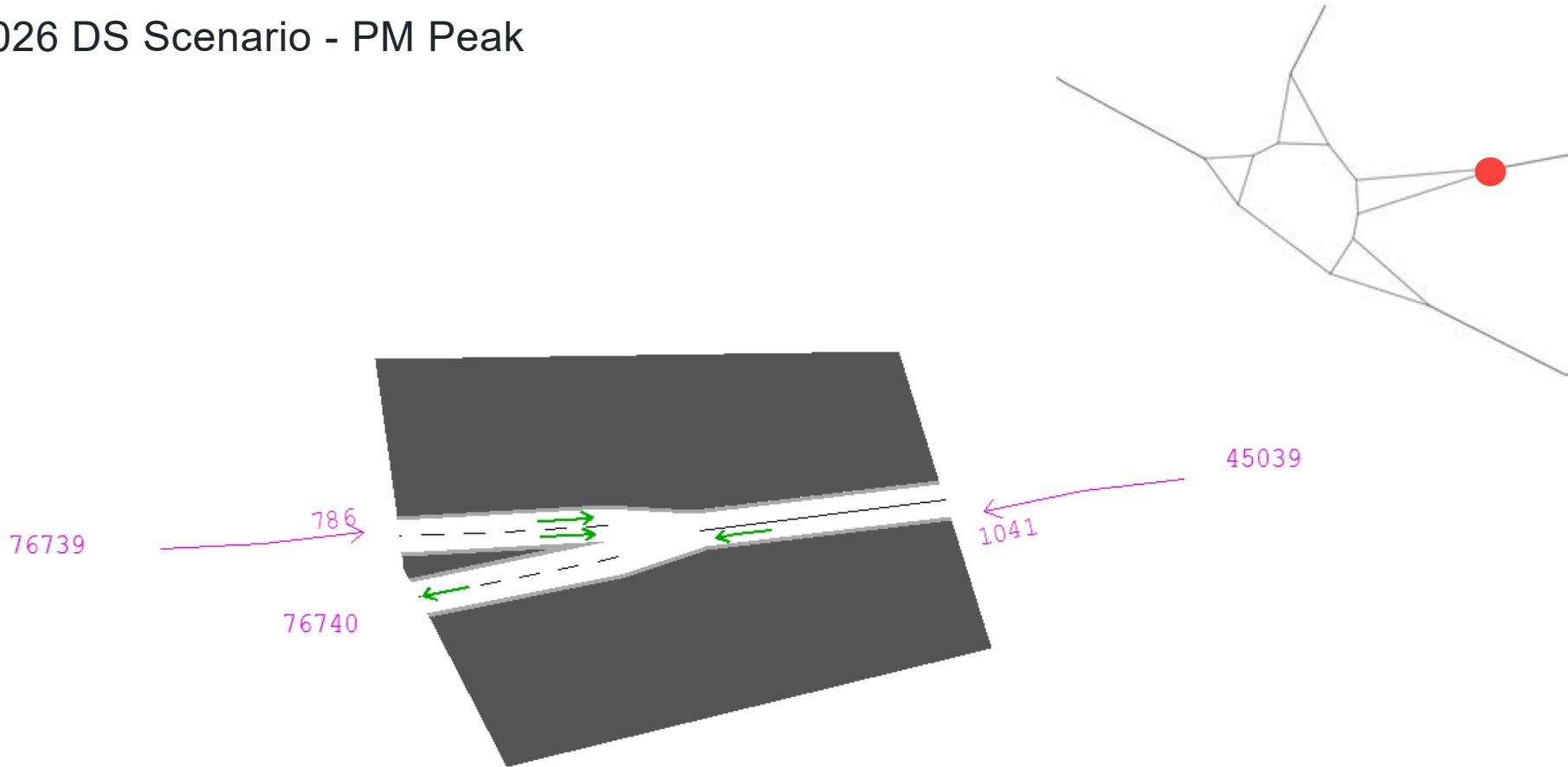
8. DODWELLS ROUNDABOUT

2026 DS Scenario - PM Peak



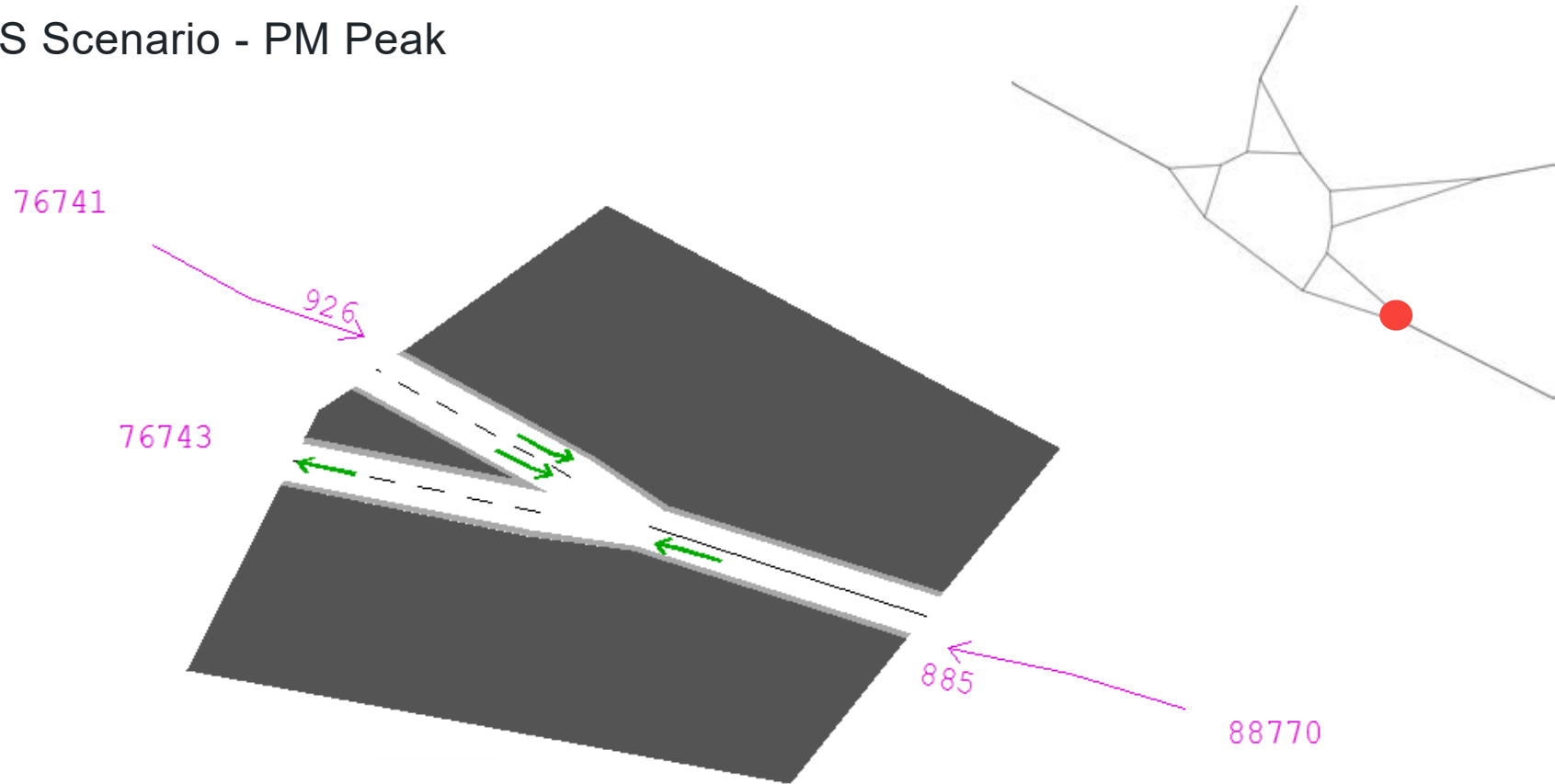
8. DODWELLS ROUNDABOUT

2026 DS Scenario - PM Peak



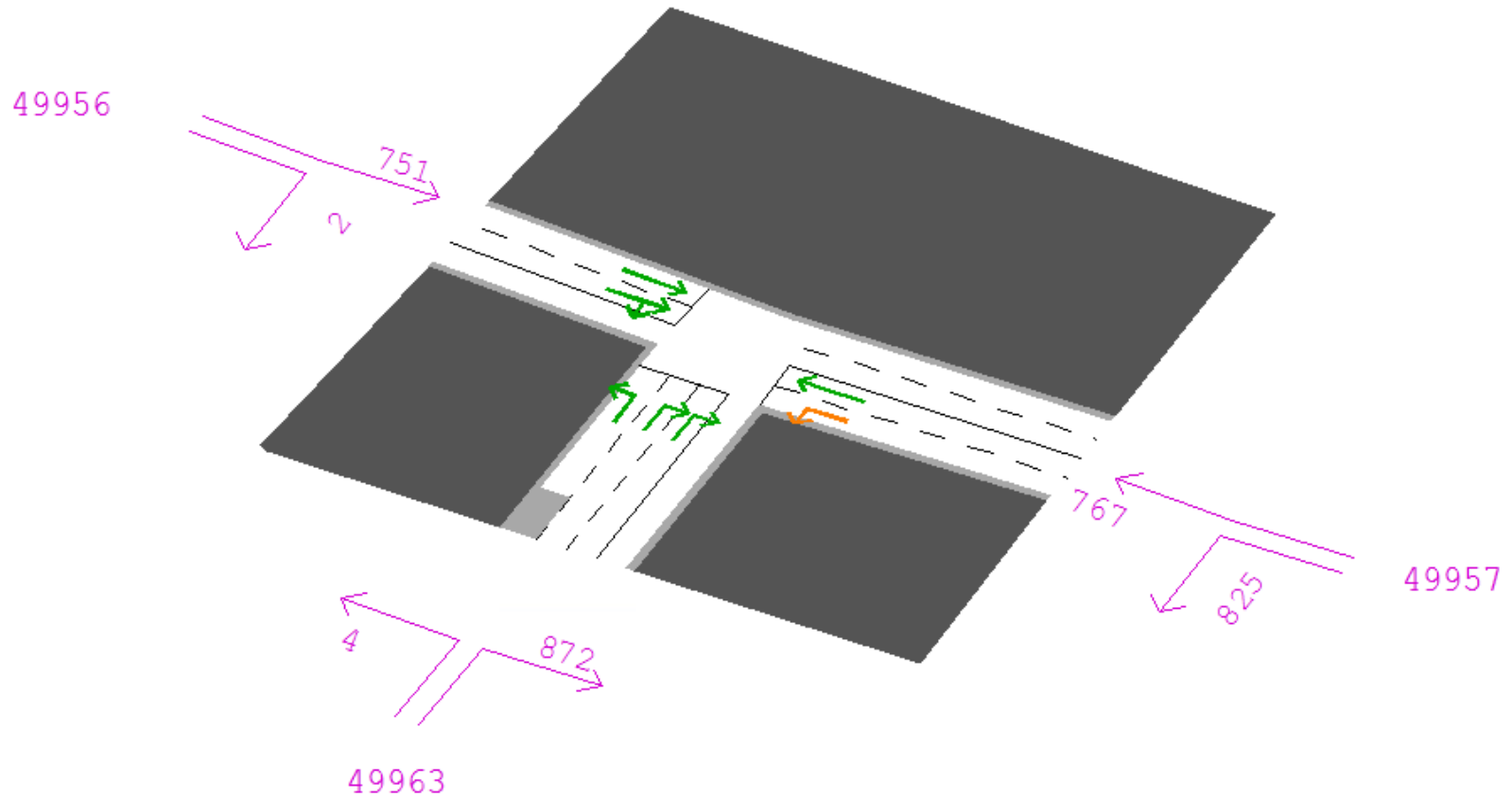
8. DODWELLS ROUNDABOUT

2026 DS Scenario - PM Peak



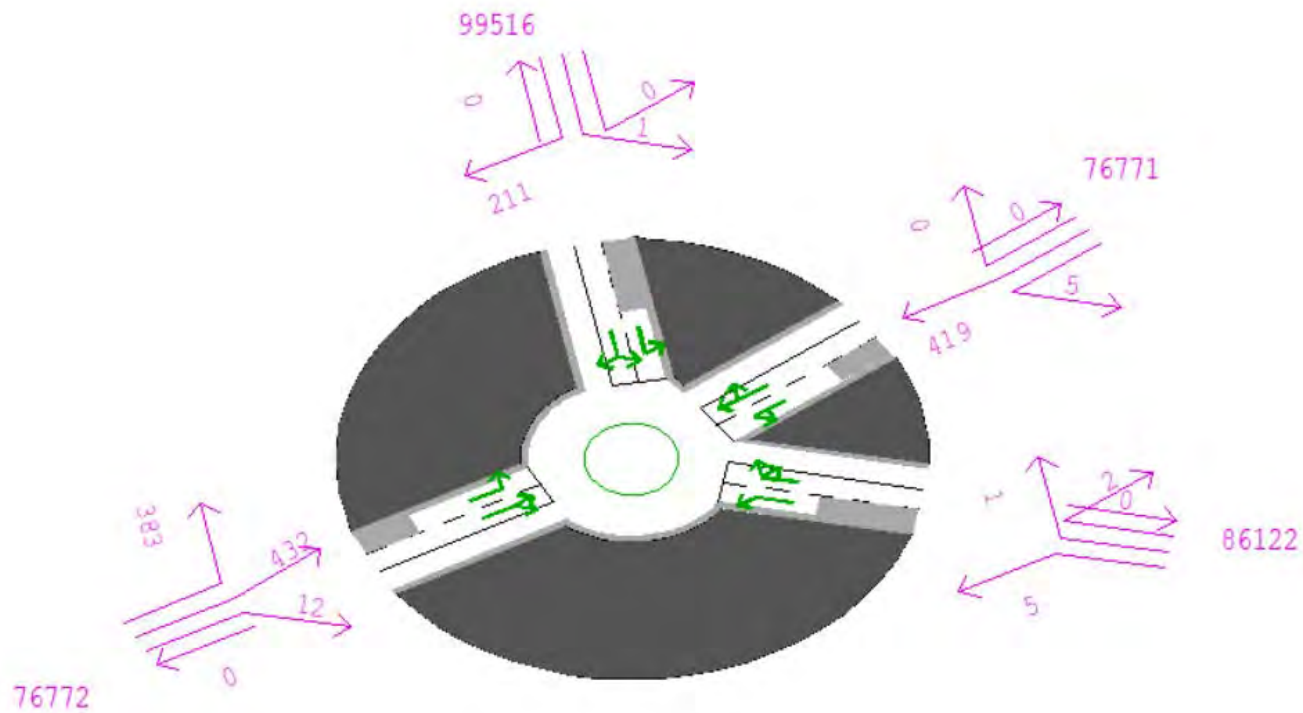
9. A5 / A47 THE LONG SHOOT JUNCTION

2026 DS Scenario - PM Peak



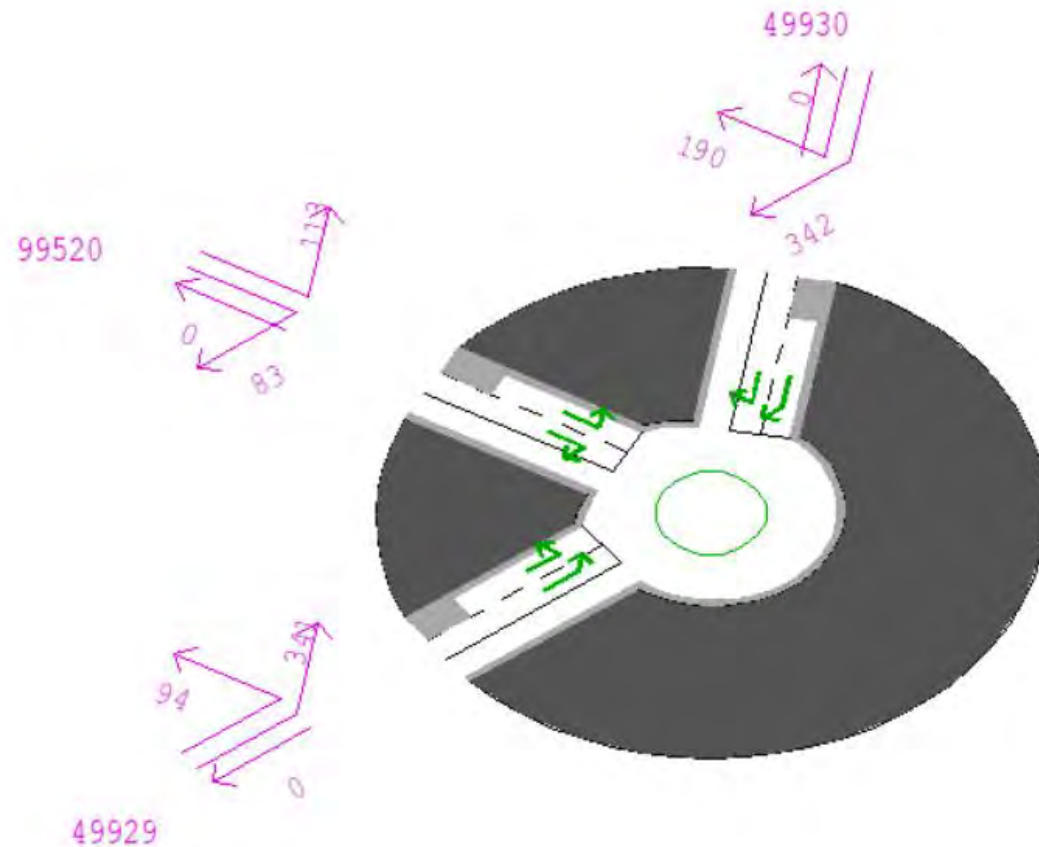
10. A47 / BREACH LANE

2026 DS Scenario - PM Peak



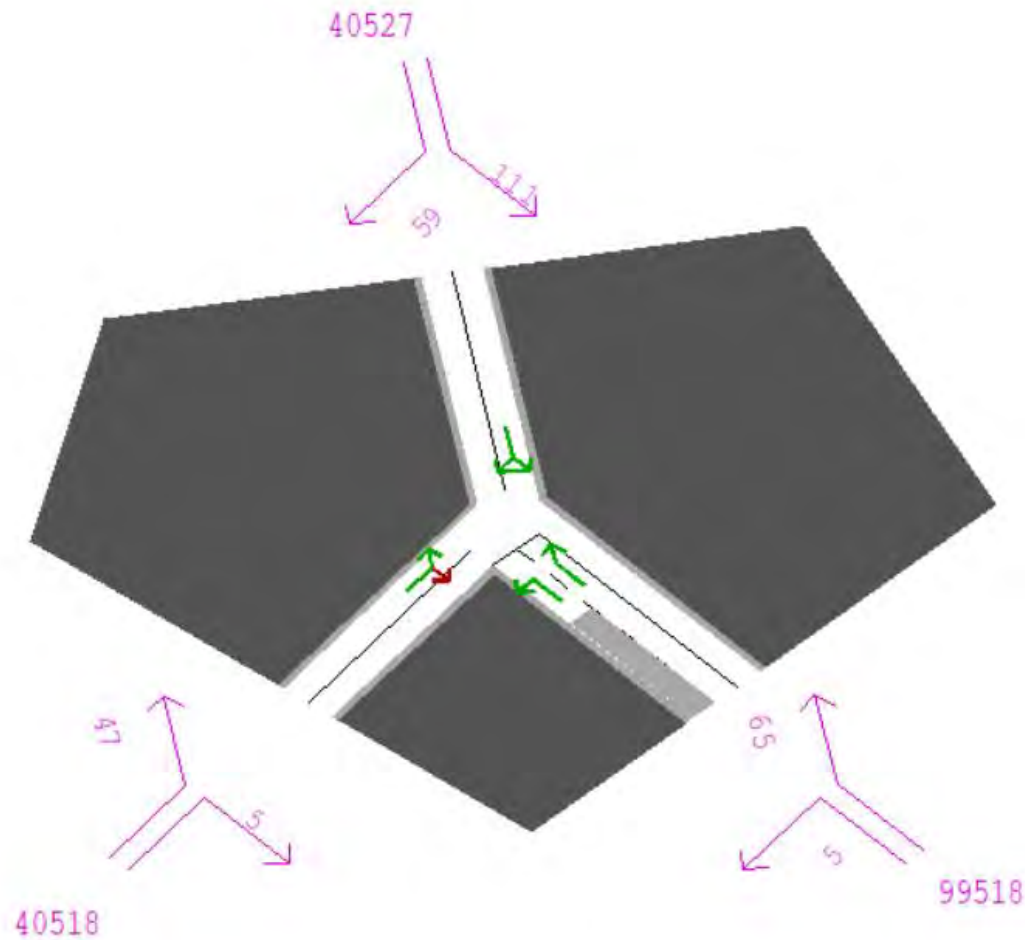
11. A47 / EARL SHILTON ACCESS

2026 DS Scenario - PM Peak



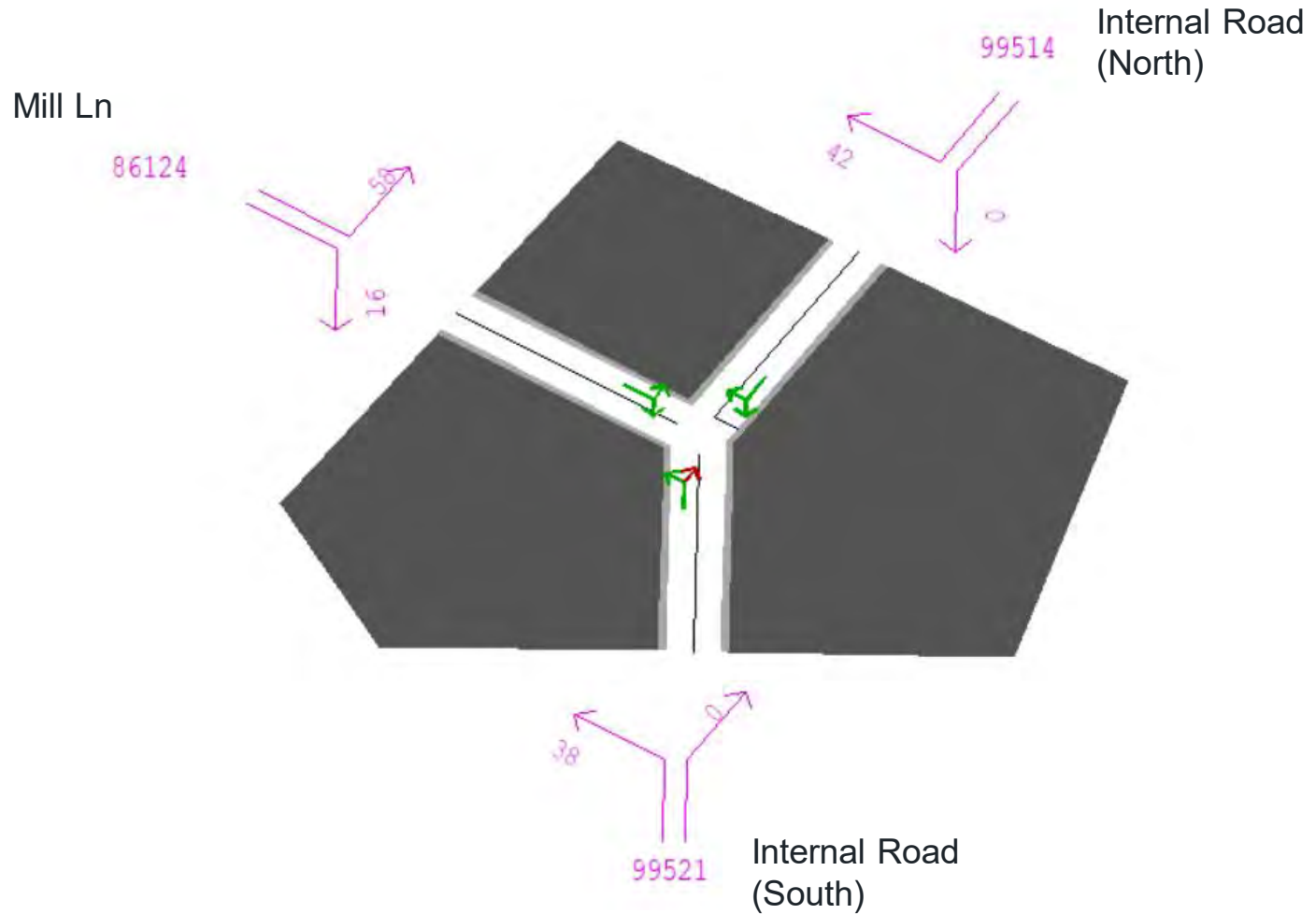
12. ASTLEY ROAD / EARL SHILTON ACCESS

2026 DS Scenario - PM Peak



13. MILL LANE / EARL SHILTON ACCESS

2026 DS Scenario - PM Peak



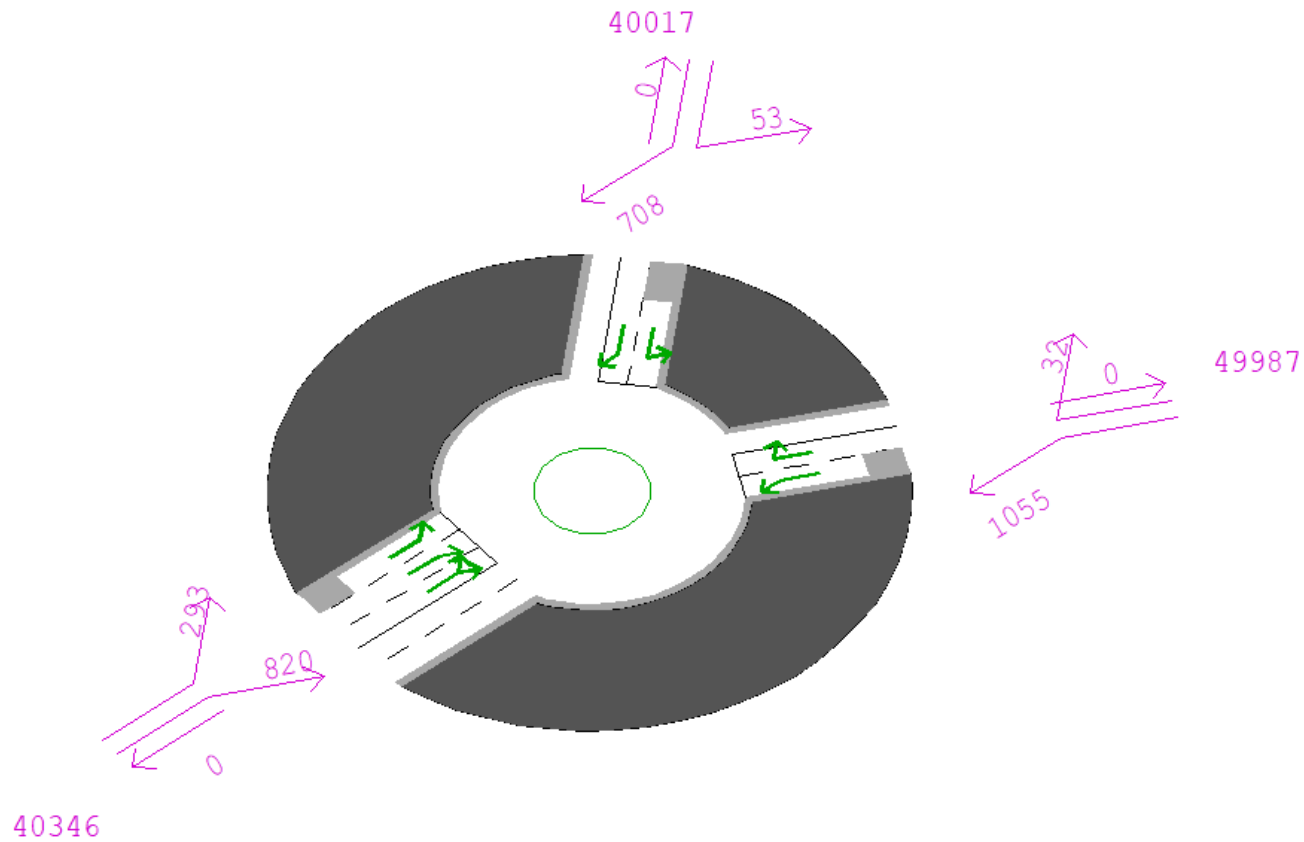


2036 DM

AM Peak

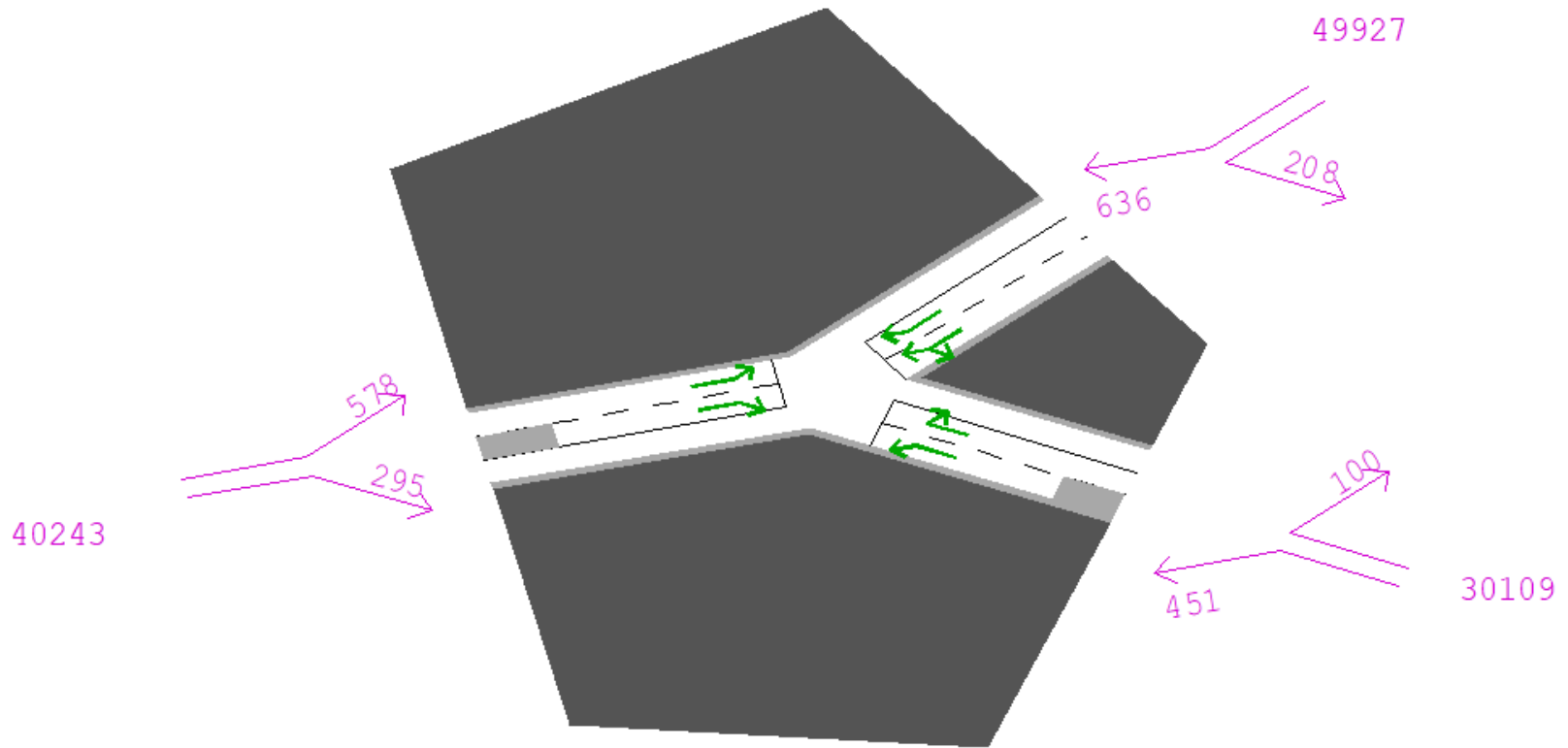
1. A47/ LEICESTER ROAD JUNCTION

2036 DM Scenario - AM Peak



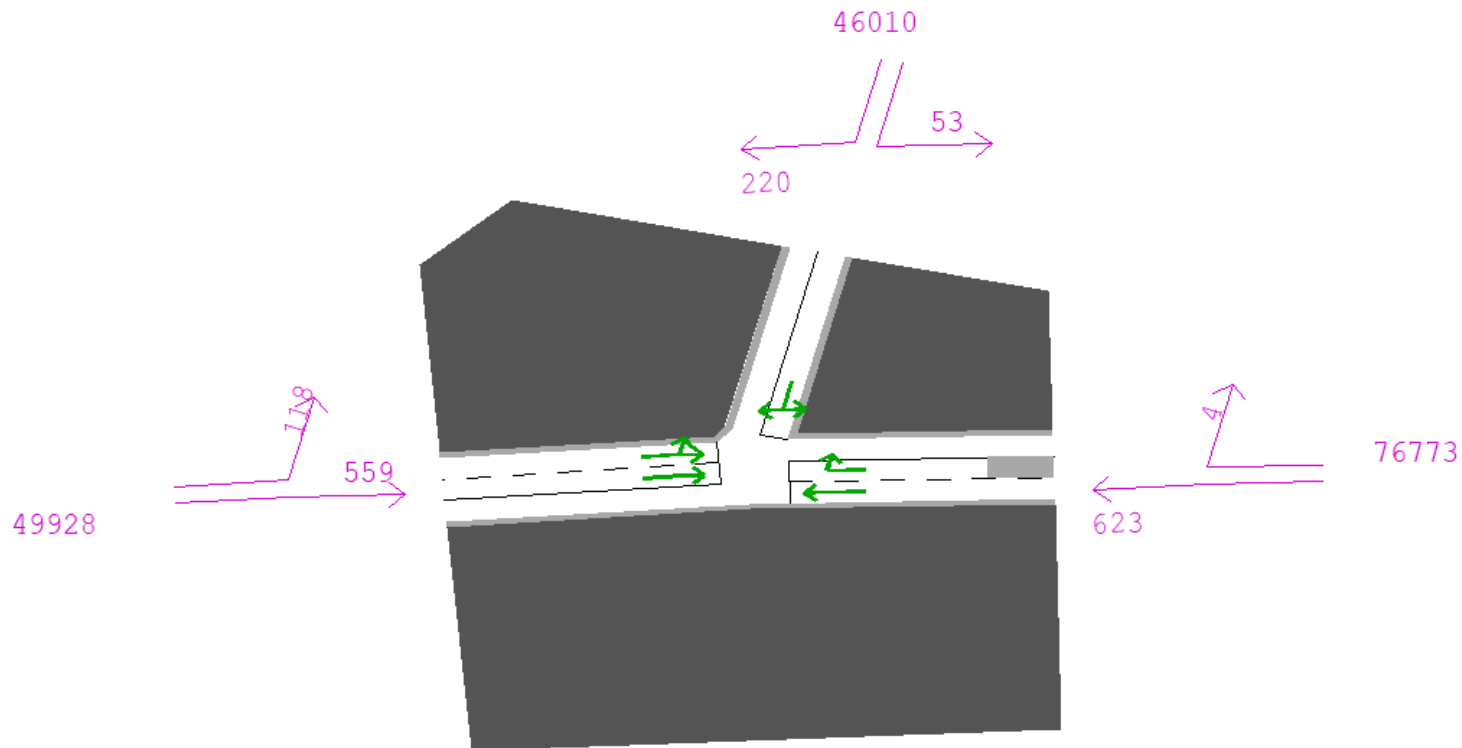
2. A47 / A581 STATION ROAD JUNCTION

2036 DM Scenario - AM Peak



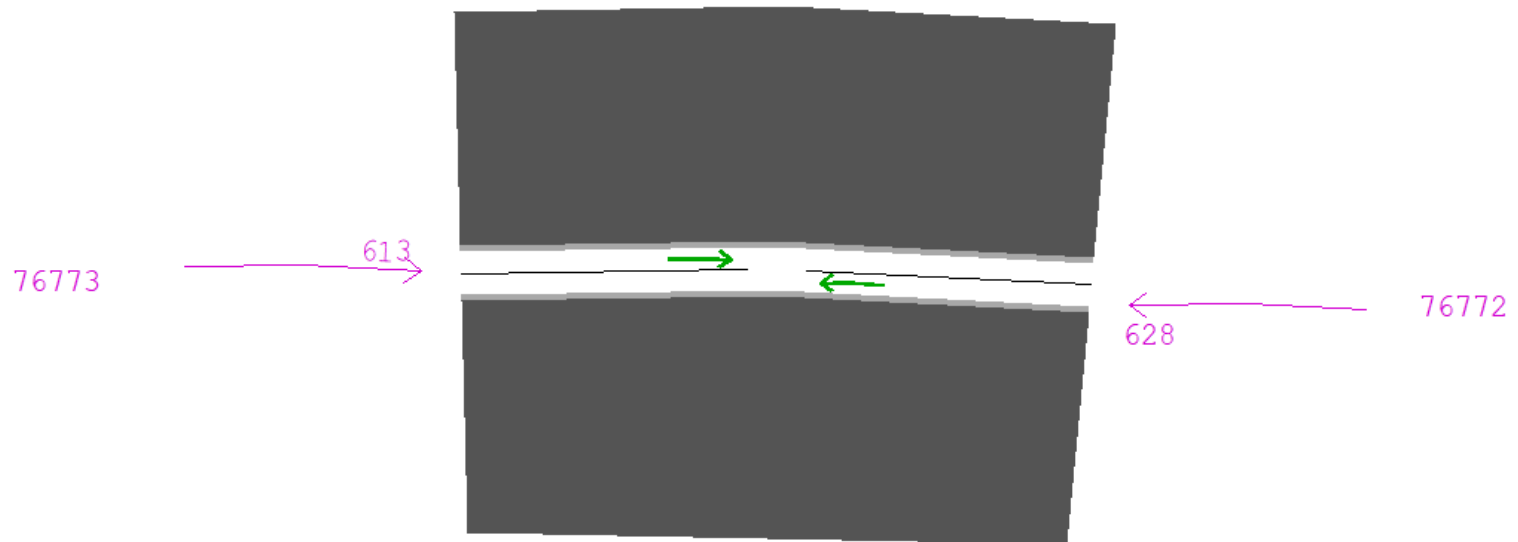
3. A47 / WILKINSON LANE JUNCTION

2036 DM Scenario - AM Peak



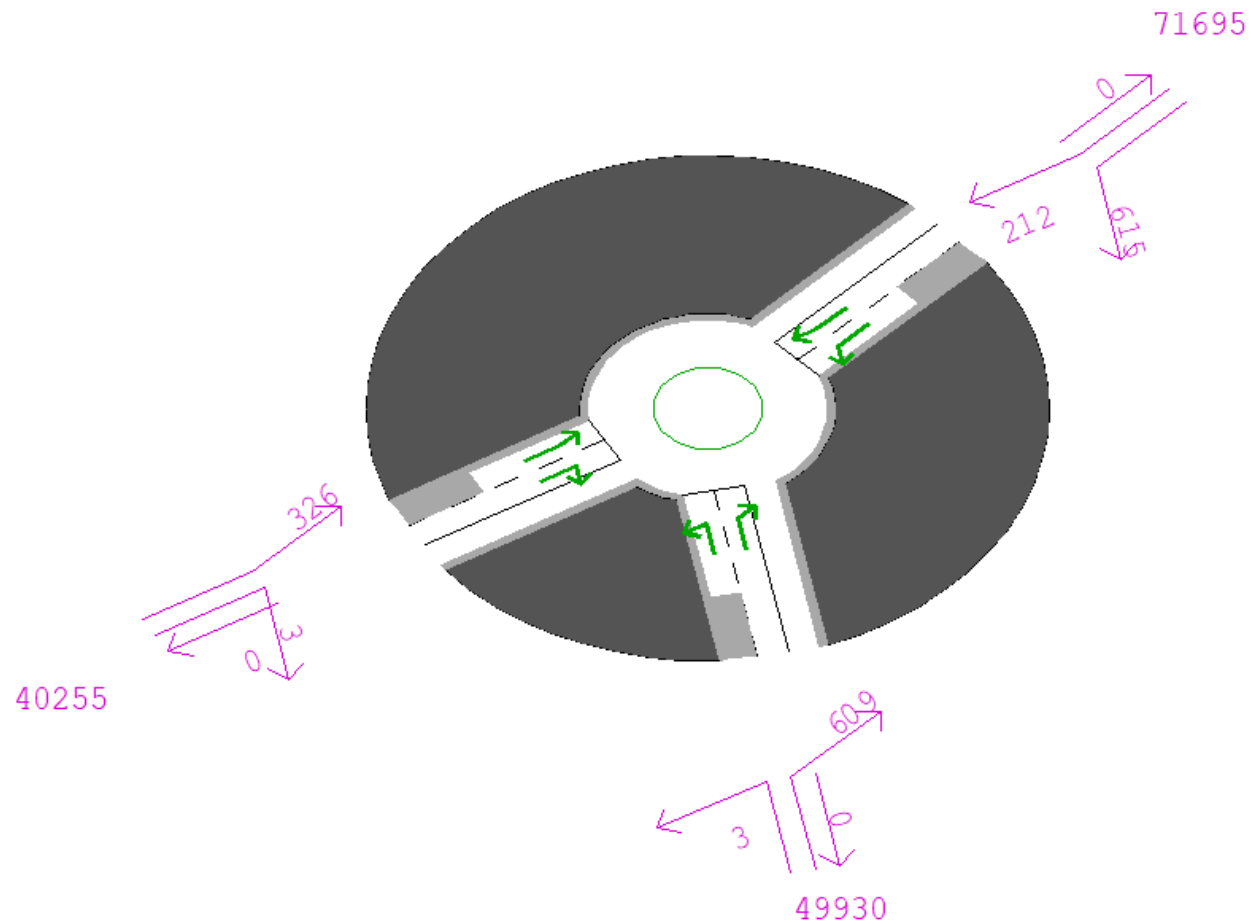
4. A47 / MASEFIELD DRIVE JUNCTION

2036 DM Scenario - AM Peak



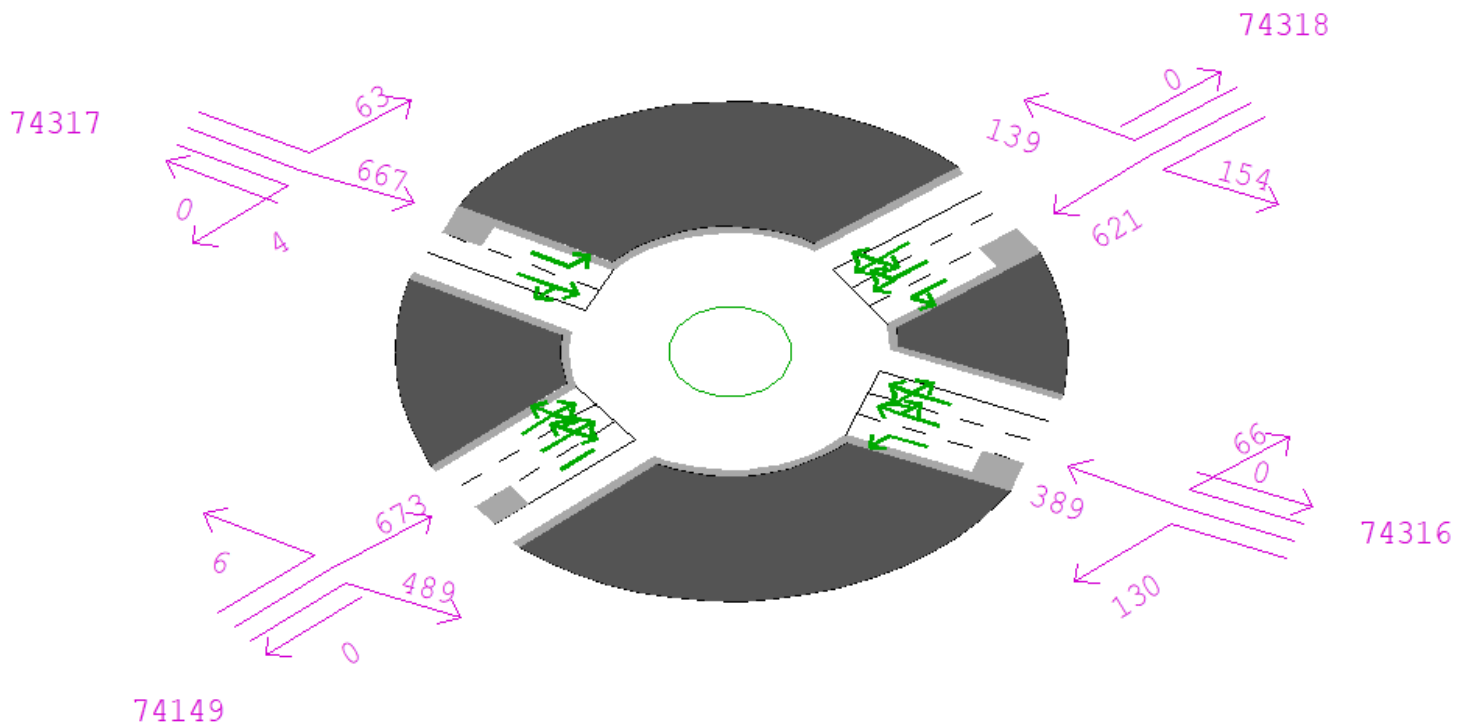
5. A47 / LEICESTER ROAD JUNCTION

2036 DM Scenario - AM Peak



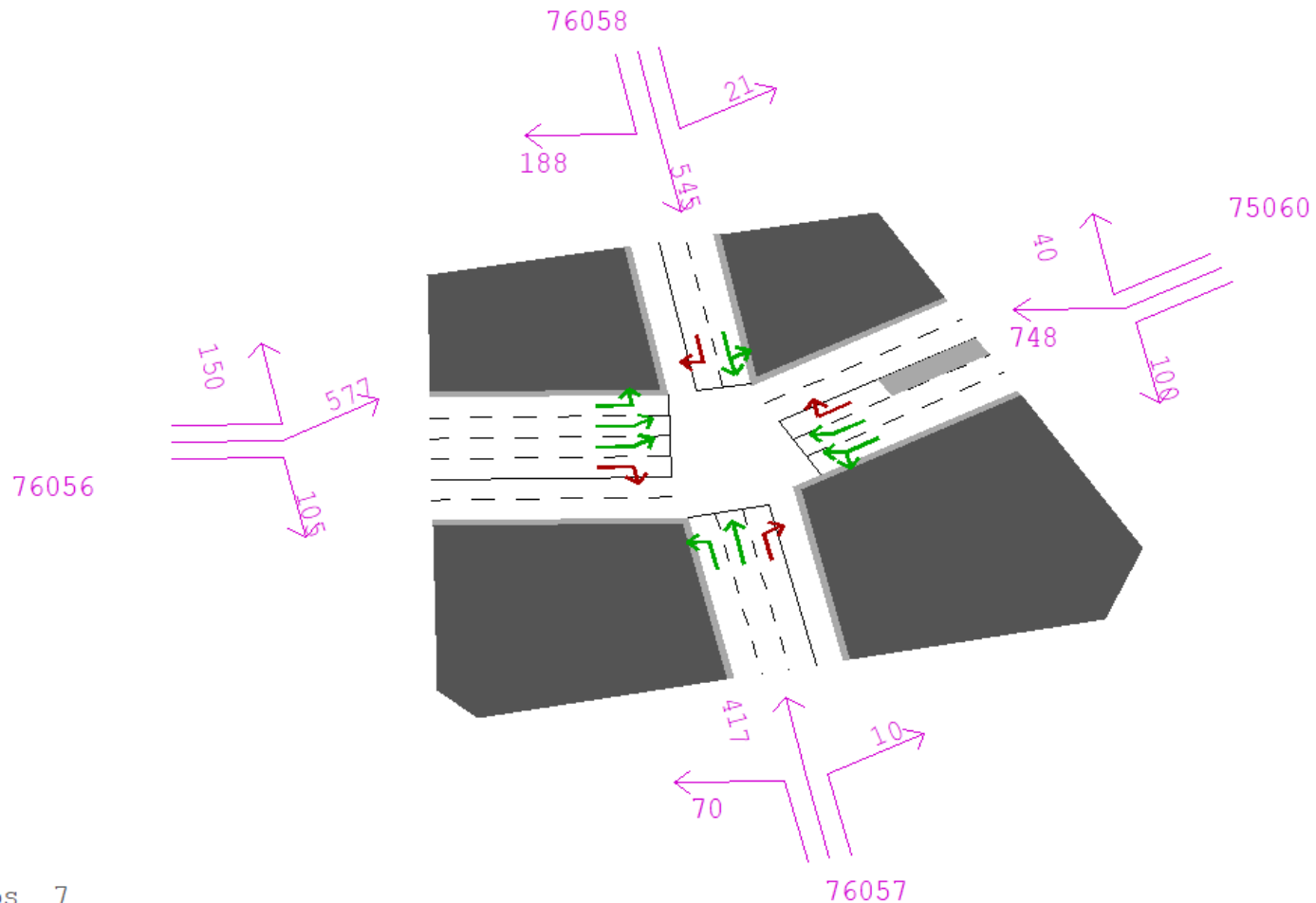
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2036 DM Scenario - AM Peak



7. A47 / A447 ASHBY ROAD JUNCTION

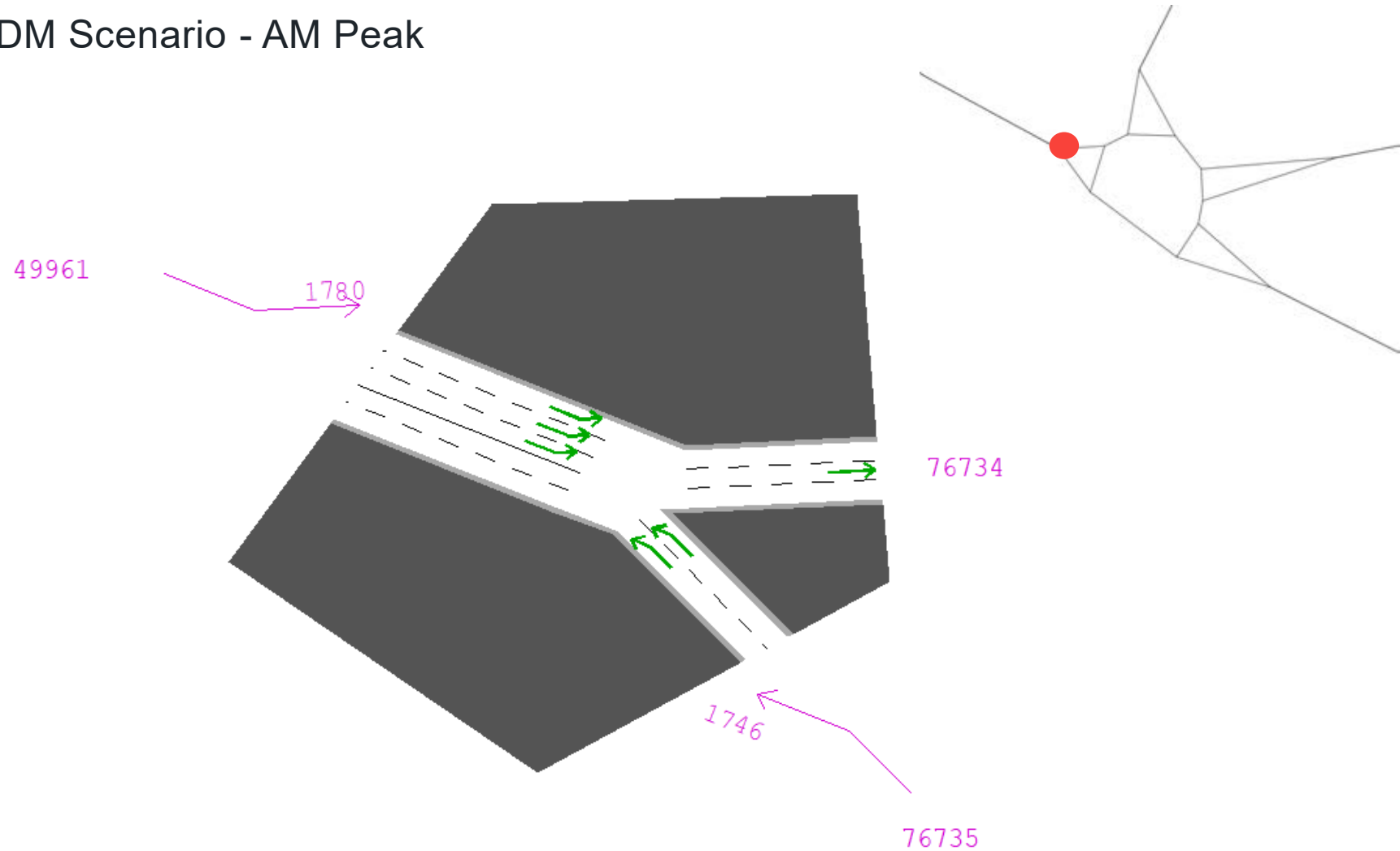
2036 DM Scenario - AM Peak



ps 7

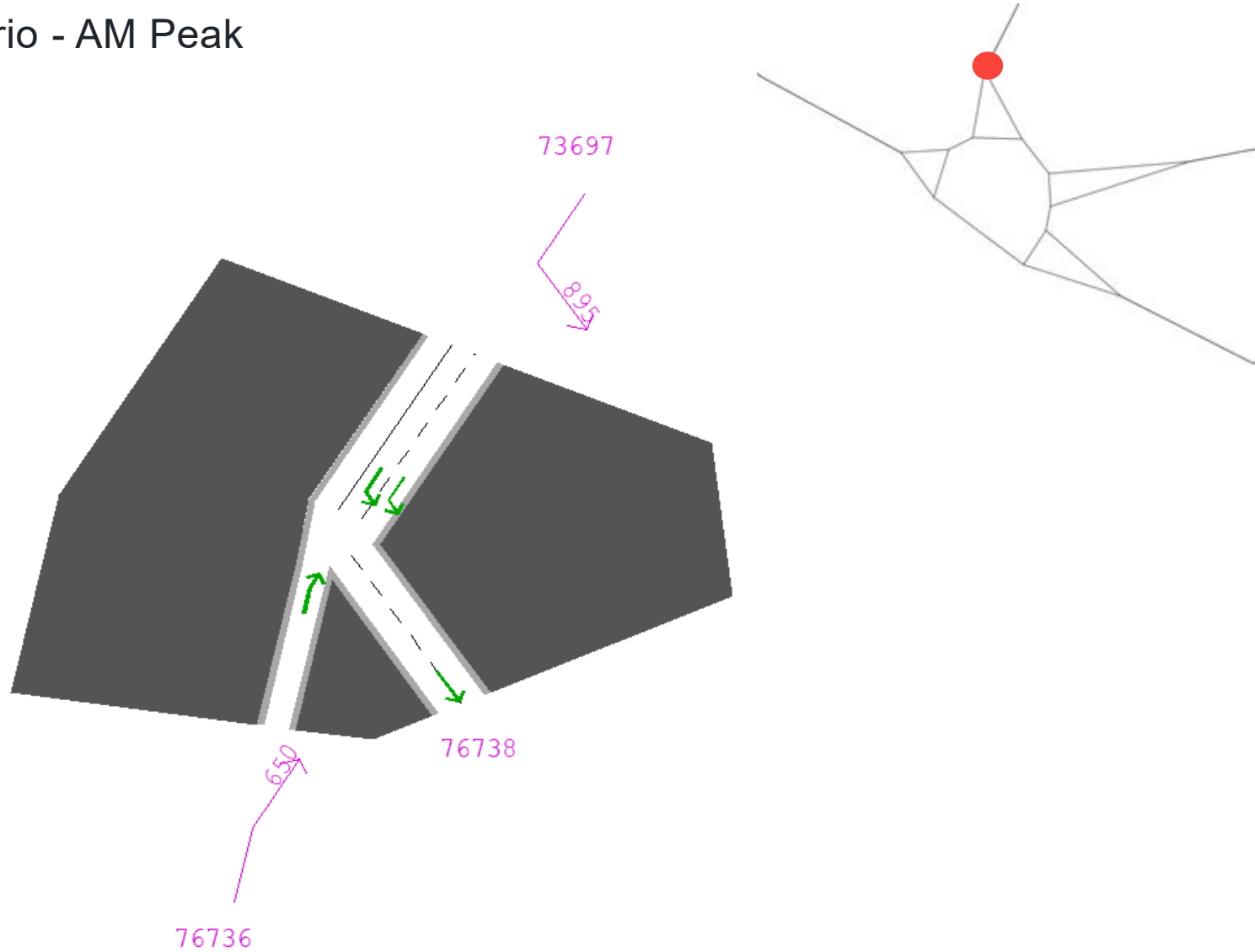
8. DODWELLS ROUNDABOUT

2036 DM Scenario - AM Peak



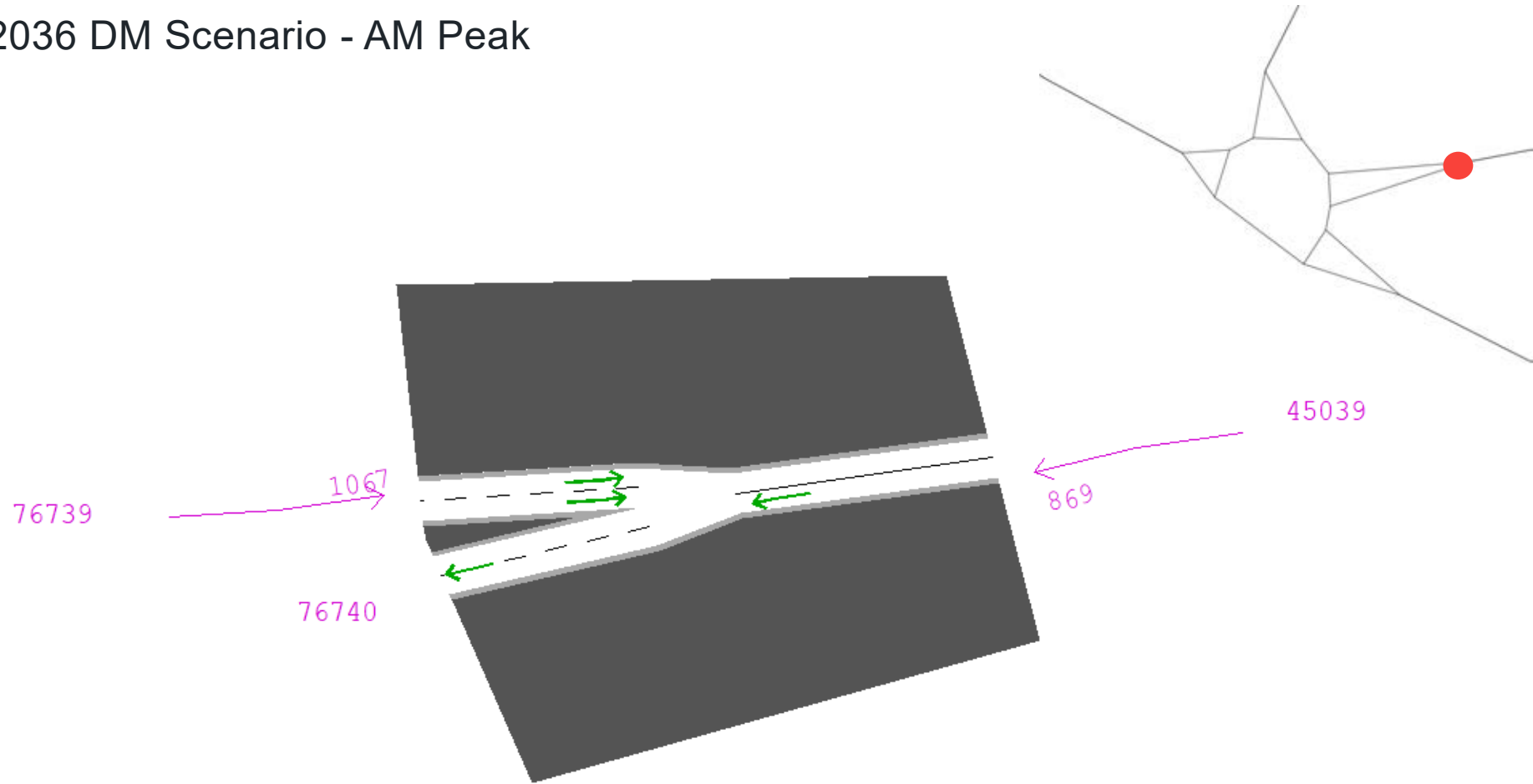
8. DODWELLS ROUNDABOUT

2036 DM Scenario - AM Peak



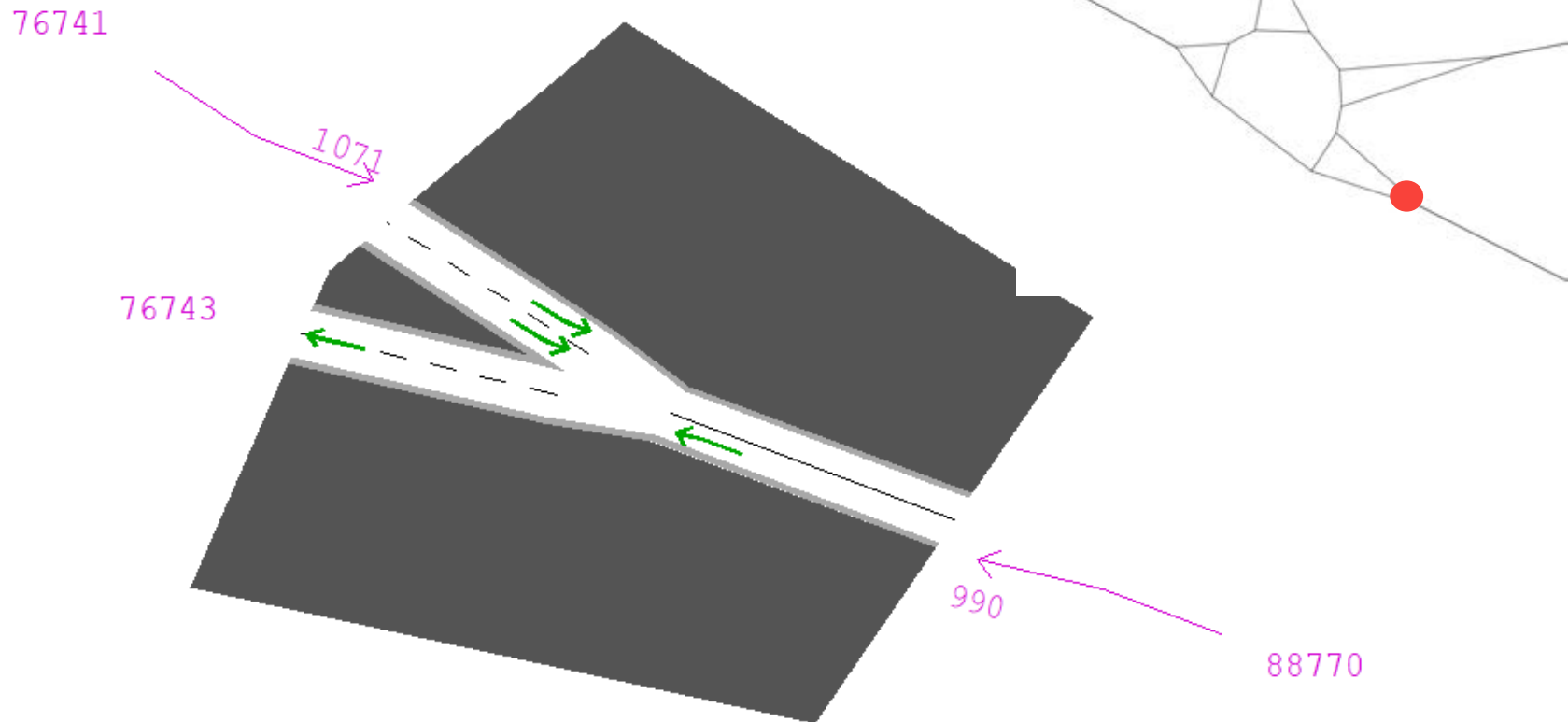
8. DODWELLS ROUNDABOUT

2036 DM Scenario - AM Peak



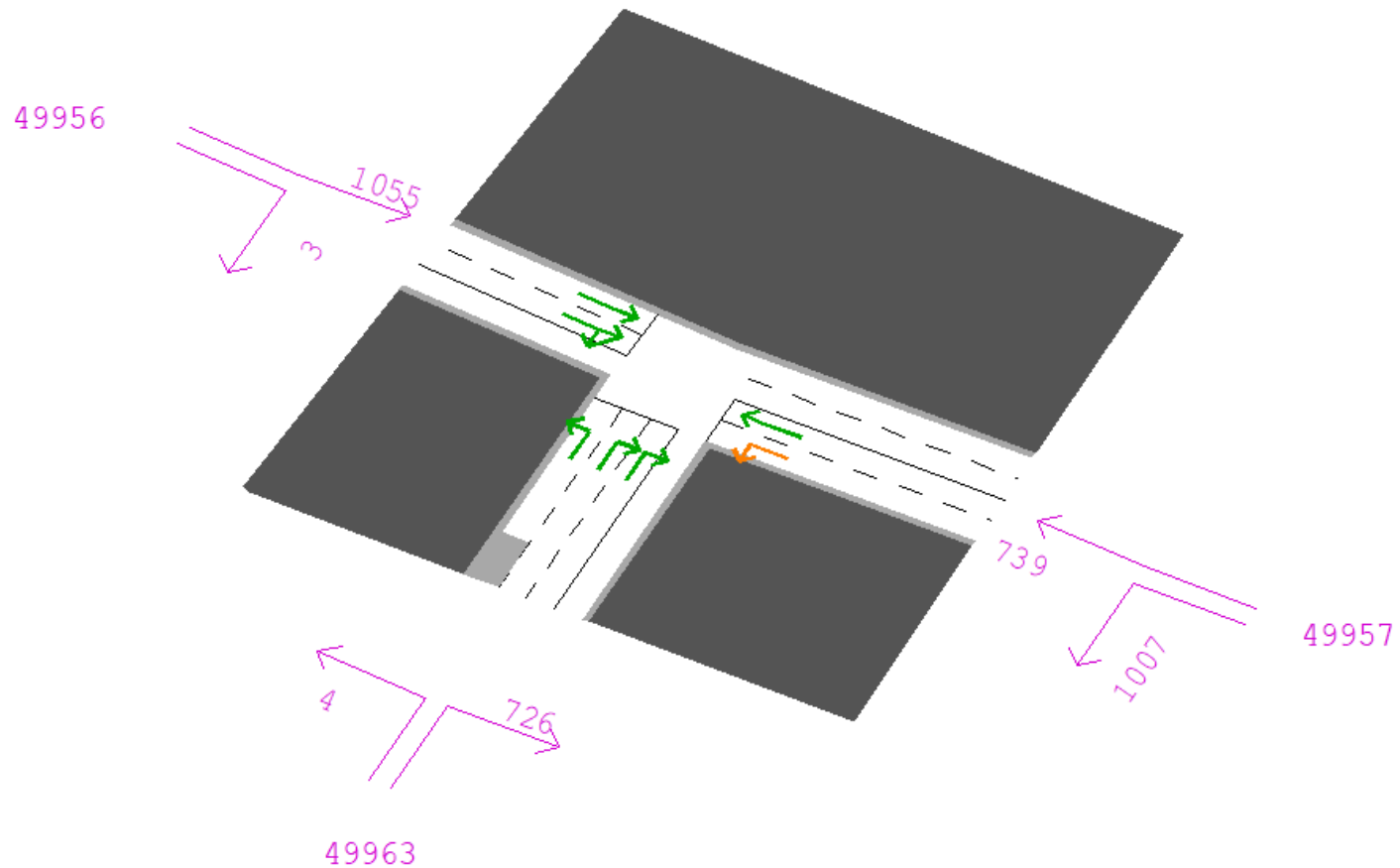
8. DODWELLS ROUNDABOUT

2036 DM Scenario - AM Peak



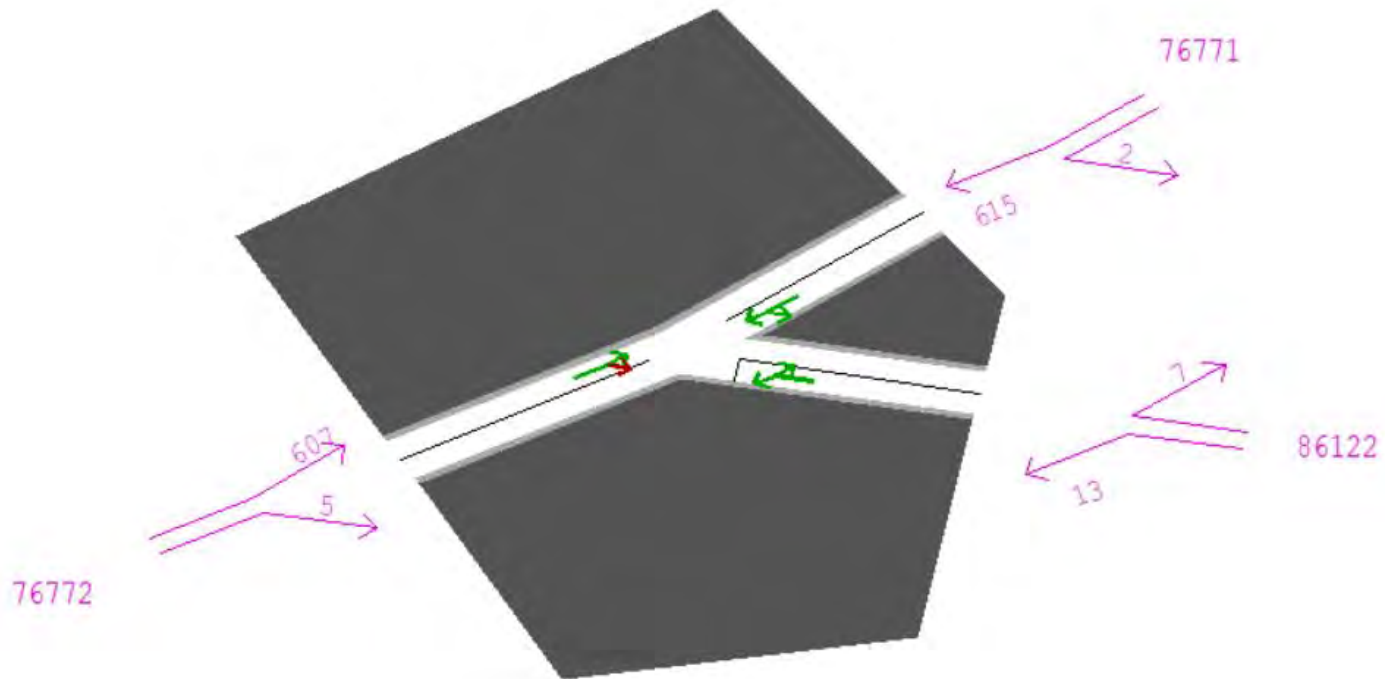
9. A5 / A47 THE LONG SHOOT JUNCTION

2036 DM Scenario - AM Peak



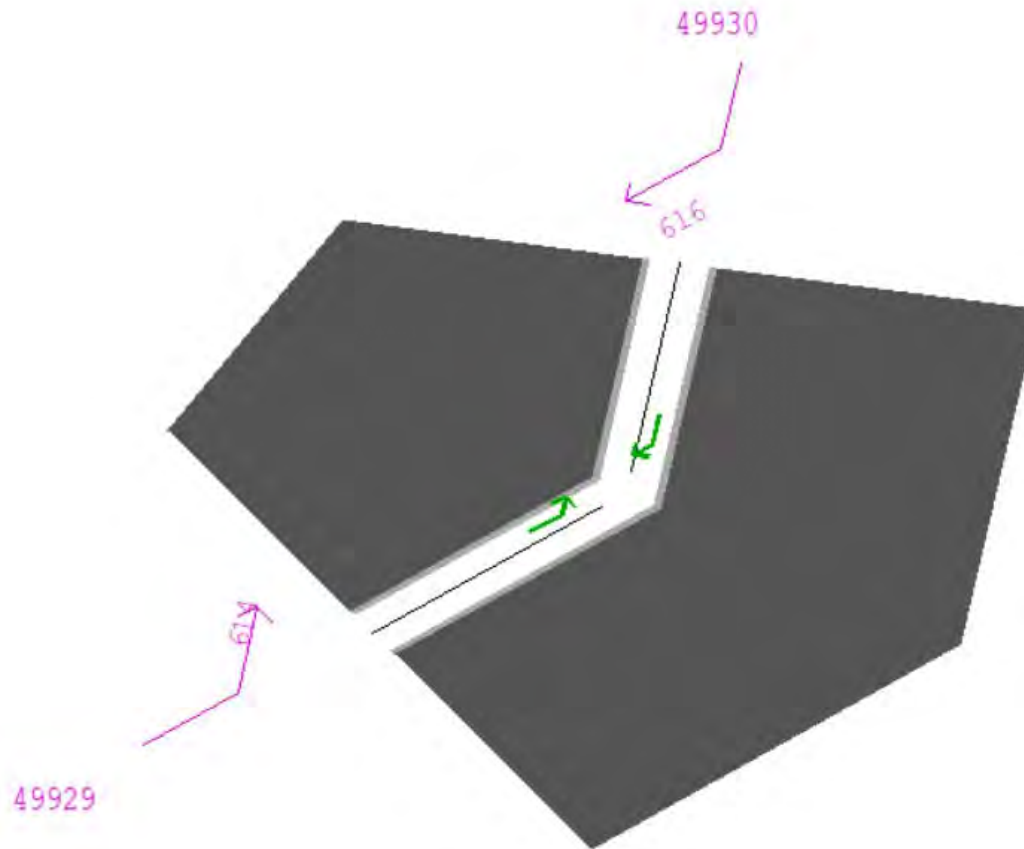
10. A47 / BREACH LANE

2036 DM Scenario - AM Peak



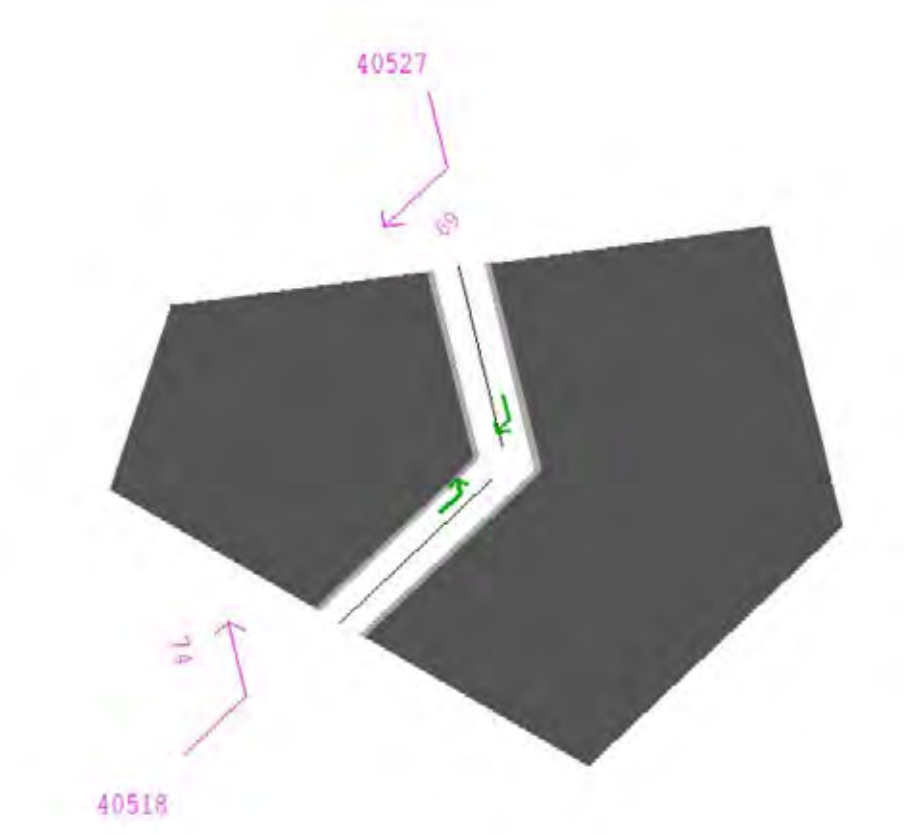
11. A47 / EARL SHILTON ACCESS

2036 DM Scenario - AM Peak



12. ASTLEY ROAD / EARL SHILTON ACCESS

2036 DM Scenario - AM Peak



13. MILL LANE / EARL SHILTON ACCESS

2036 DM Scenario - AM Peak

Mill Lane / Earl Shilton Access is not included in the model

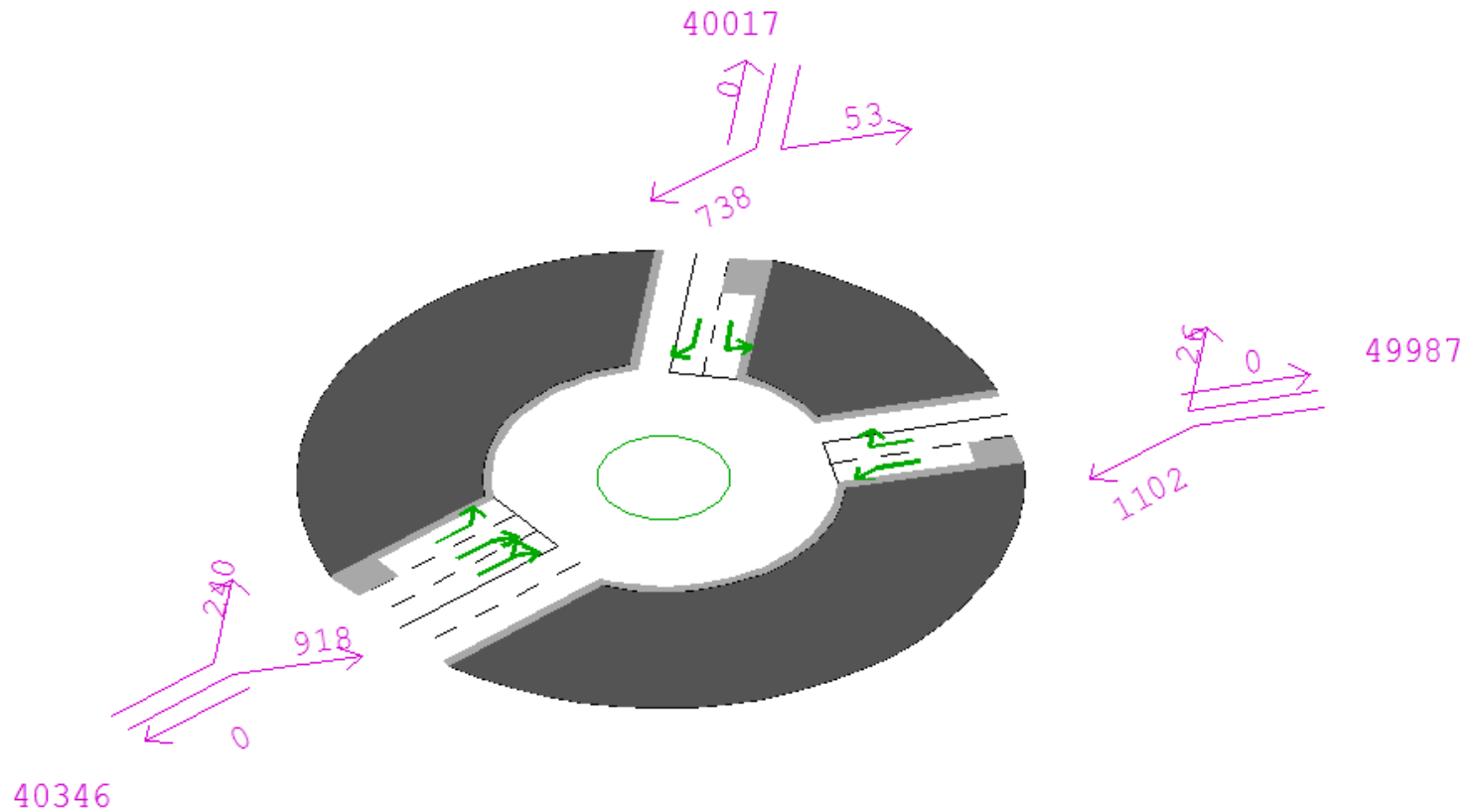


2036 DS

AM Peak

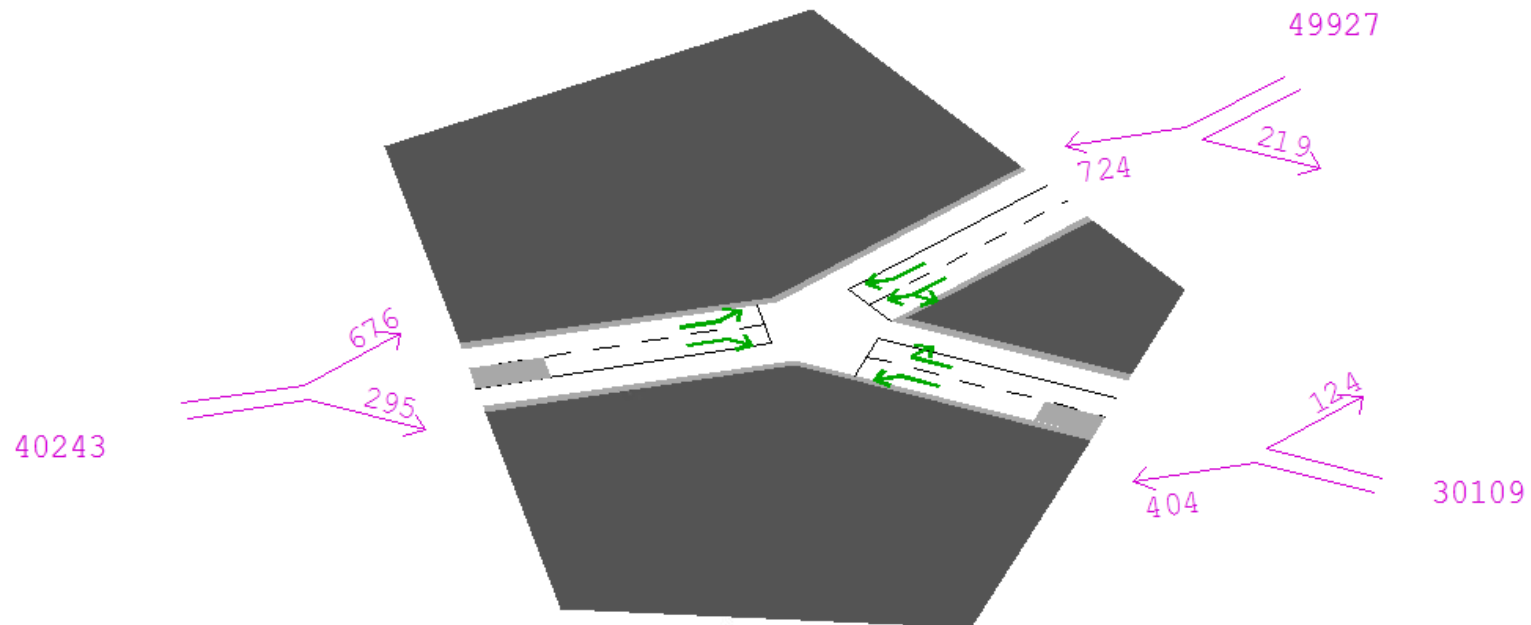
1. A47/ LEICESTER ROAD JUNCTION

2036 DS Scenario - AM Peak



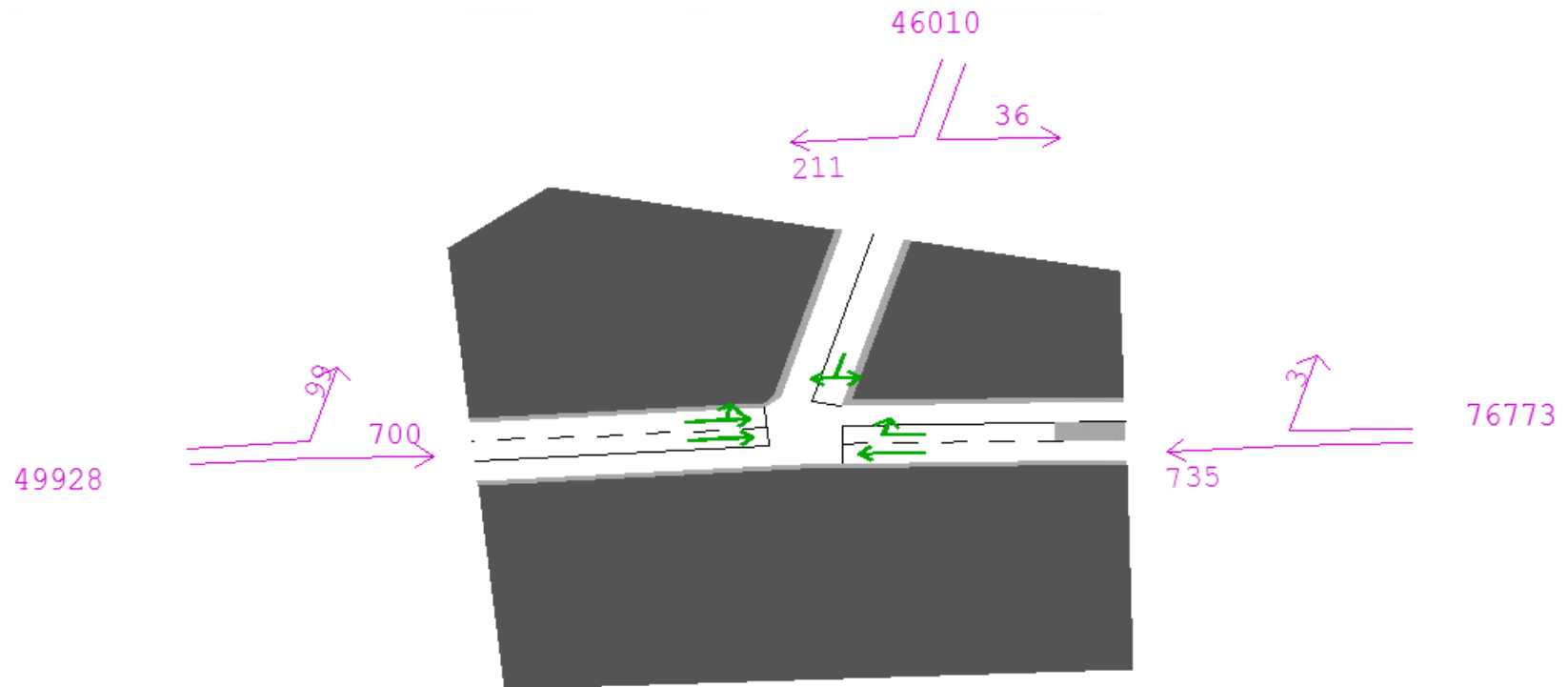
2. A47 / A581 STATION ROAD JUNCTION

2036 DS Scenario - AM Peak



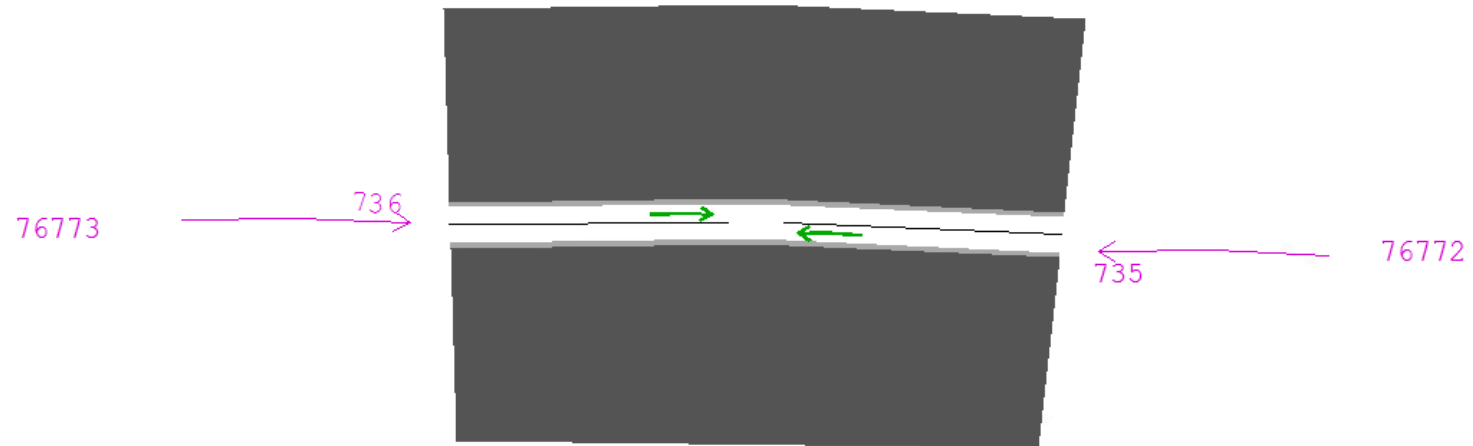
3. A47 / WILKINSON LANE JUNCTION

2036 DS Scenario - AM Peak



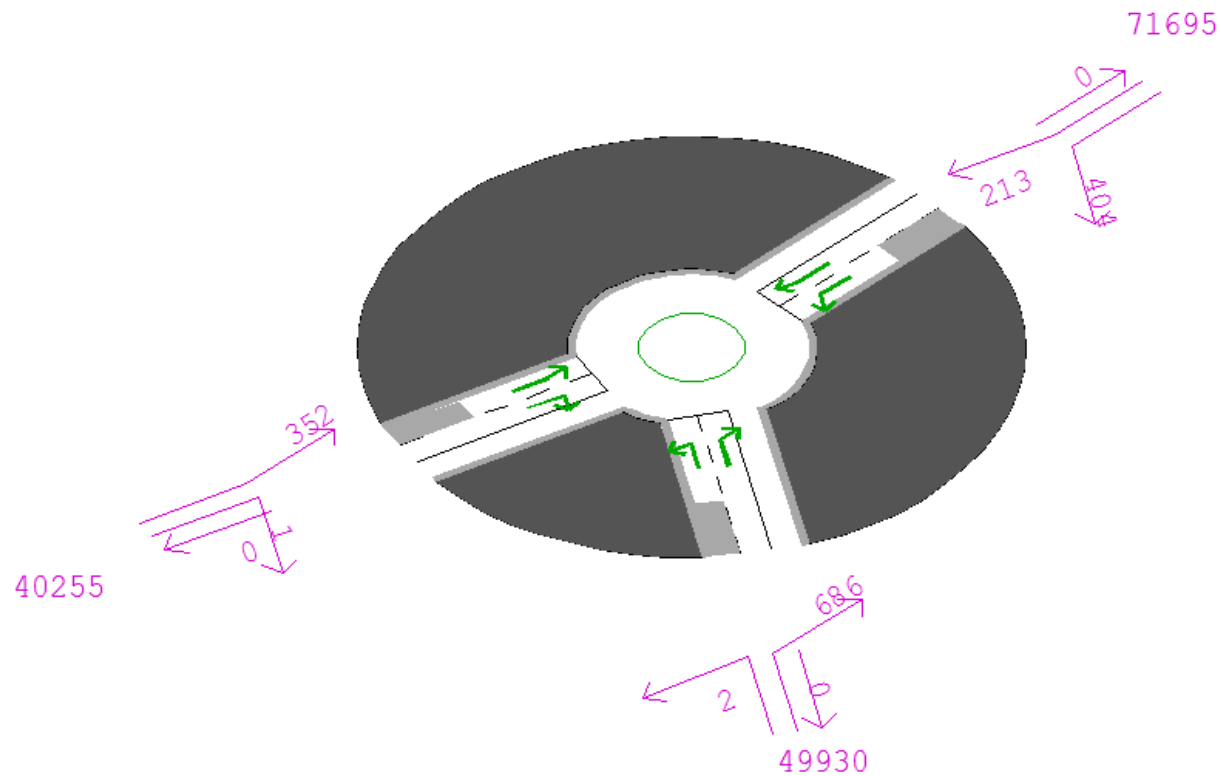
4. A47 / MASEFIELD DRIVE JUNCTION

2036 DS Scenario - AM Peak



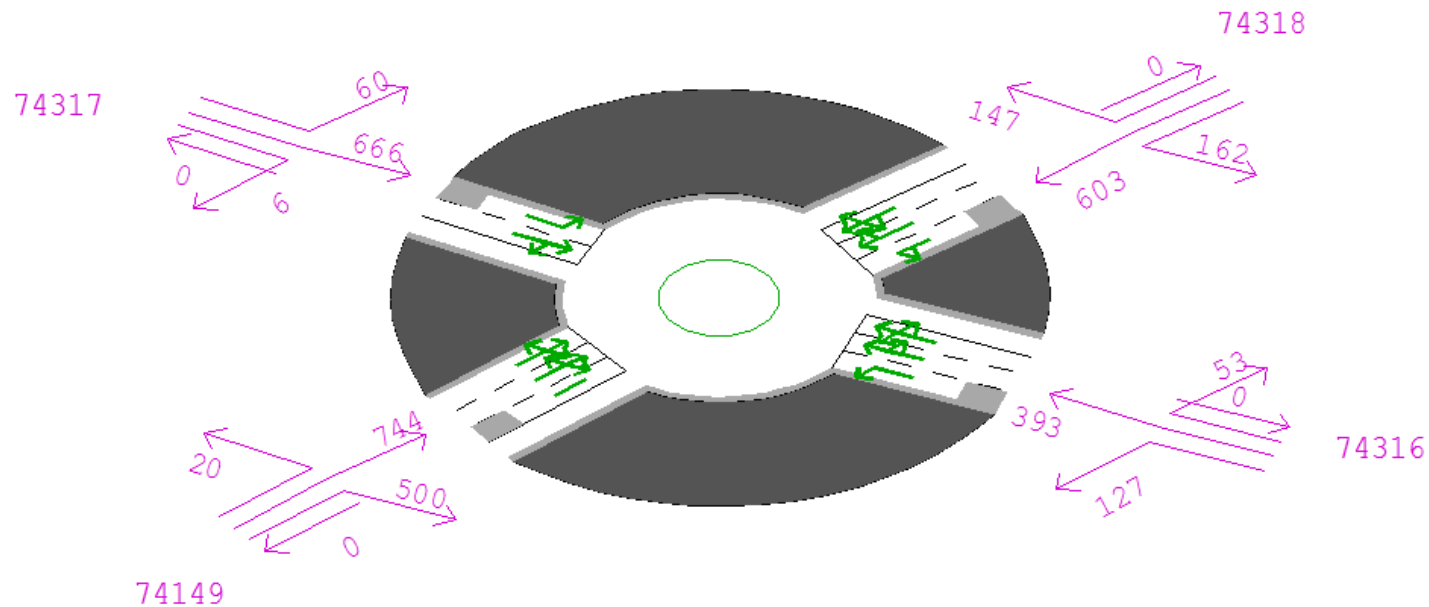
5. A47 / LEICESTER ROAD JUNCTION

2036 DS Scenario - AM Peak



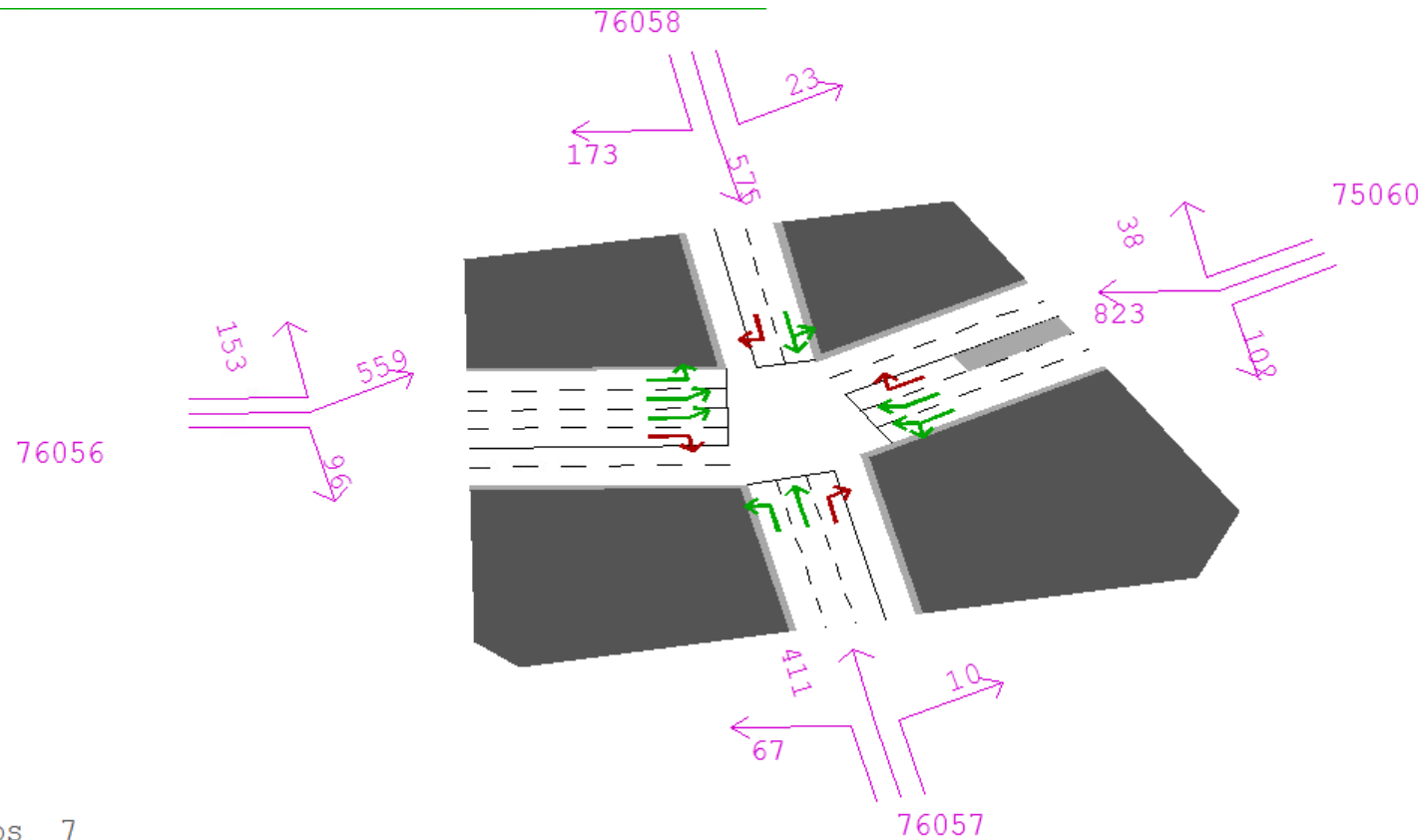
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2036 DS Scenario - AM Peak



7. A47 / A447 ASHBY ROAD JUNCTION

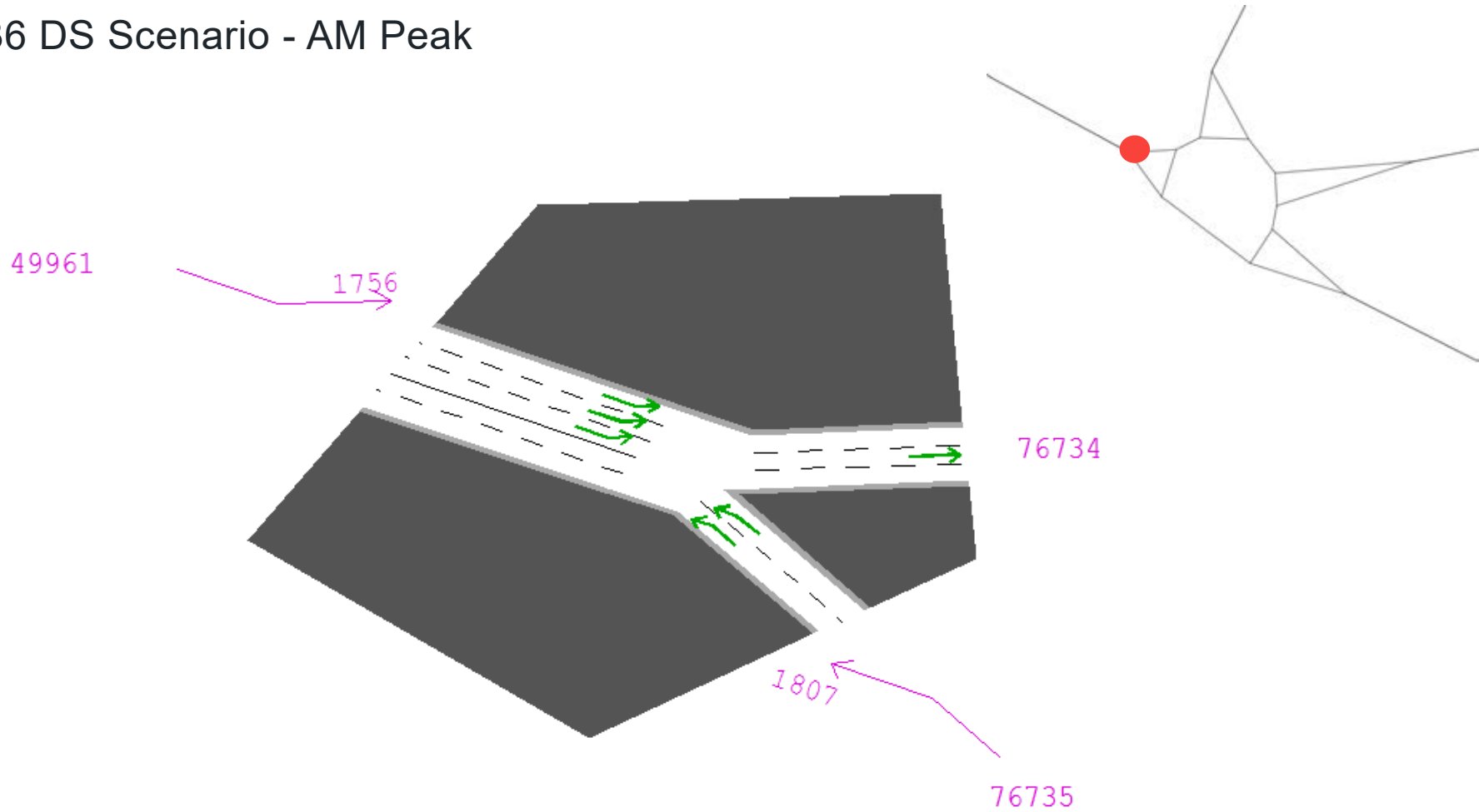
2036 DS Scenario - AM Peak



ps 7

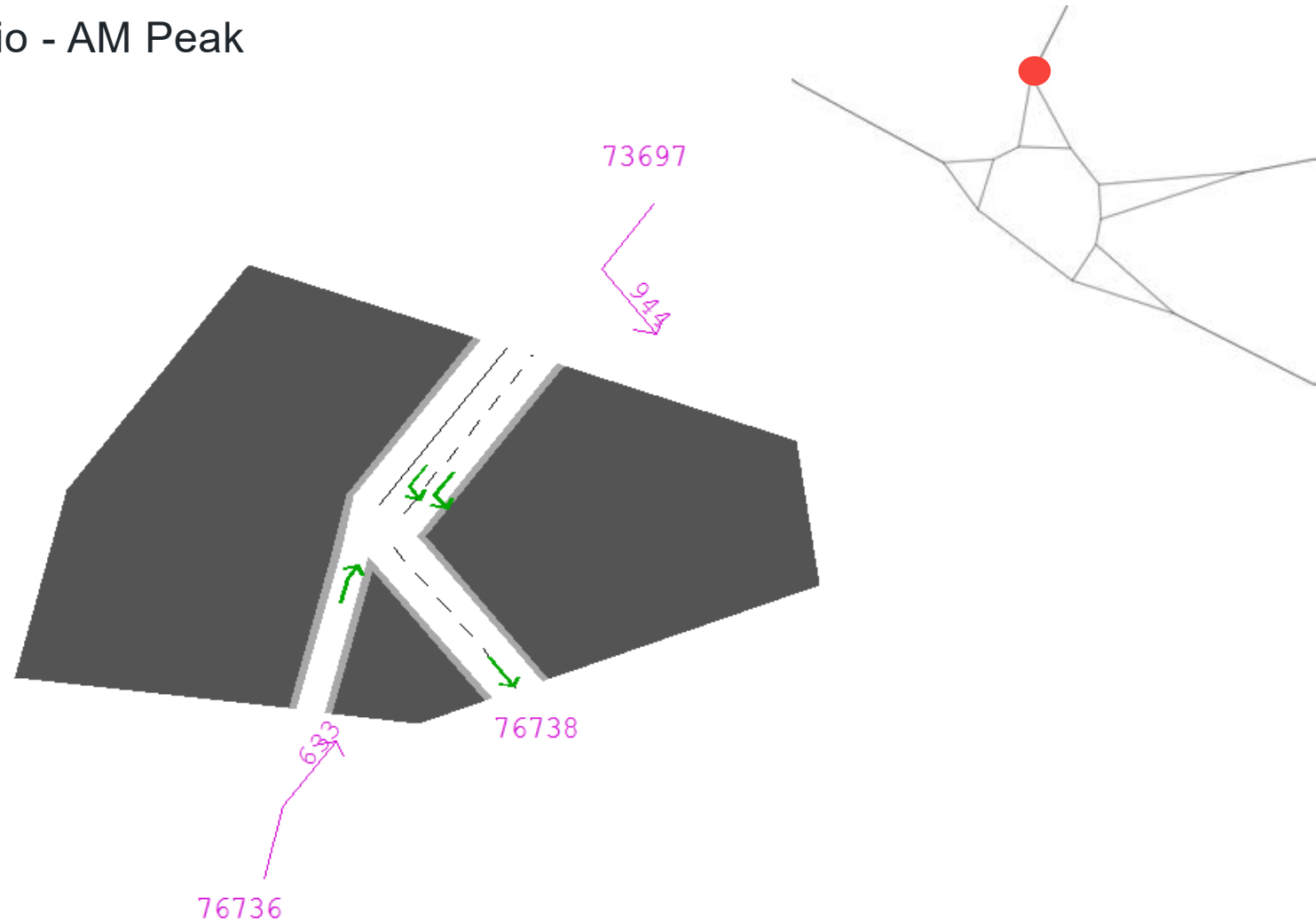
8. DODWELLS ROUNDABOUT

2036 DS Scenario - AM Peak



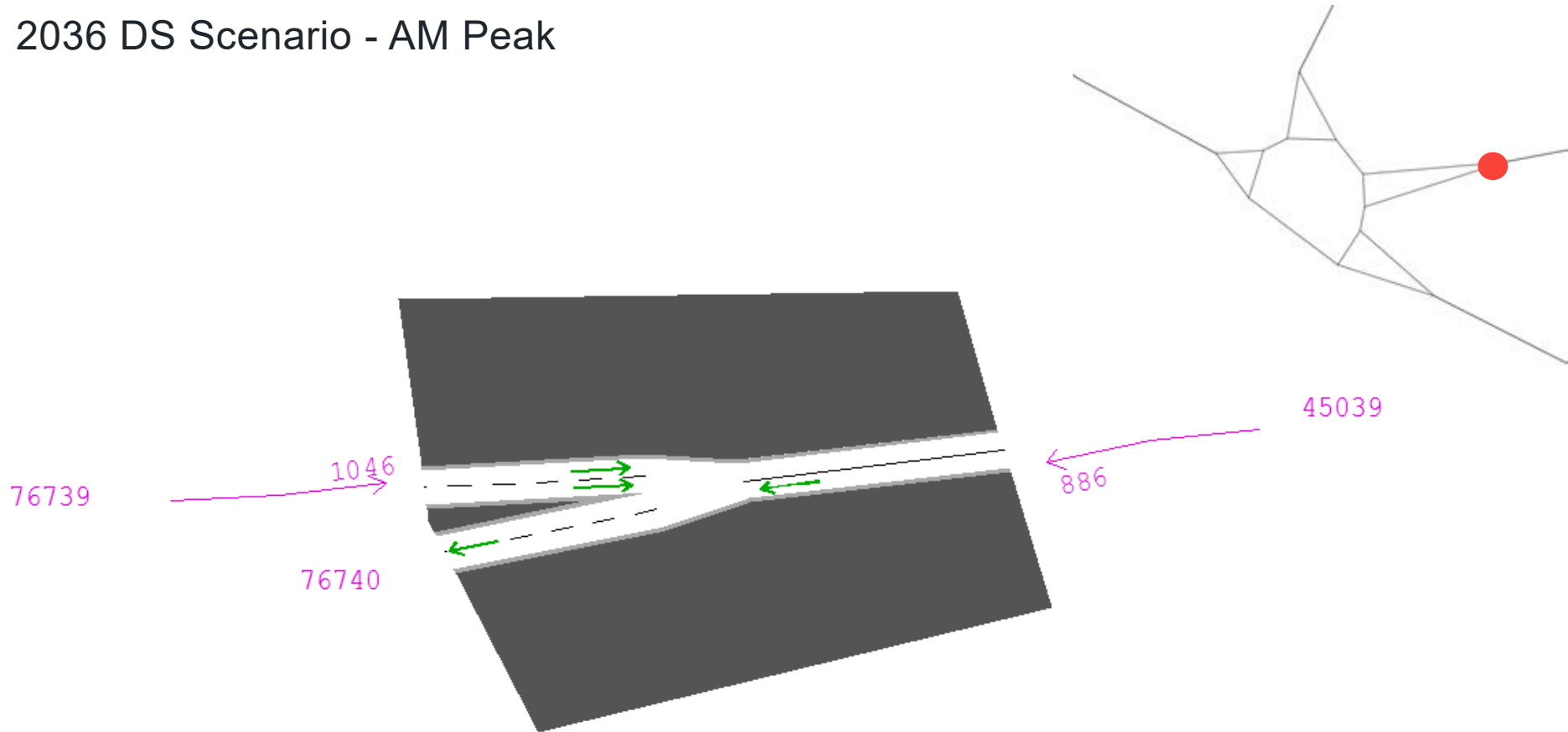
8. DODWELLS ROUNDABOUT

2036 DS Scenario - AM Peak



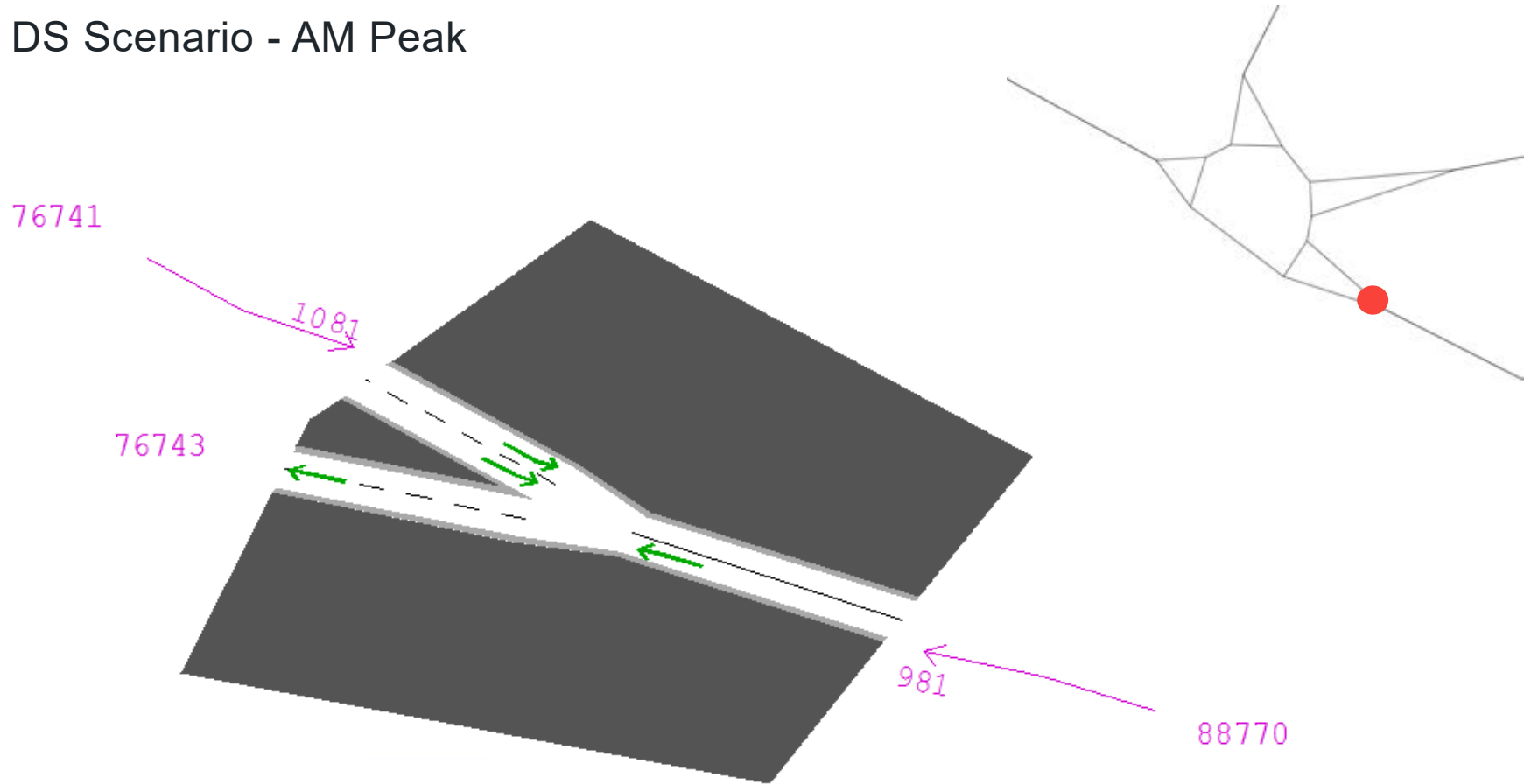
8. DODWELLS ROUNDABOUT

2036 DS Scenario - AM Peak



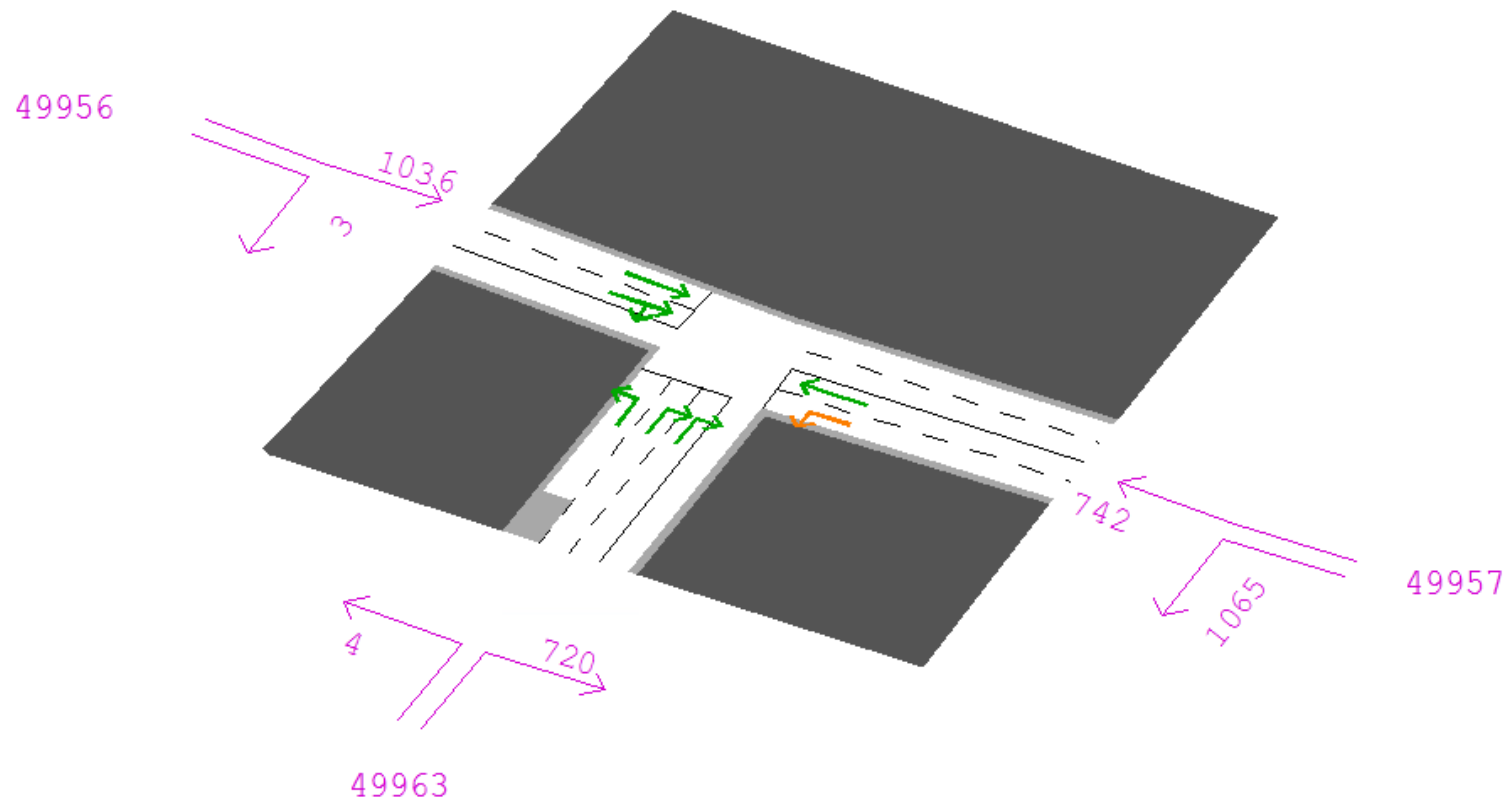
8. DODWELLS ROUNDABOUT

2036 DS Scenario - AM Peak



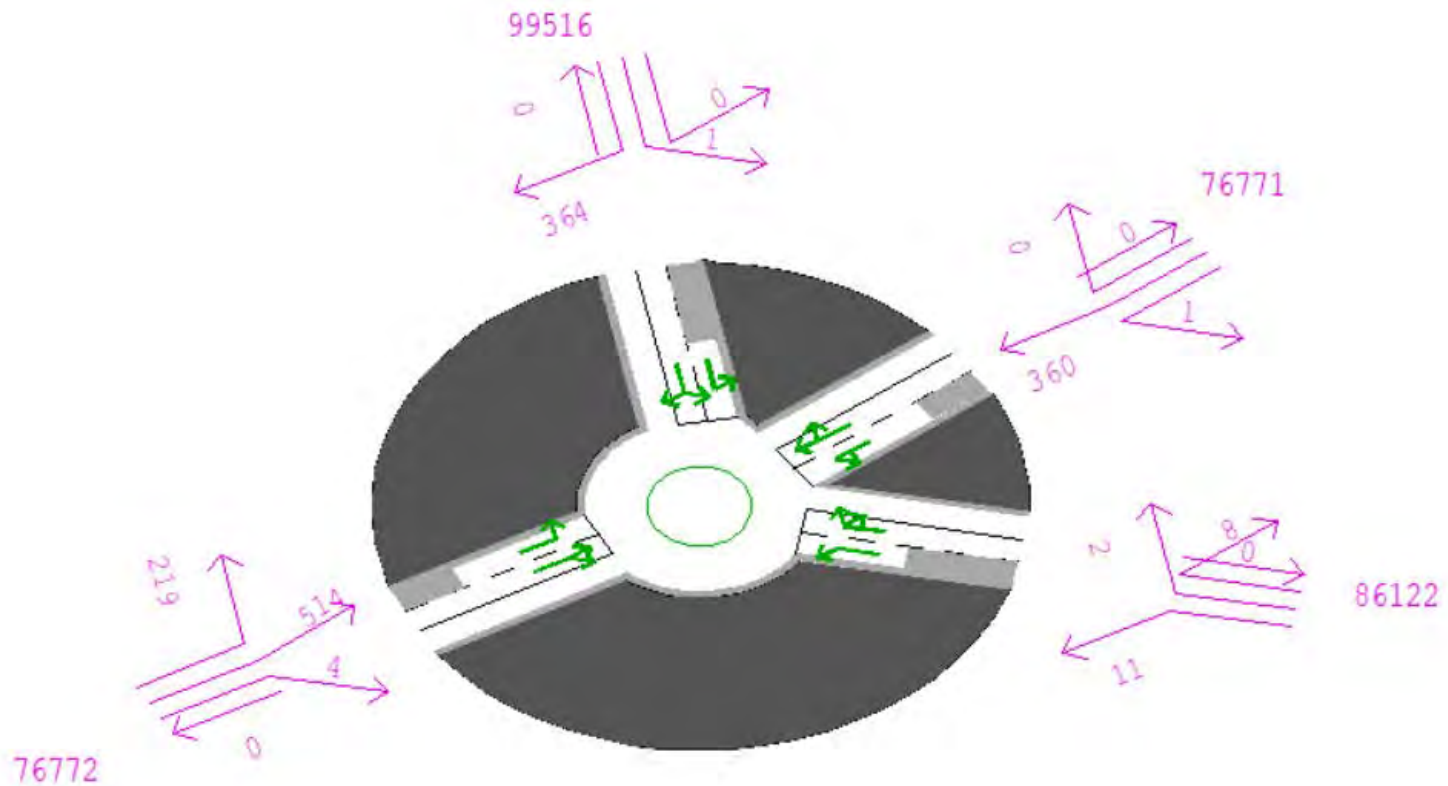
9. A5 / A47 THE LONG SHOOT JUNCTION

2036 DS Scenario - AM Peak



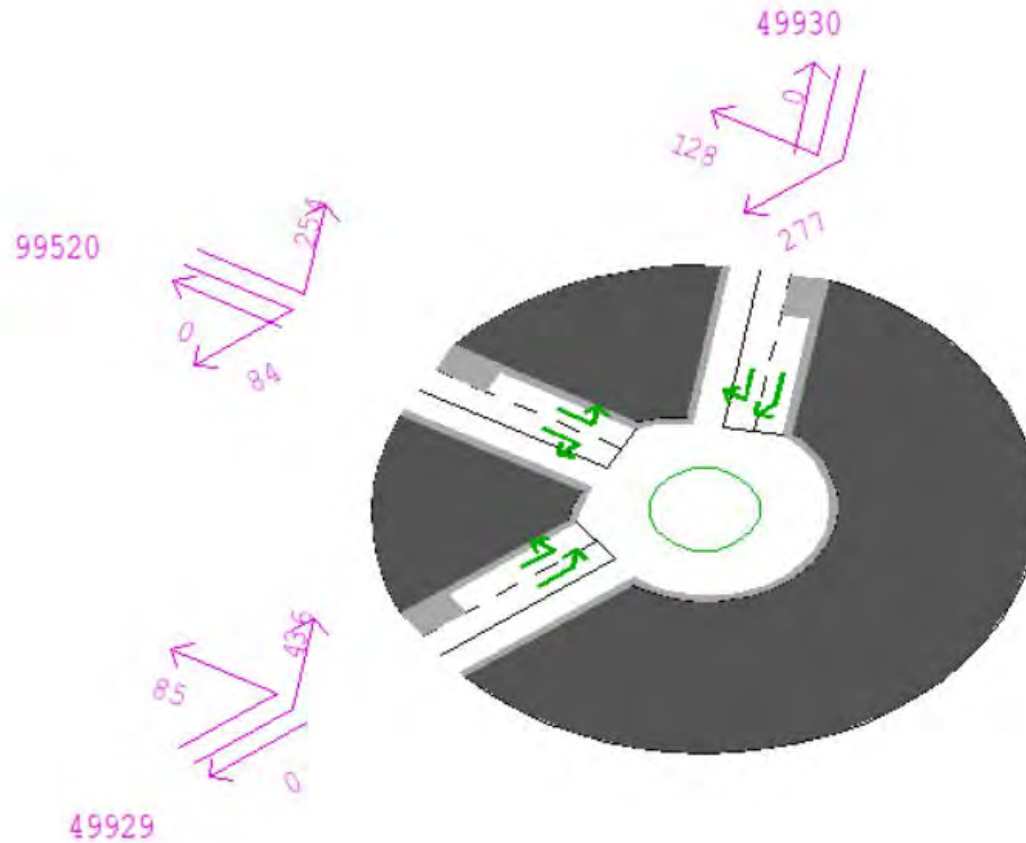
10. A47 / BREACH LANE

2036 DS Scenario - AM Peak



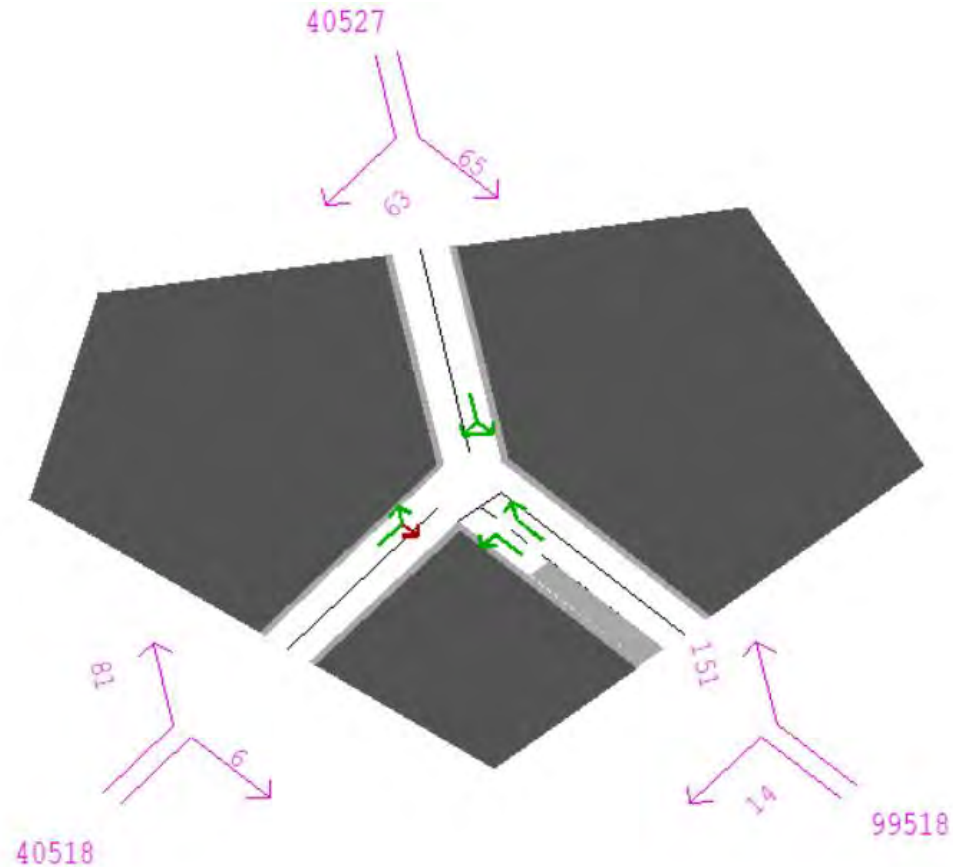
11. A47 / EARL SHILTON ACCESS

2036 DS Scenario - AM Peak



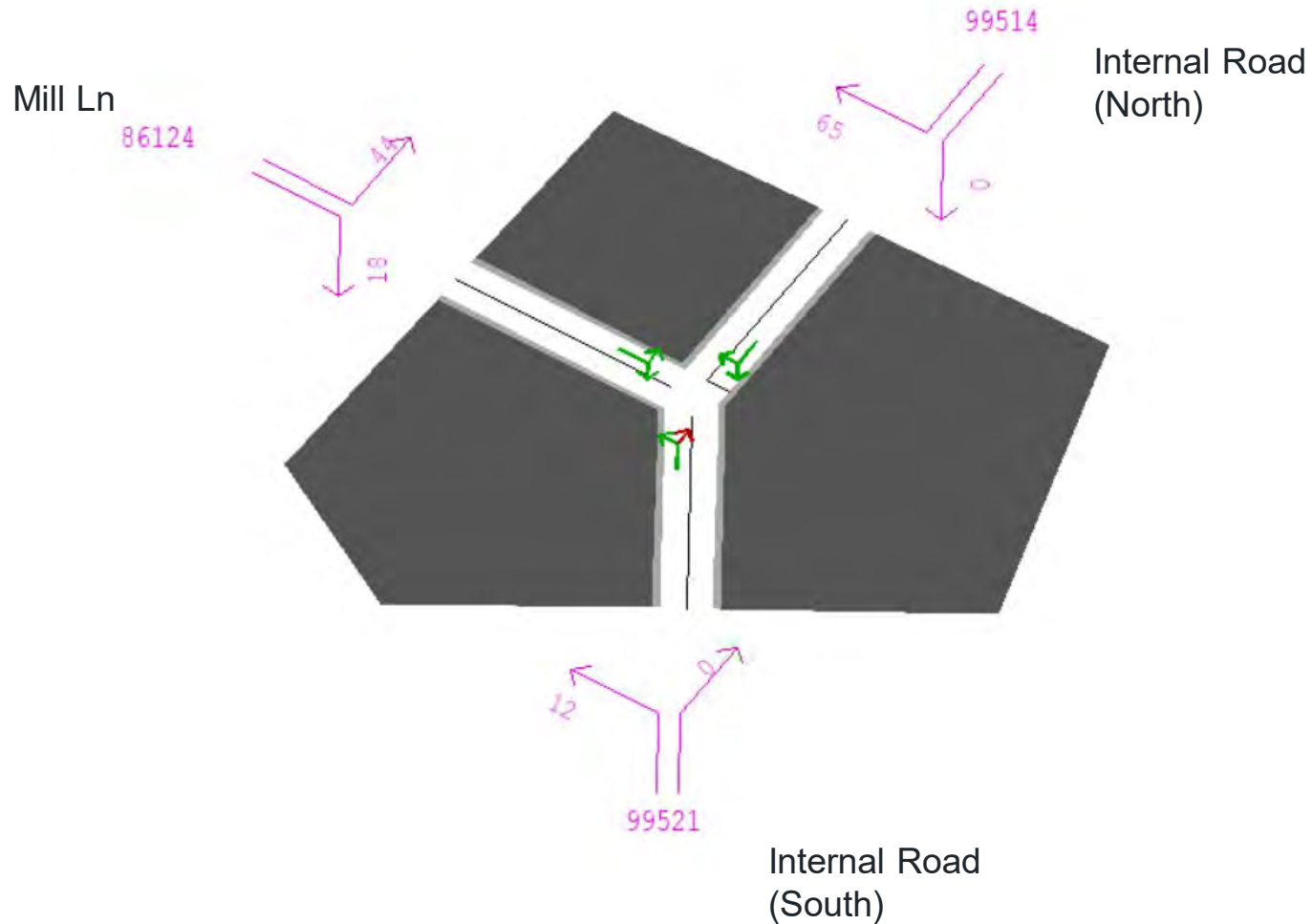
12. ASTLEY ROAD / EARL SHILTON ACCESS

2036 DS Scenario - AM Peak



13. MILL LANE / EARL SHILTON ACCESS

2036 DS Scenario - AM Peak



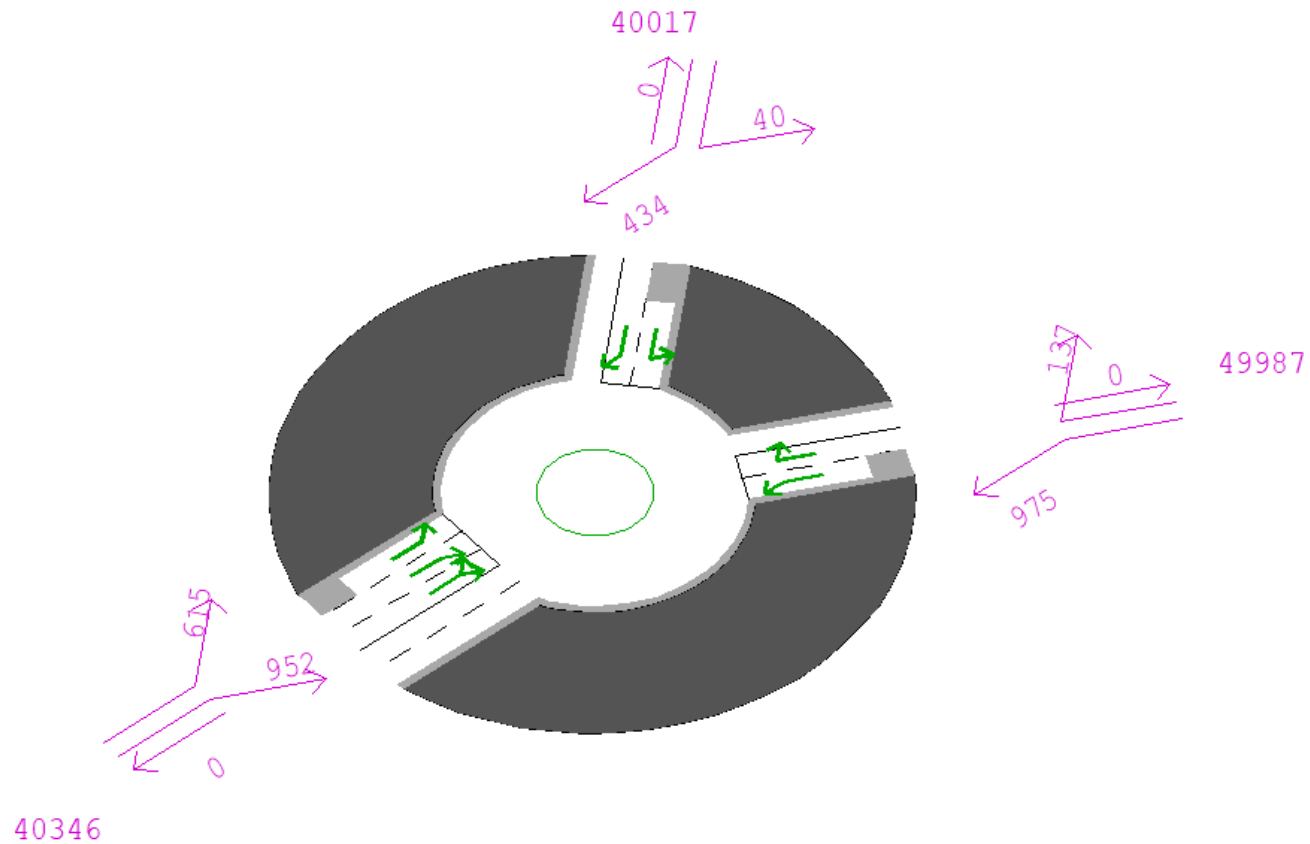


2036 DM

PM Peak

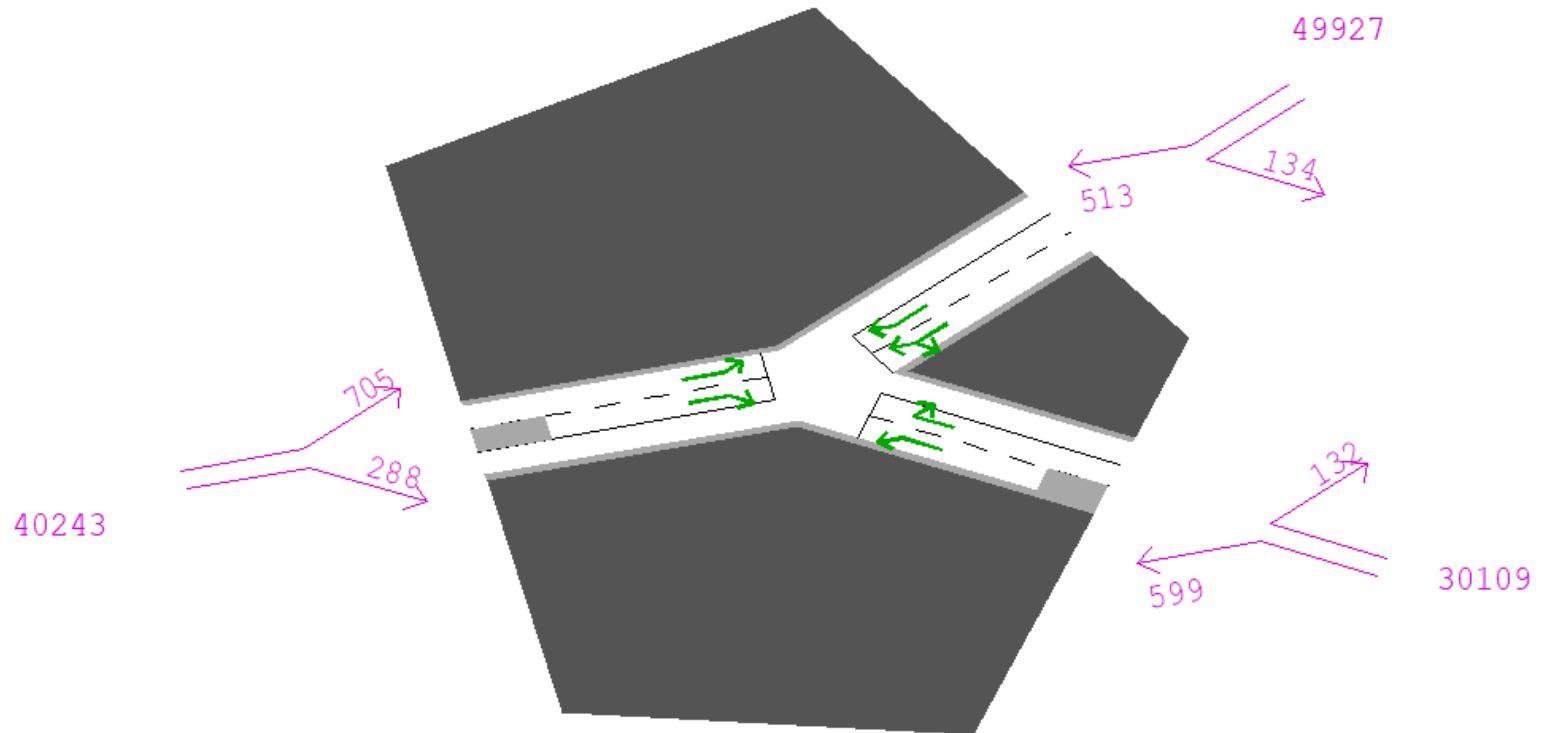
1. A47/ LEICESTER ROAD JUNCTION

2036 DM Scenario - PM Peak



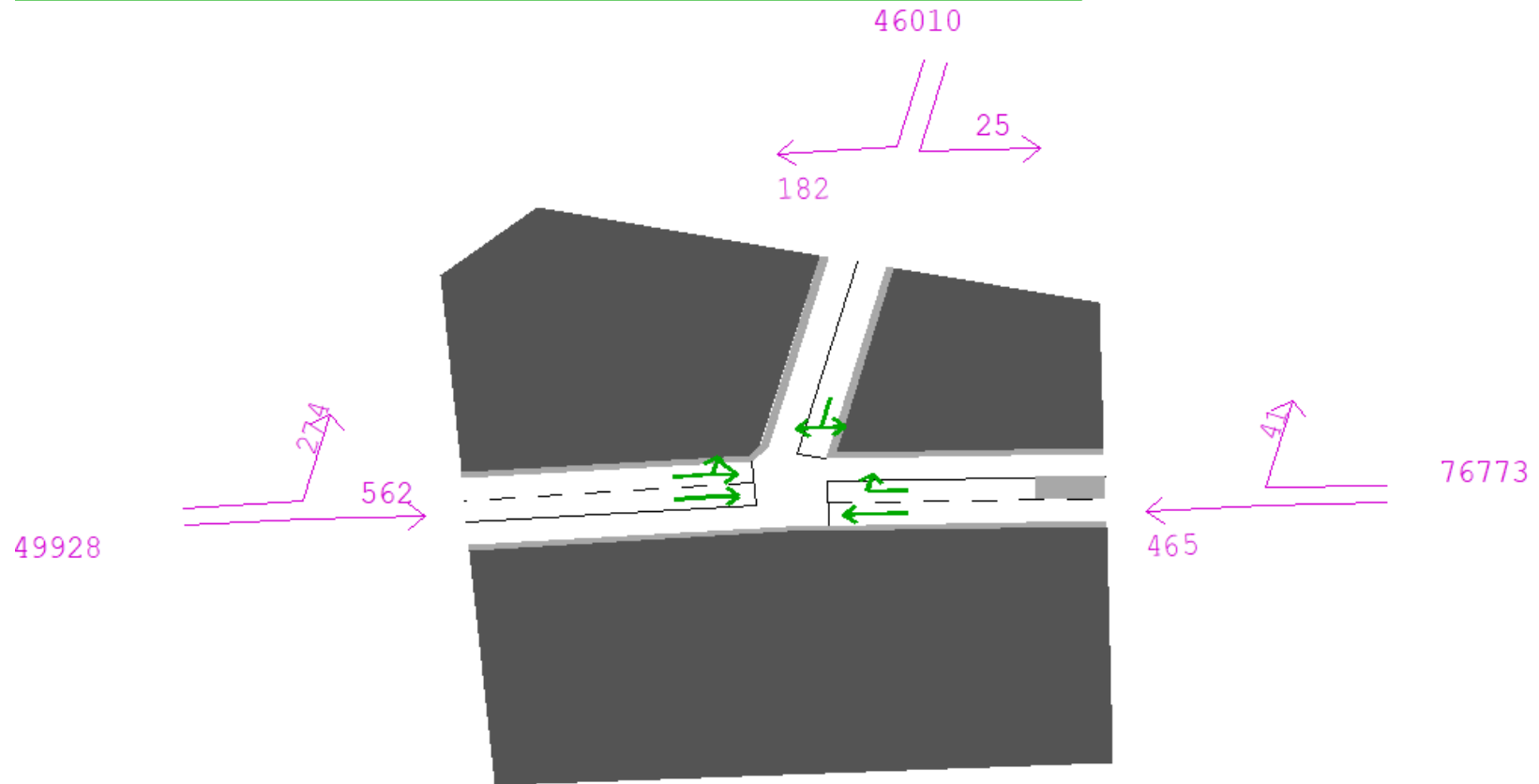
2. A47 / A581 STATION ROAD JUNCTION

2036 DM Scenario - PM Peak



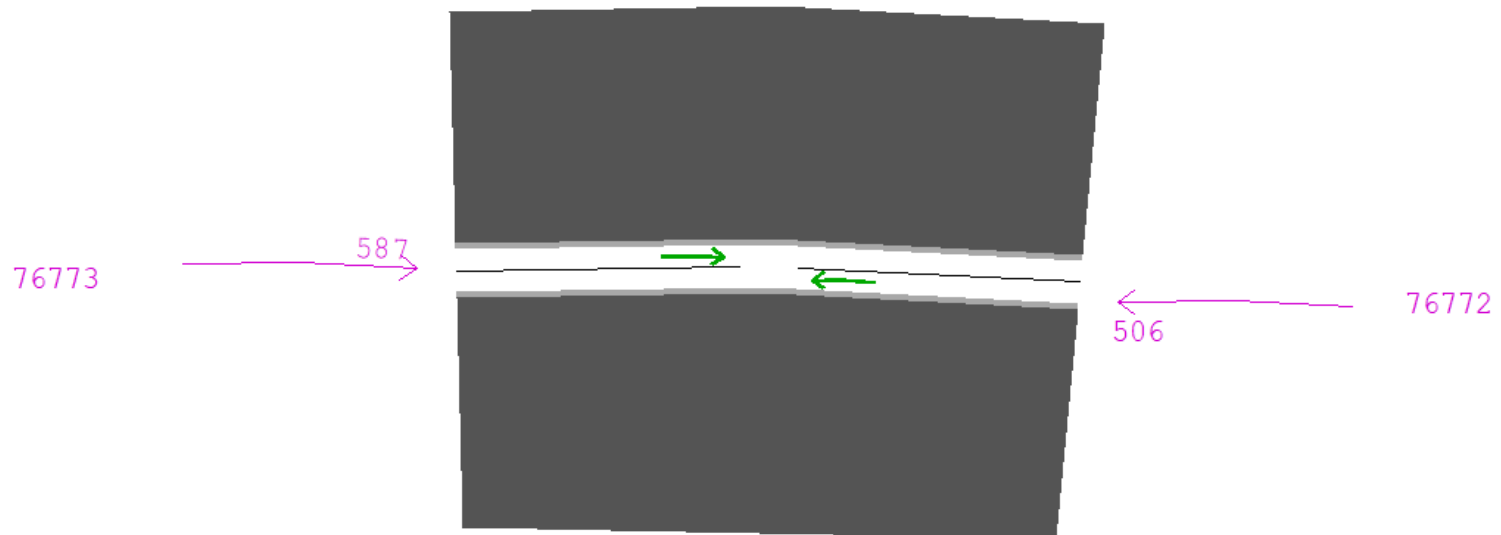
3. A47 / WILKINSON LANE JUNCTION

2036 DM Scenario - PM Peak



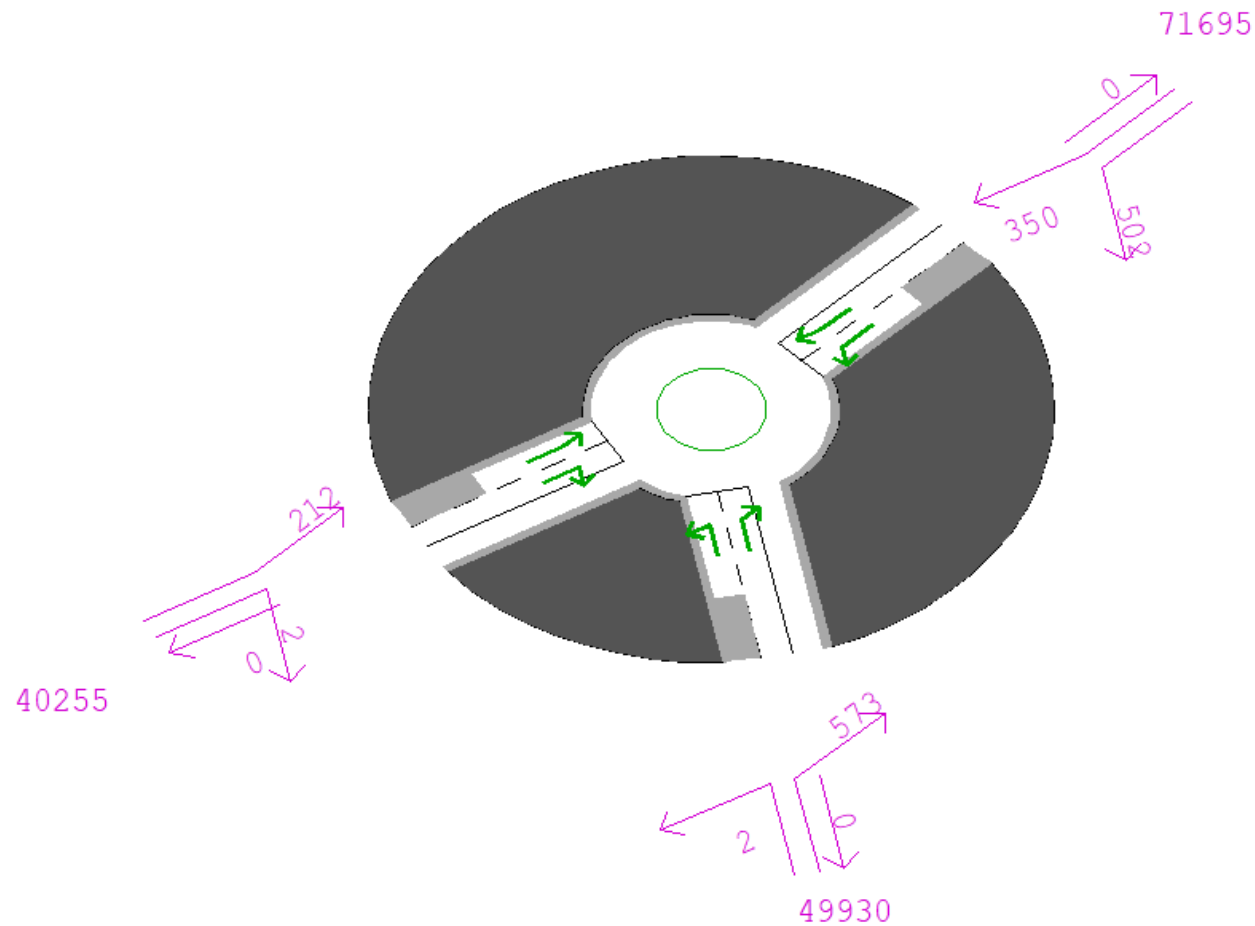
4. A47 / MASEFIELD DRIVE JUNCTION

2036 DM Scenario - PM Peak



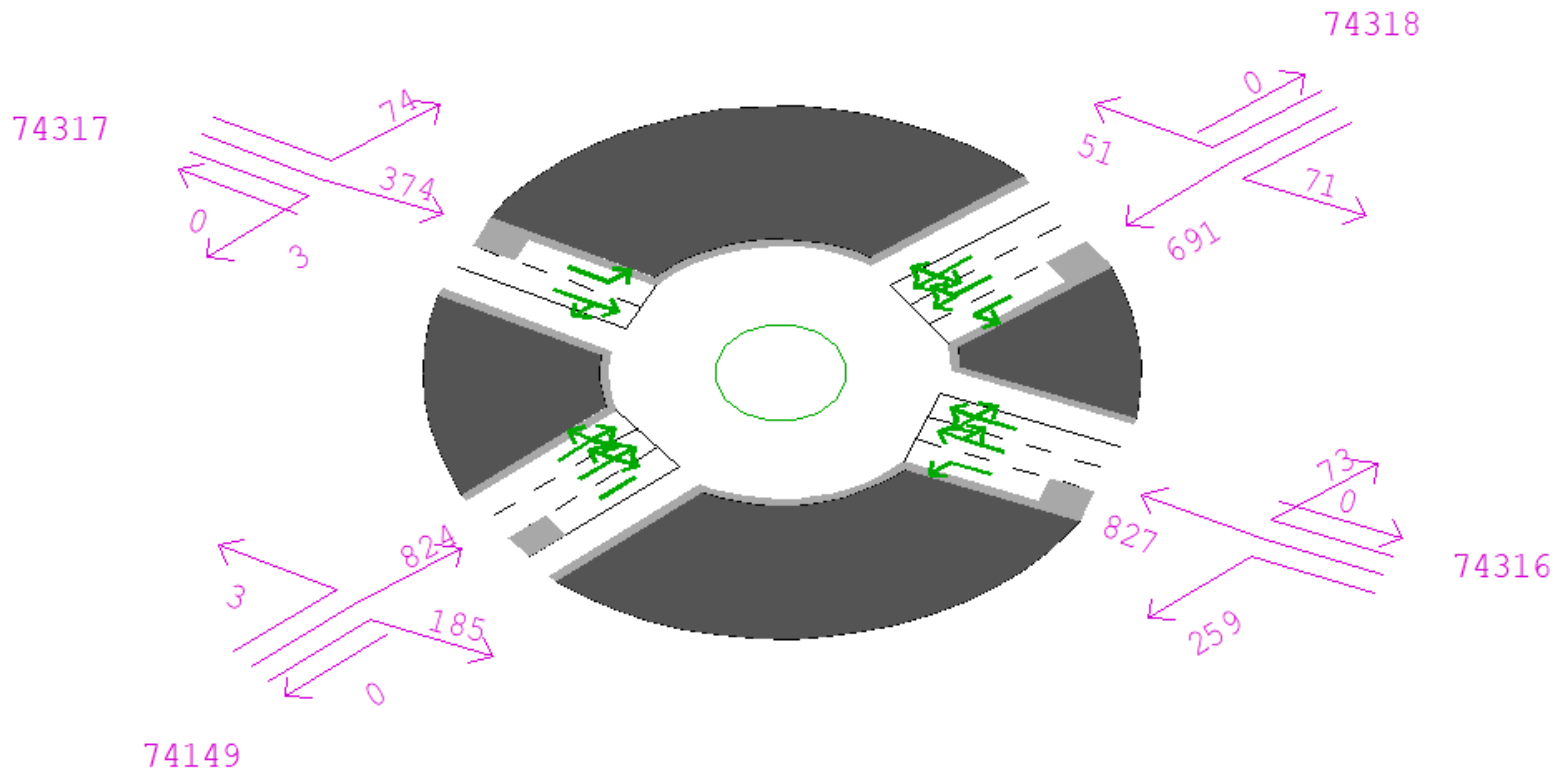
5. A47 / LEICESTER ROAD JUNCTION

2036 DM Scenario - PM Peak



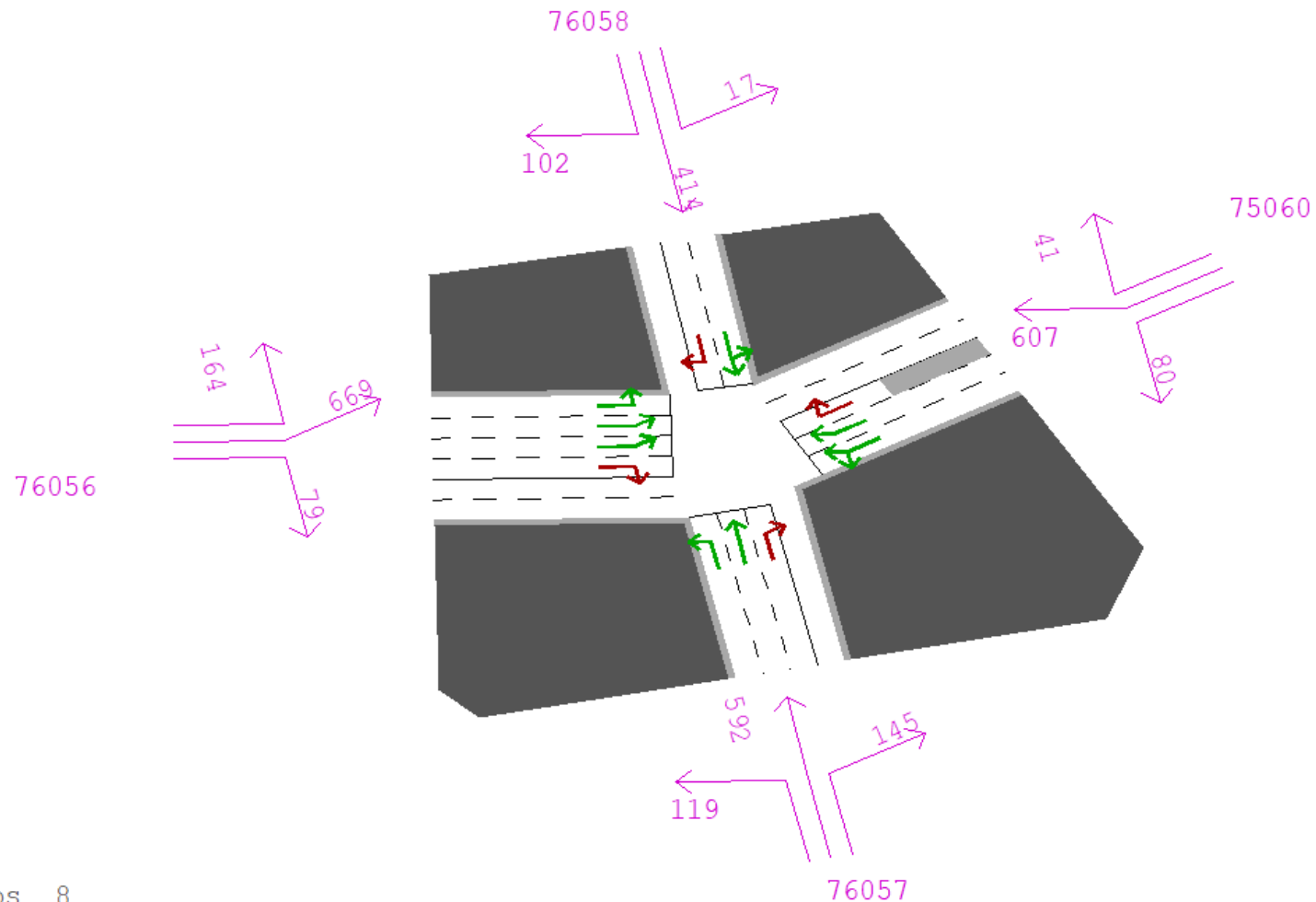
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2036 DM Scenario - PM Peak



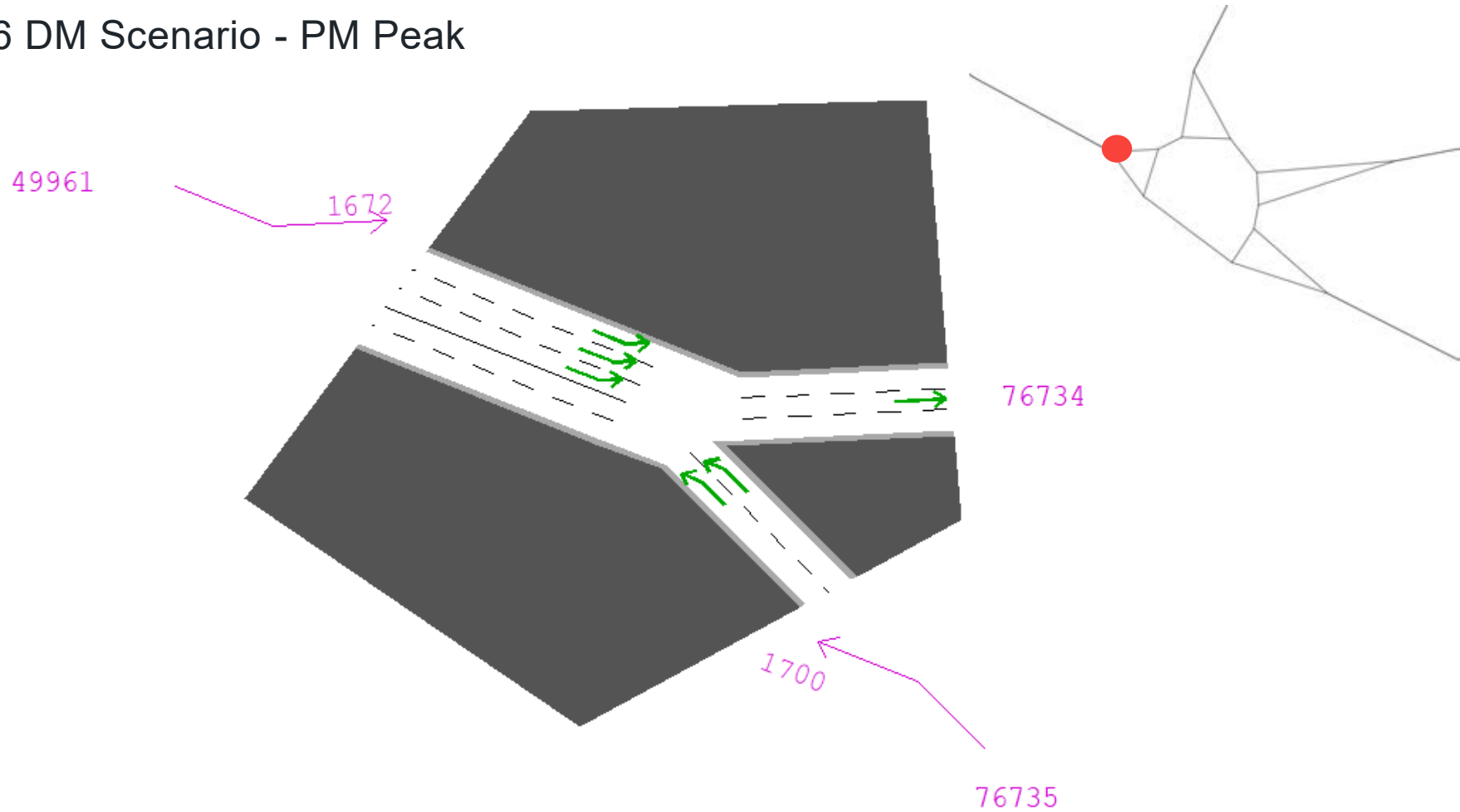
7. A47 / A447 ASHBY ROAD JUNCTION

2036 DM Scenario - PM Peak



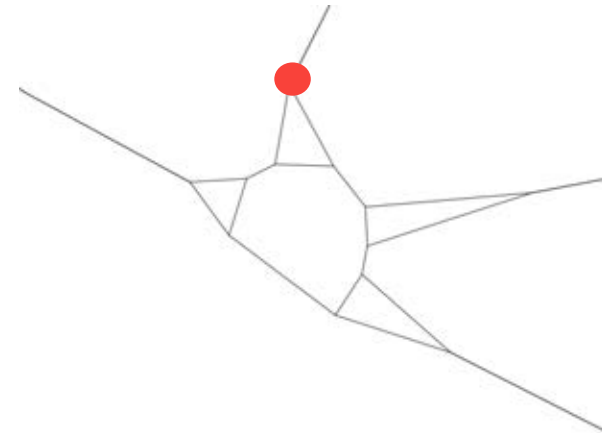
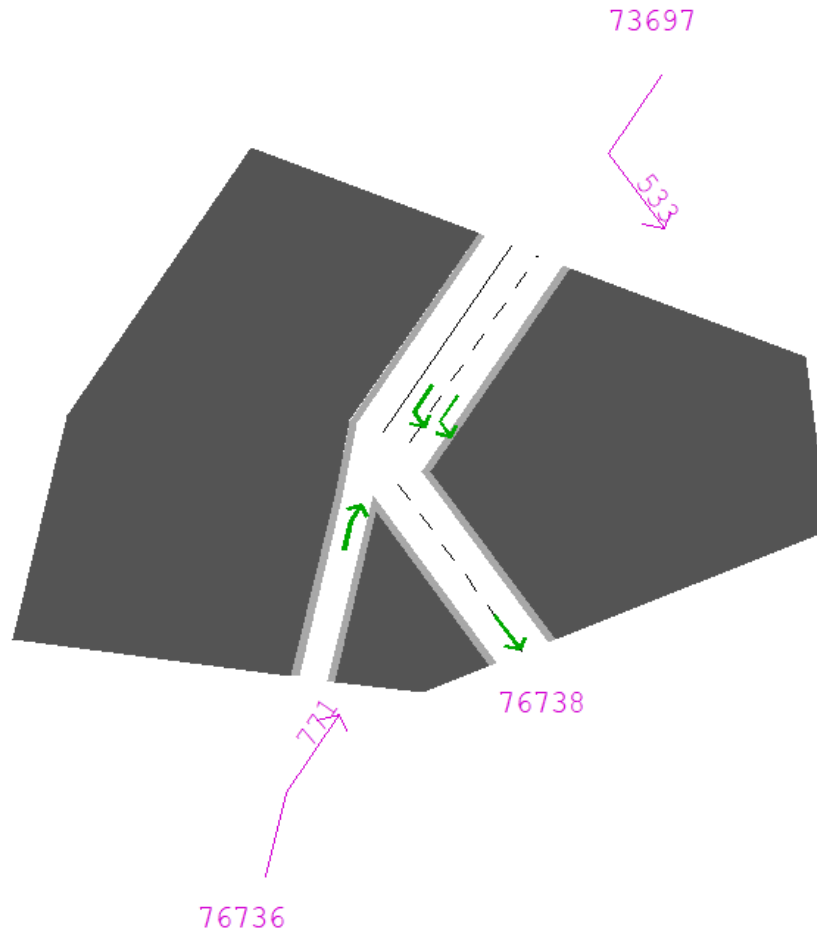
8. DODWELLS ROUNDABOUT

2036 DM Scenario - PM Peak



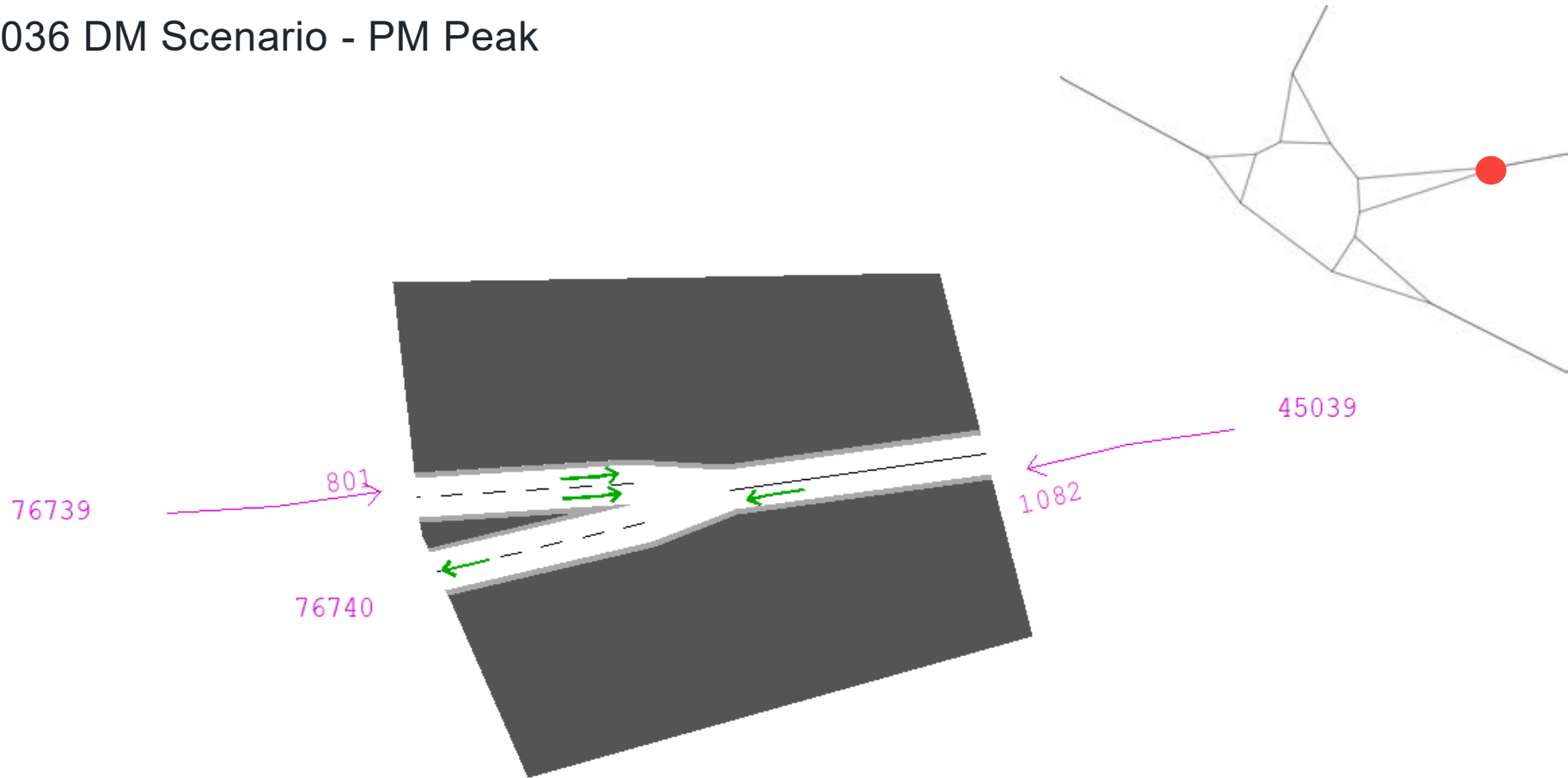
8. DODWELLS ROUNDABOUT

2036 DM Scenario - PM Peak



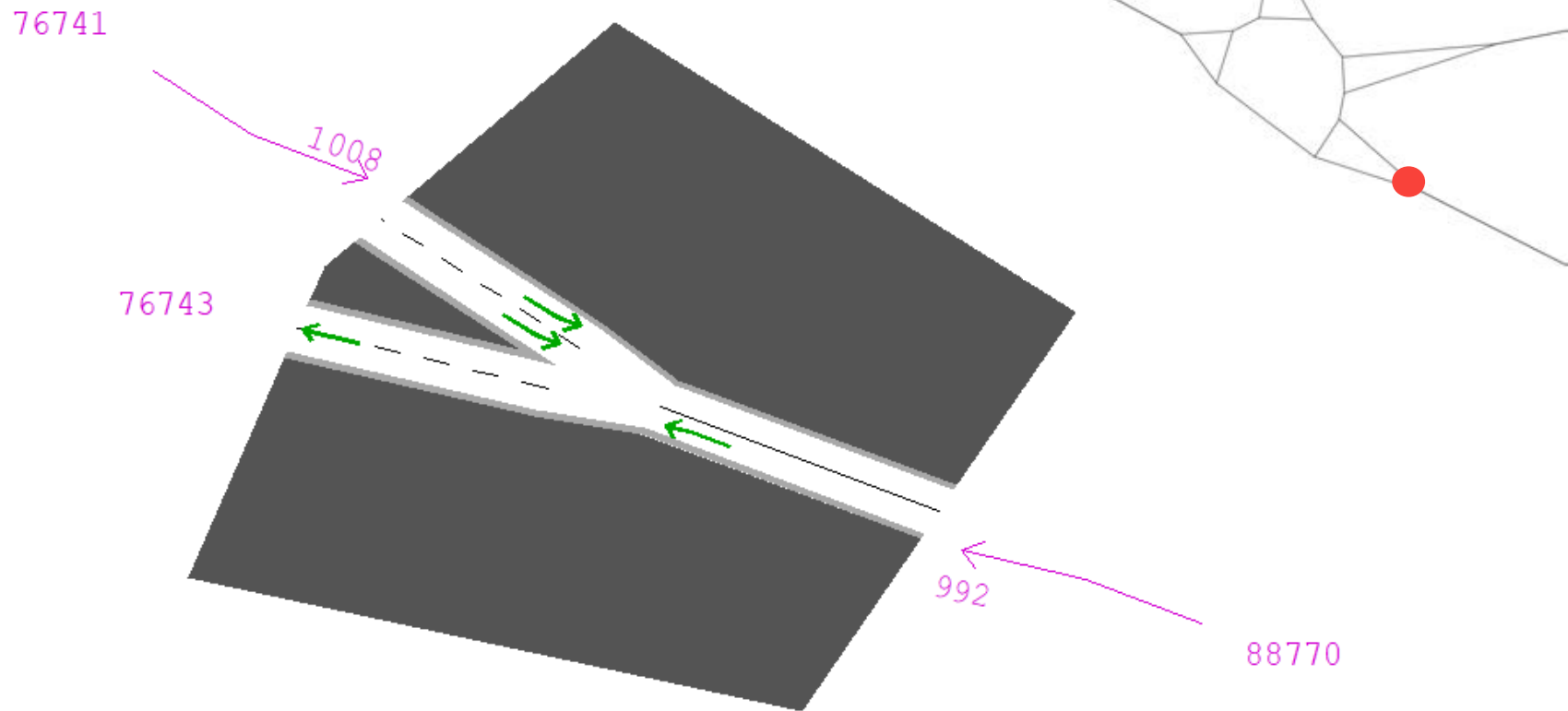
8. DODWELLS ROUNDABOUT

2036 DM Scenario - PM Peak



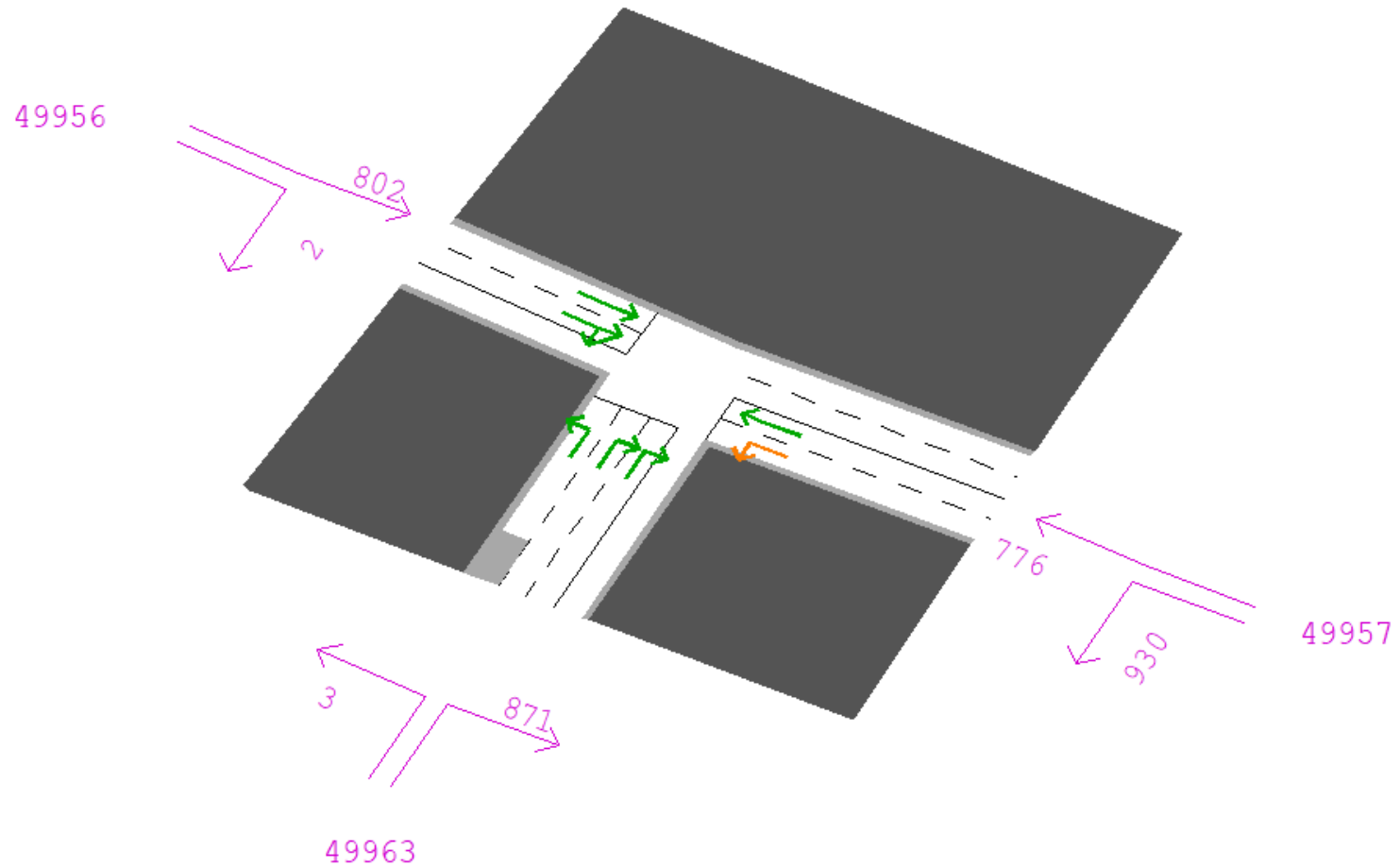
8. DODWELLS ROUNDABOUT

2036 DM Scenario - PM Peak



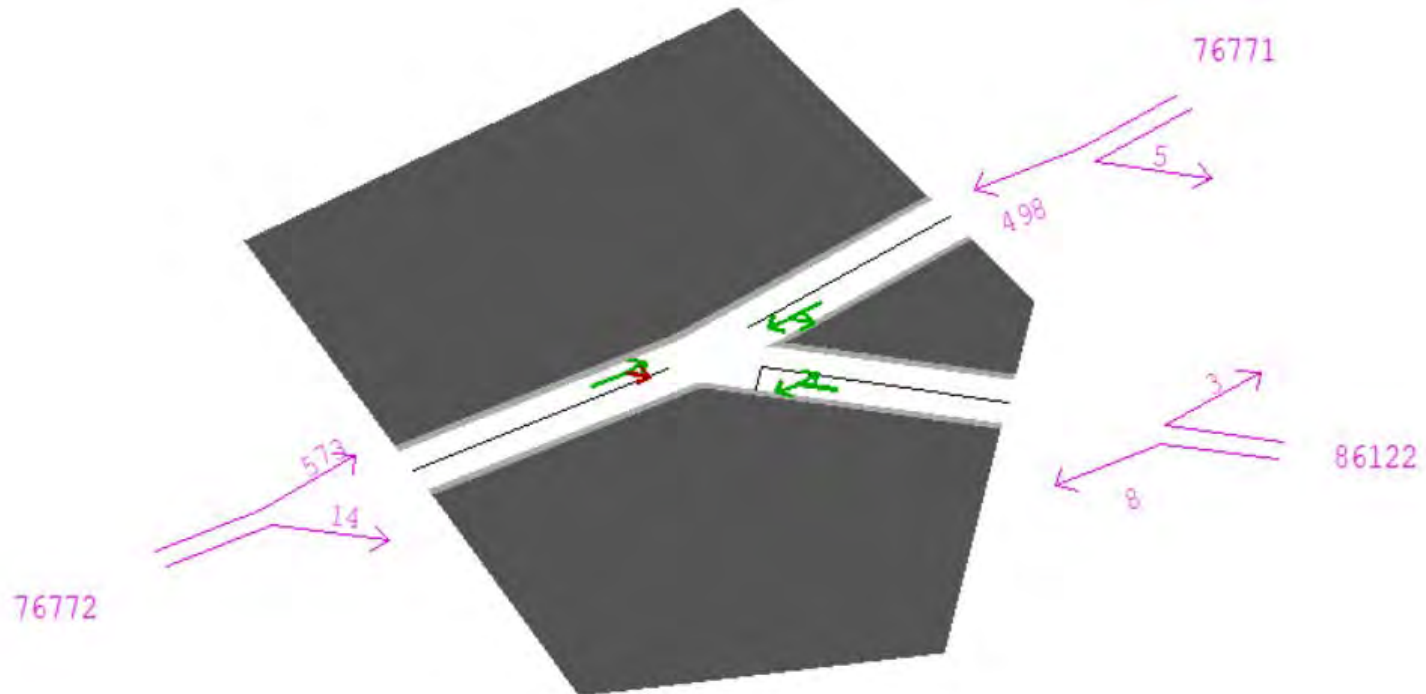
9. A5 / A47 THE LONG SHOOT JUNCTION

2036 DM Scenario - PM Peak



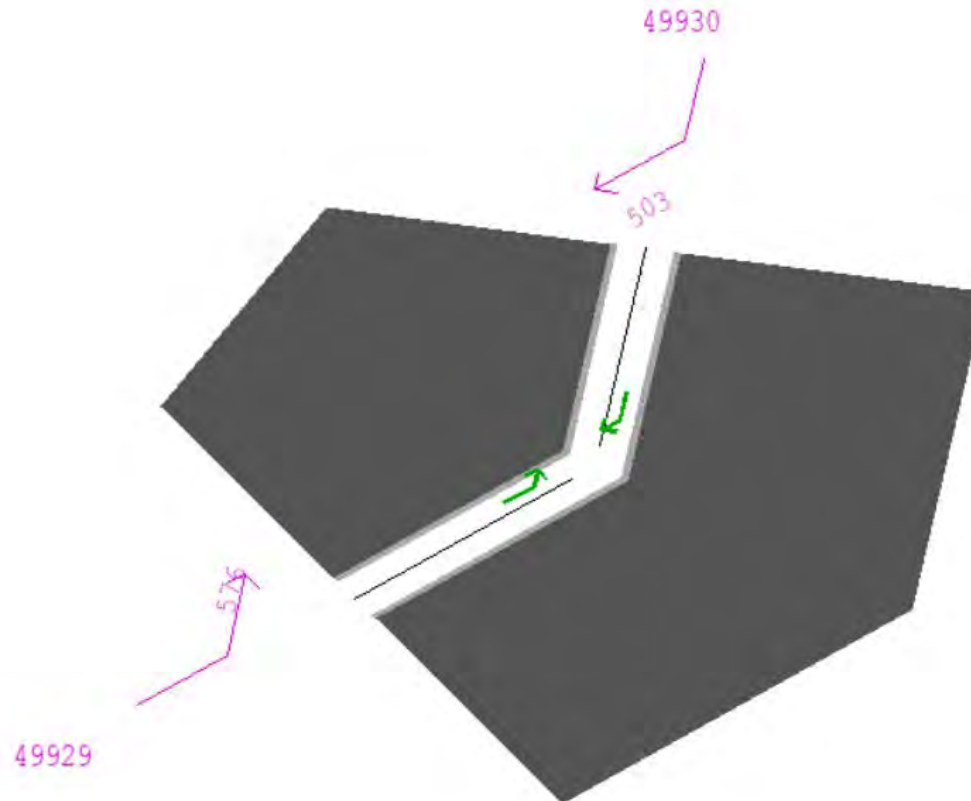
10. A47 / BREACH LANE

2036 DM Scenario - PM Peak



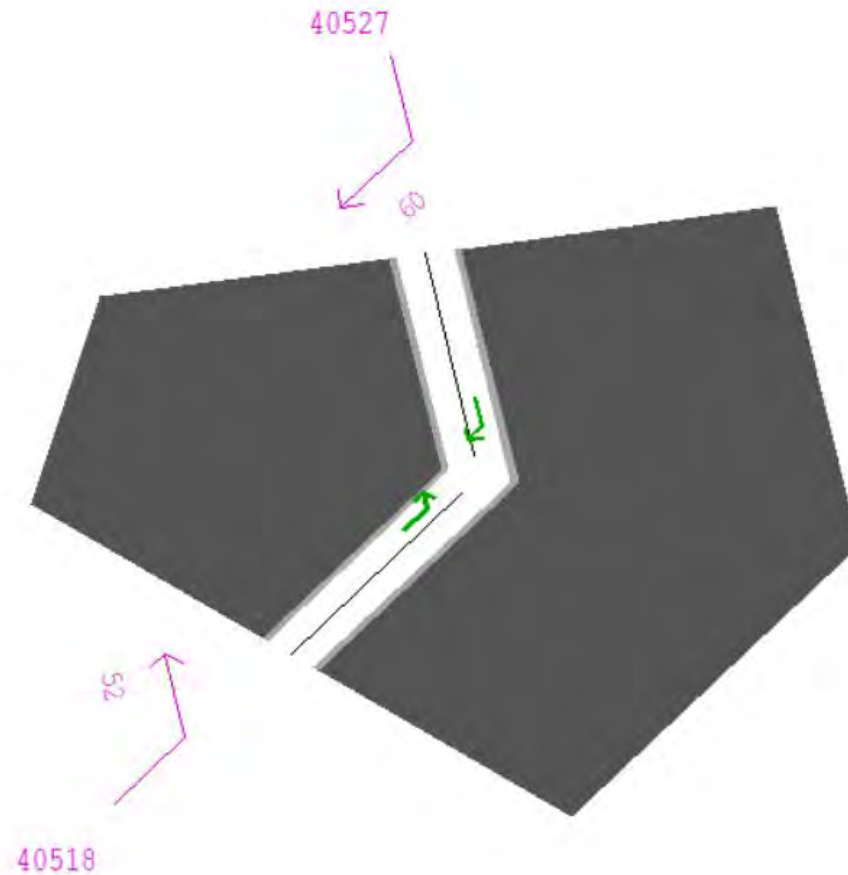
11. A47 / EARL SHILTON ACCESS

2036 DM Scenario - PM Peak



12. ASTLEY ROAD / EARL SHILTON ACCESS

2036 DM Scenario - PM Peak



13. MILL LANE / EARL SHILTON ACCESS

2036 DM Scenario - PM Peak

Mill Lane / Earl Shilton Access is not included in the model

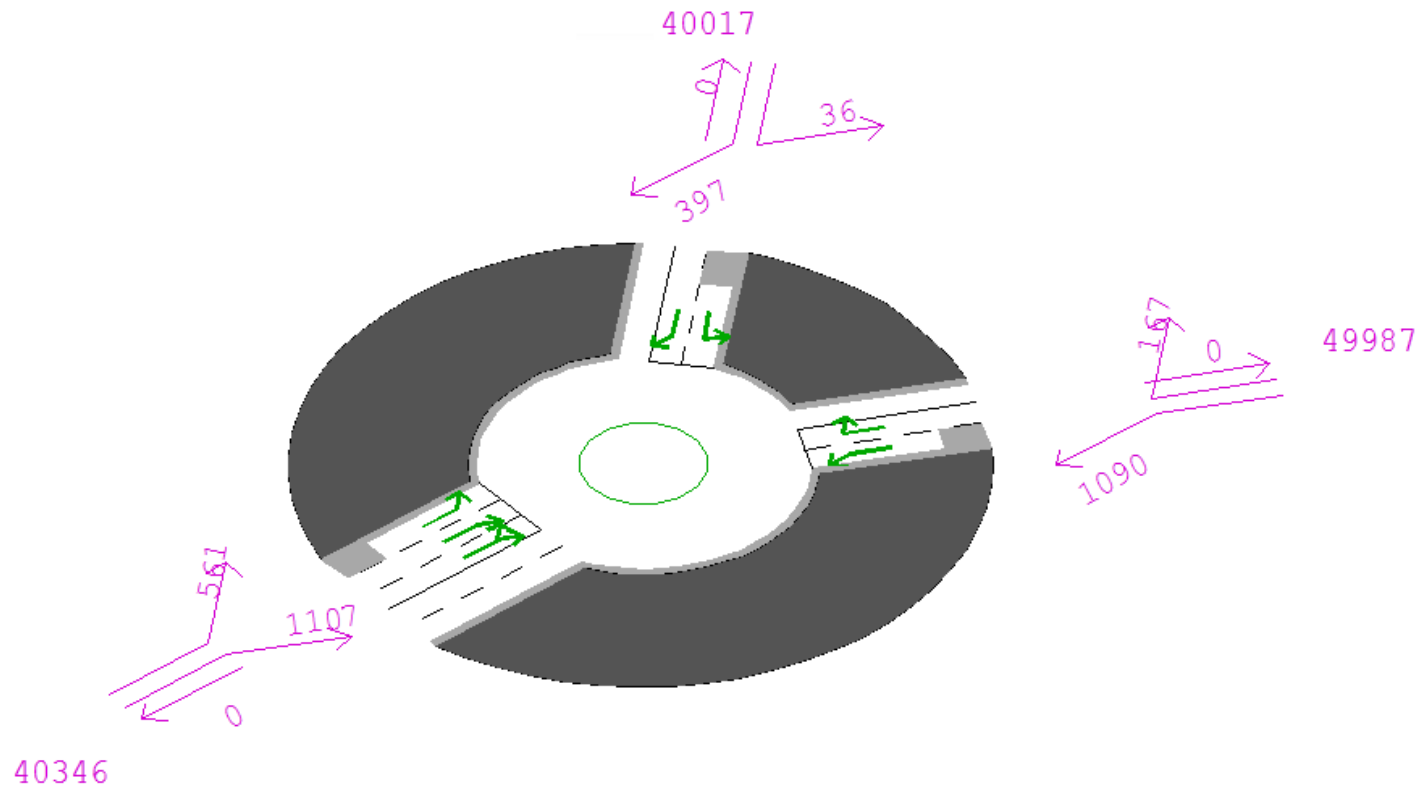


2036 DS

PM Peak

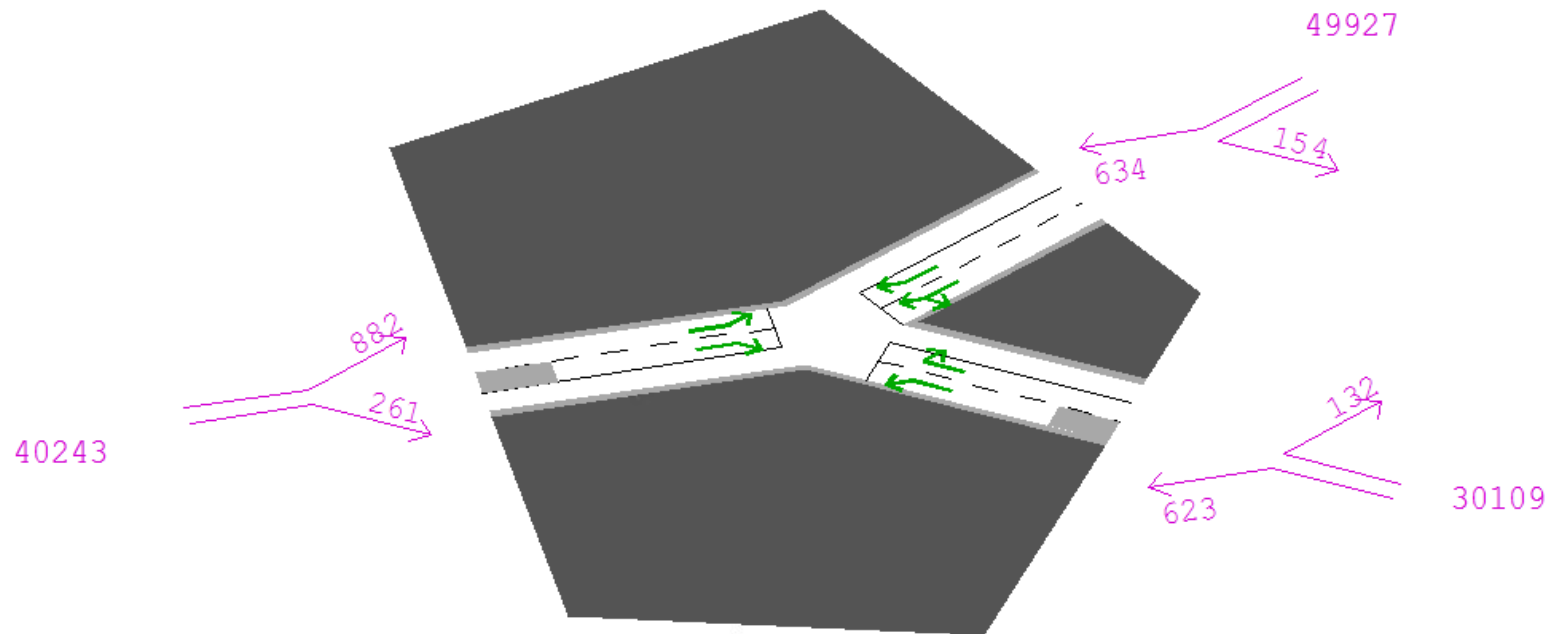
1. A47/ LEICESTER ROAD JUNCTION

2036 DS Scenario - PM Peak



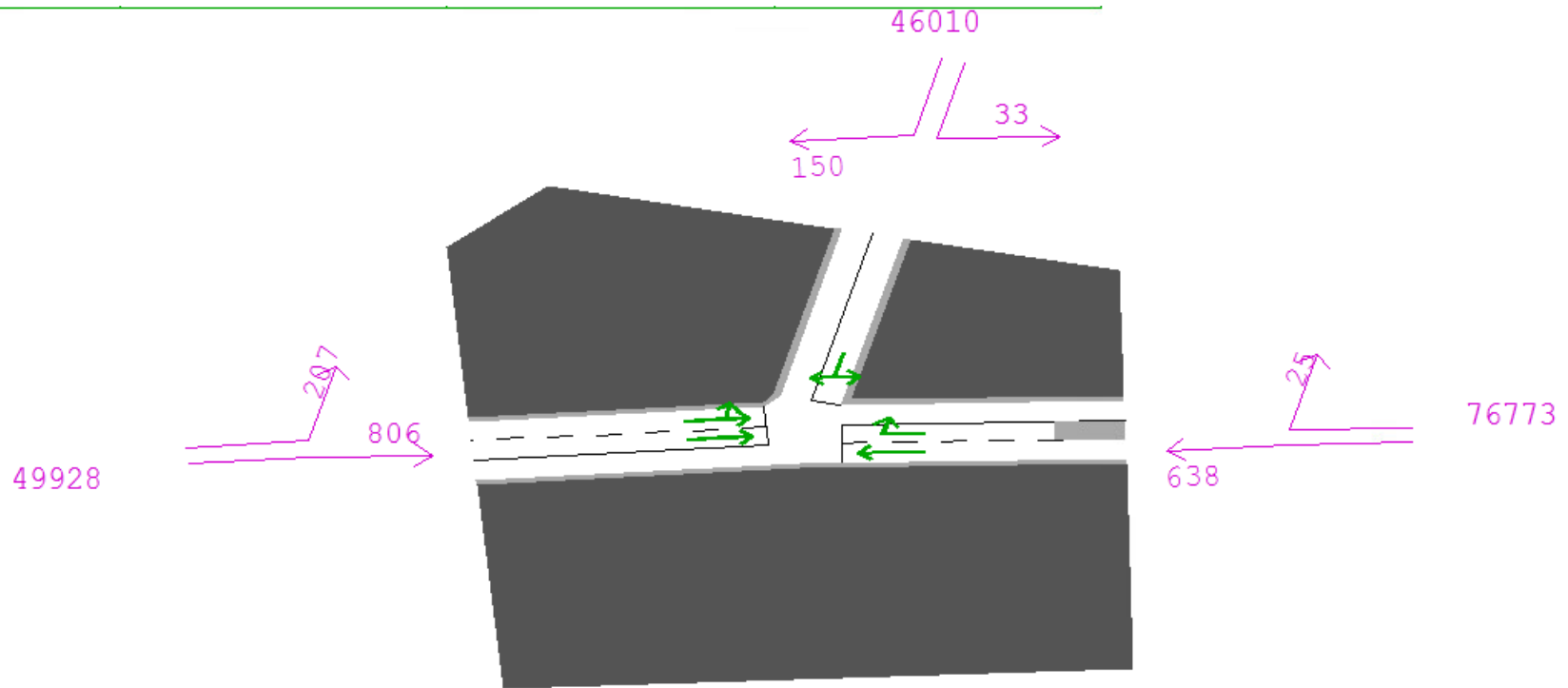
2. A47 / A581 STATION ROAD JUNCTION

2036 DS Scenario - PM Peak



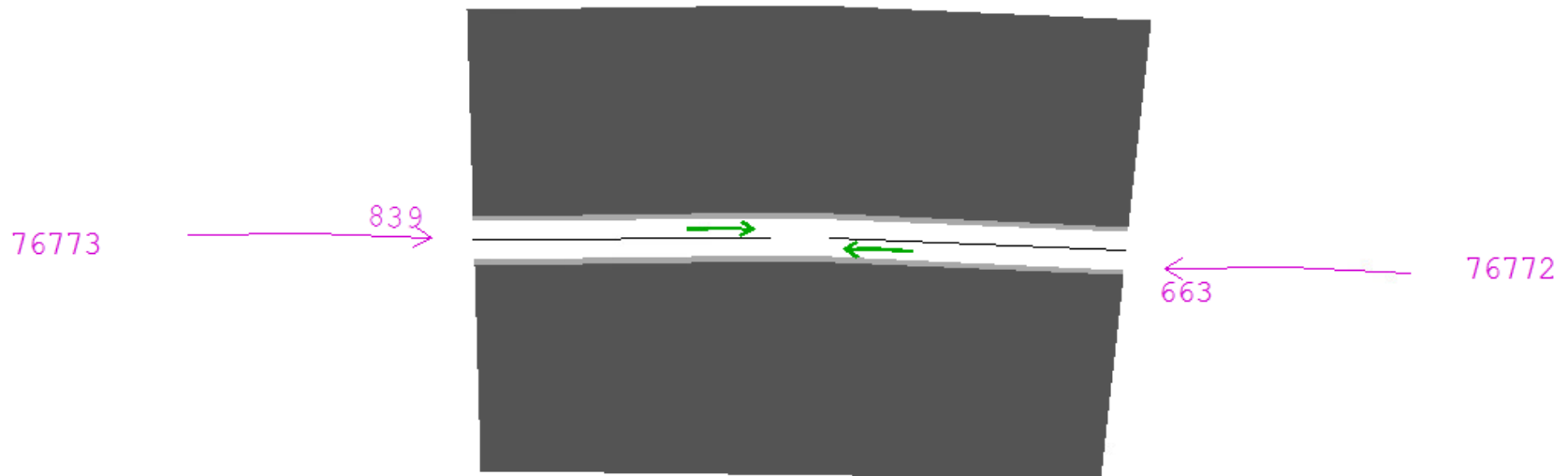
3. A47 / WILKINSON LANE JUNCTION

2036 DS Scenario - PM Peak



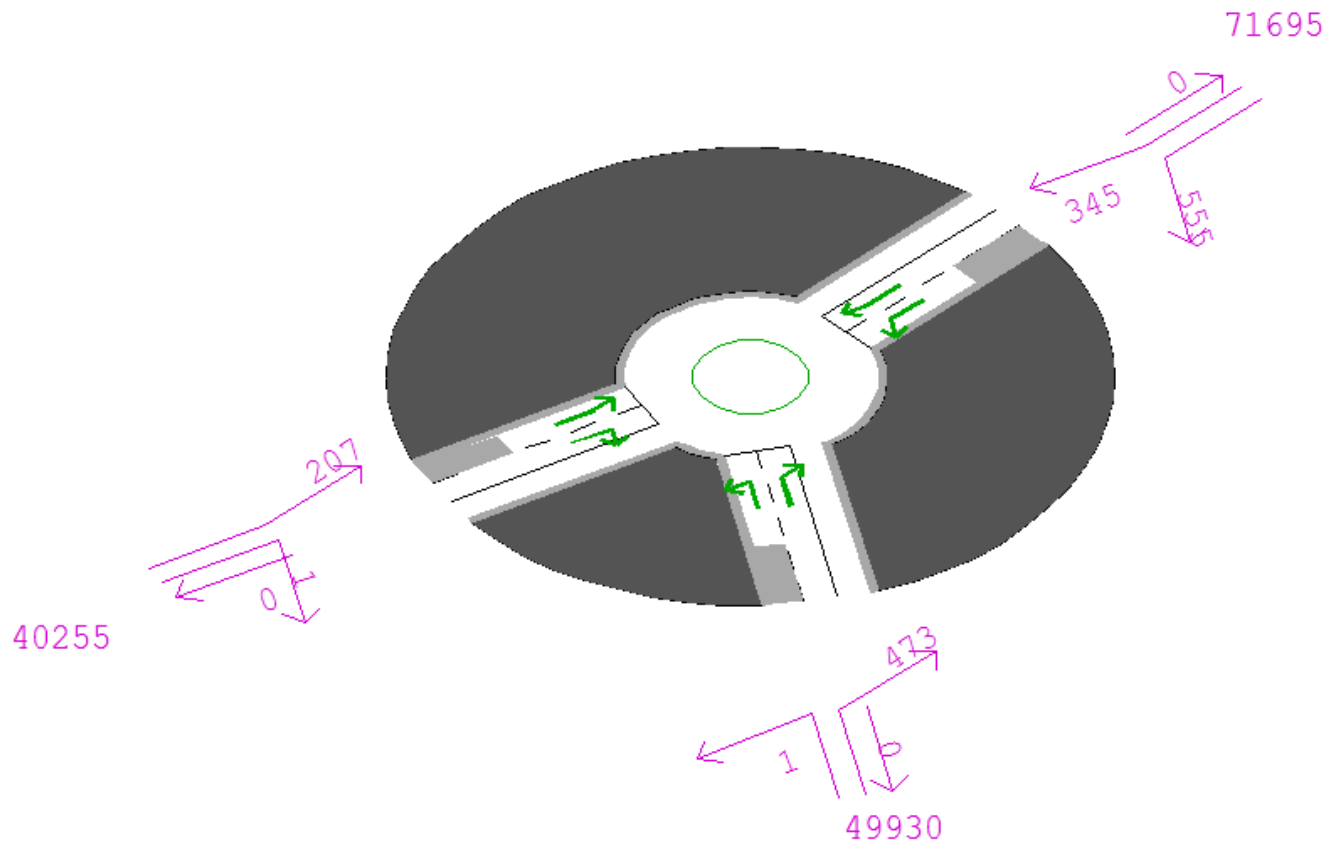
4. A47 / MASEFIELD DRIVE JUNCTION

2036 DS Scenario - PM Peak



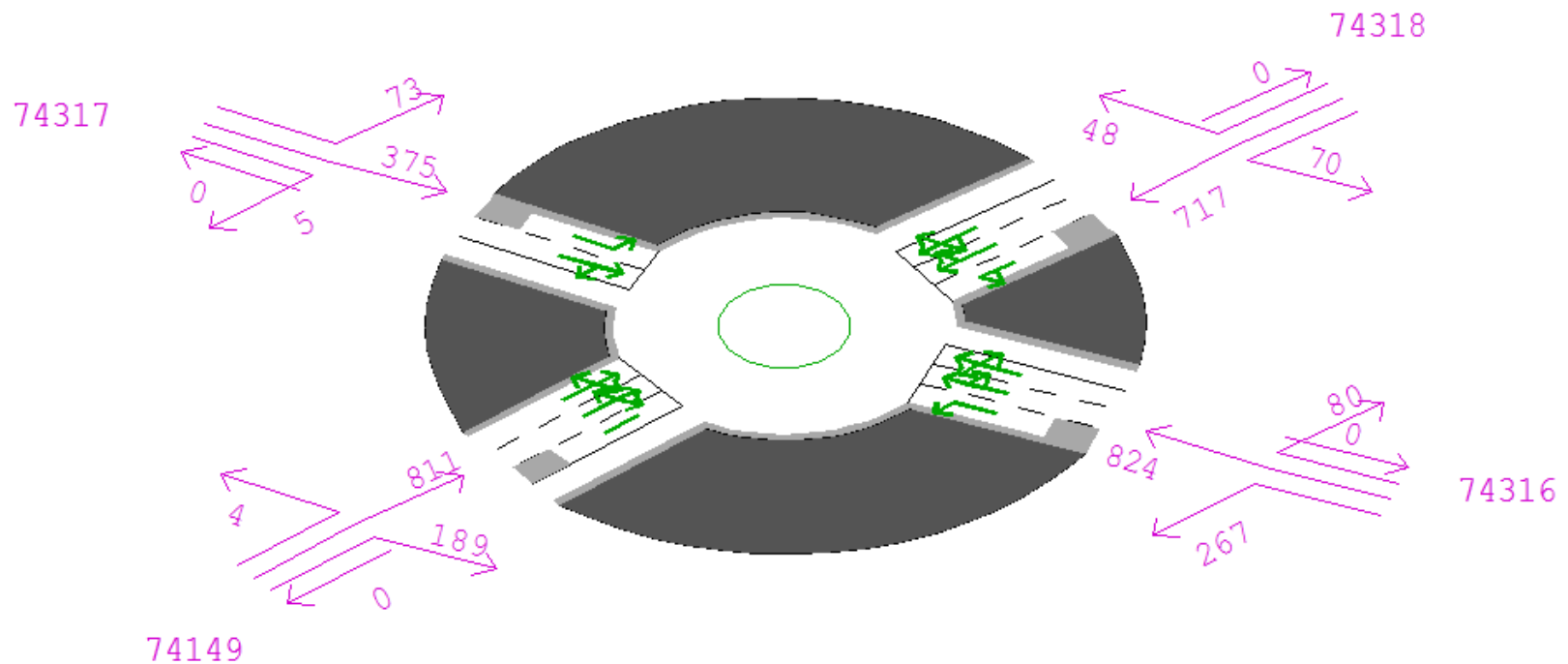
5. A47 / LEICESTER ROAD JUNCTION

2036 DS Scenario - PM Peak



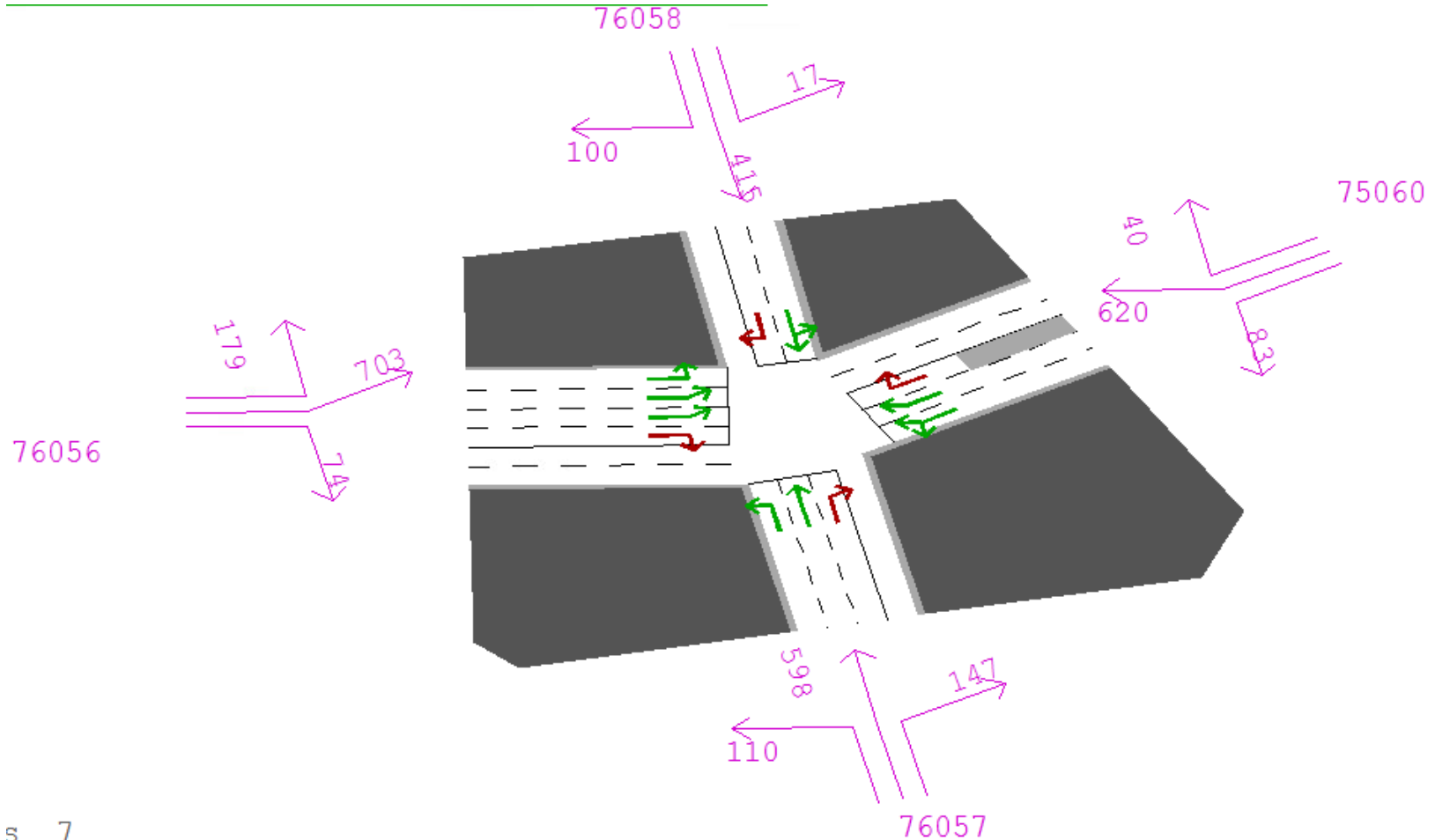
6. A47 HINCKLEY ROAD / B582 LEICESTER LANE / A582 DESFORD ROAD JUNCTION

2036 DS Scenario - PM Peak



7. A47 / A447 ASHBY ROAD JUNCTION

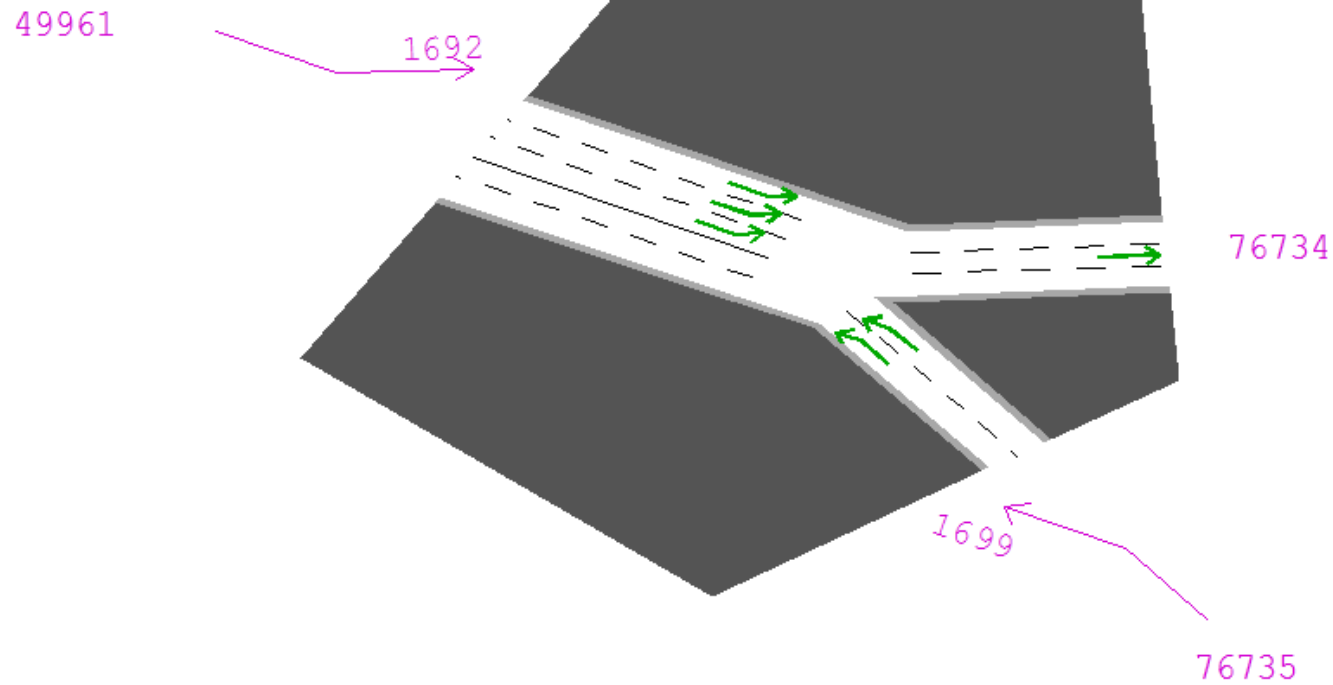
2036 DS Scenario - PM Peak



s 7

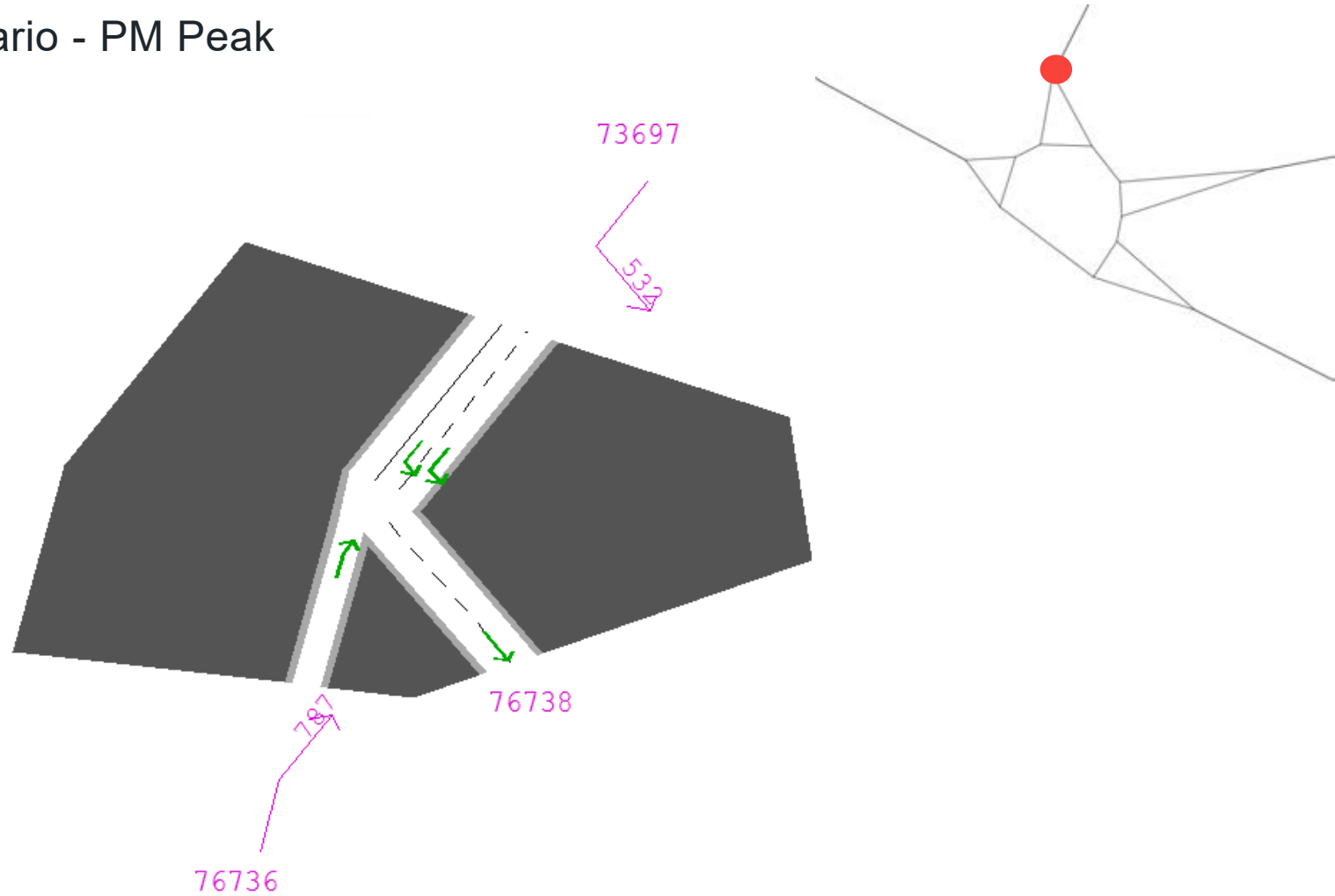
8. DODWELLS ROUNDABOUT

2036 DS Scenario - PM Peak



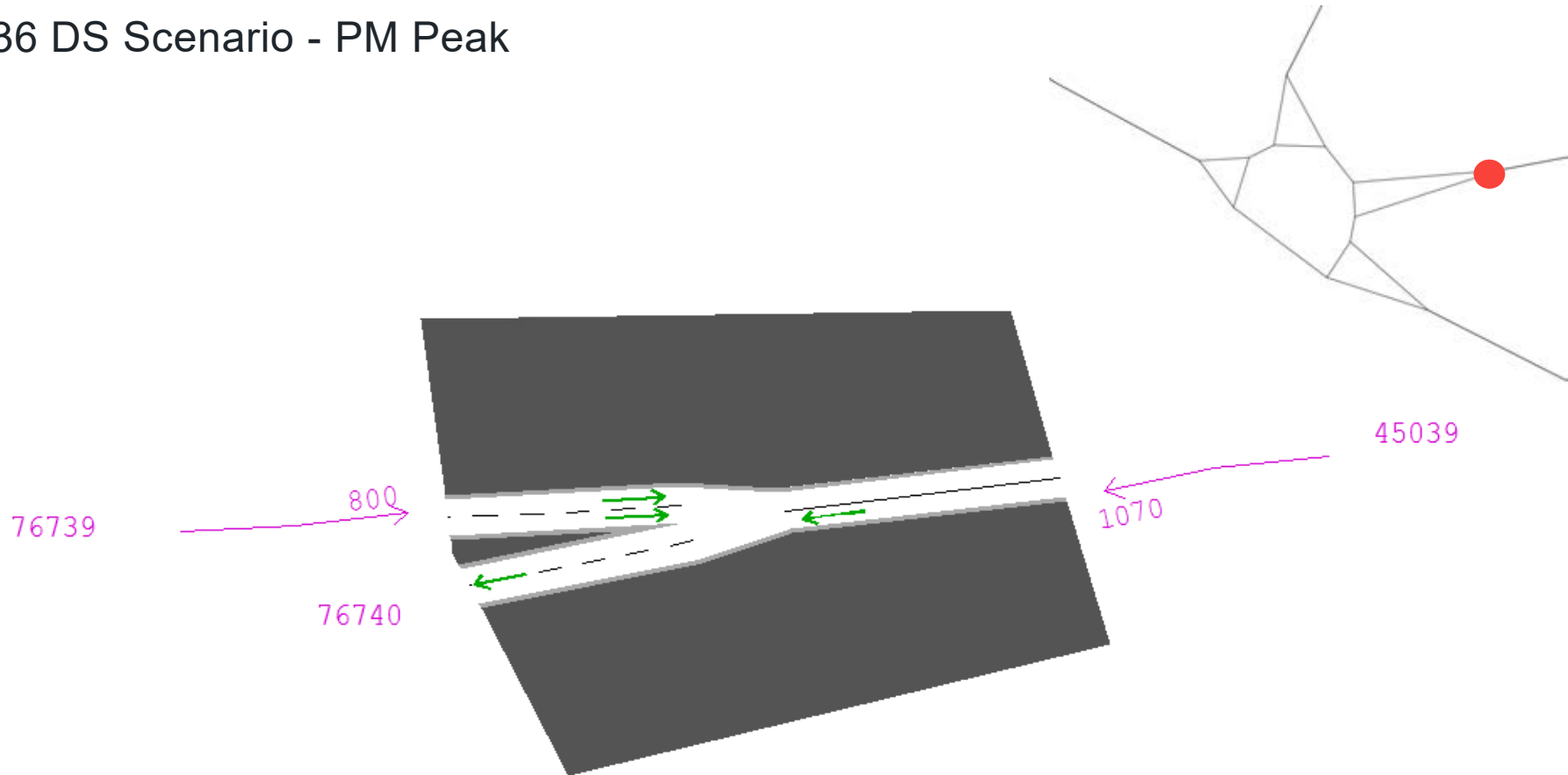
8. DODWELLS ROUNDABOUT

2036 DS Scenario - PM Peak



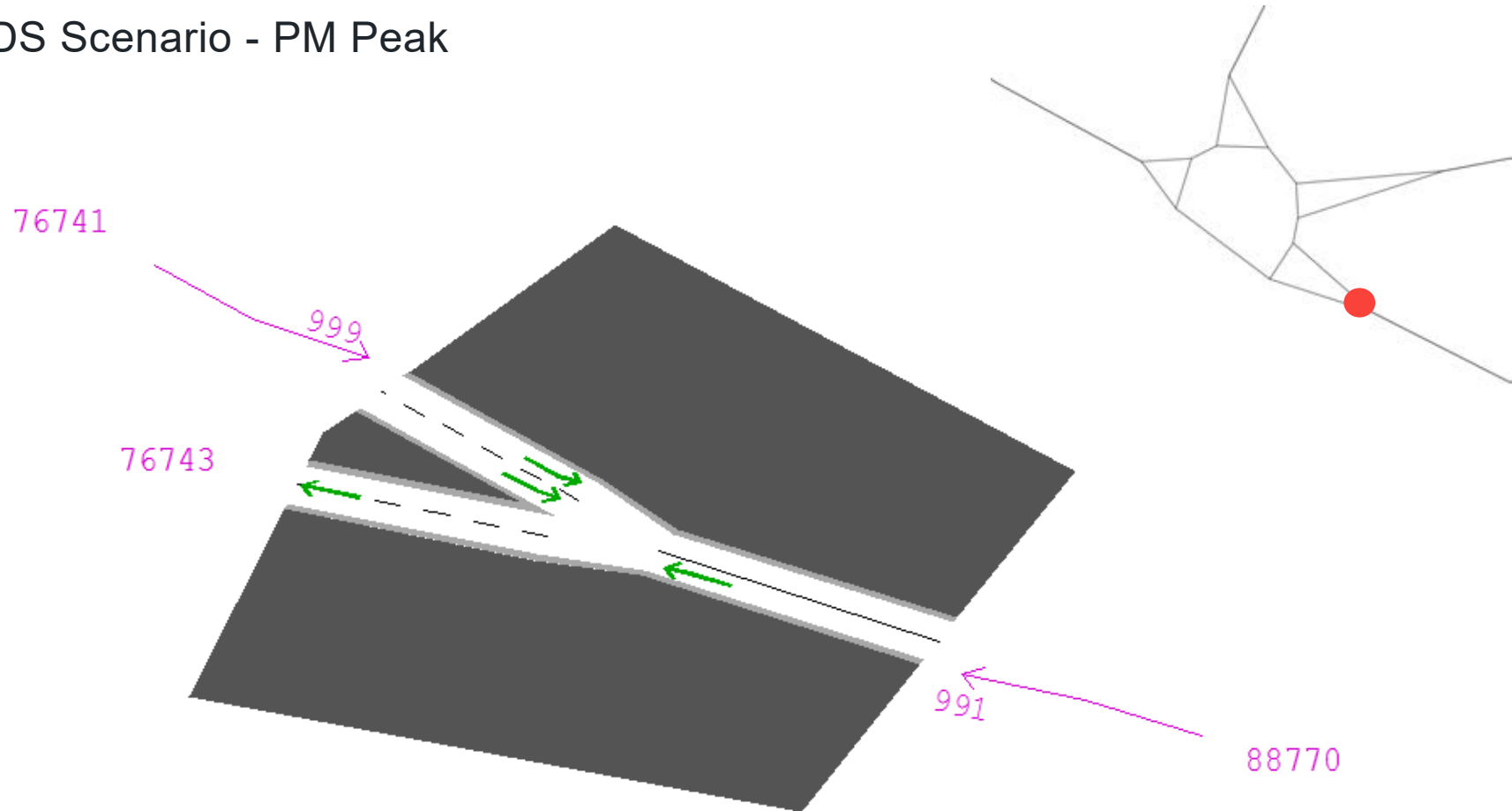
8. DODWELLS ROUNDABOUT

2036 DS Scenario - PM Peak



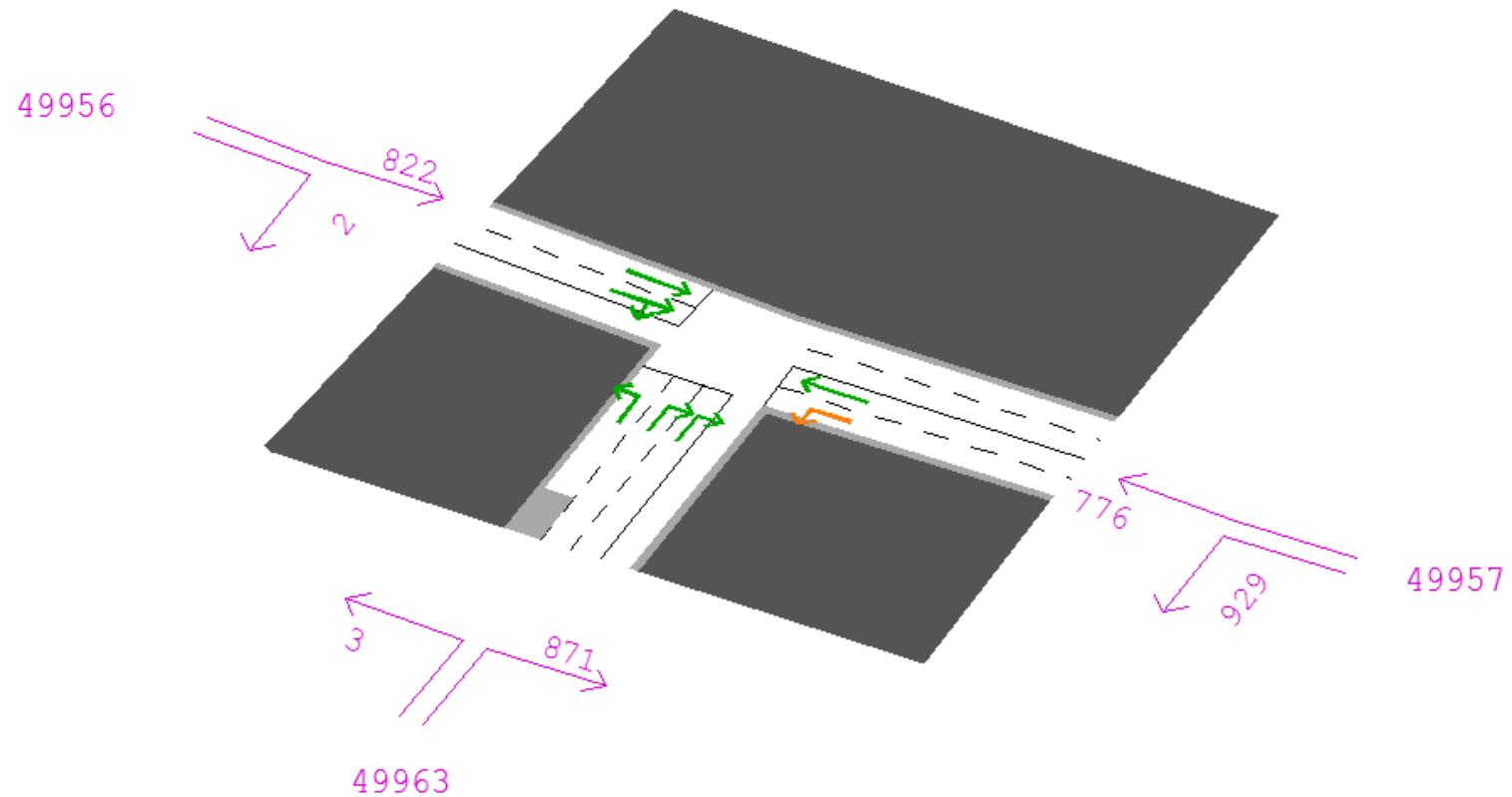
8. DODWELLS ROUNDABOUT

2036 DS Scenario - PM Peak



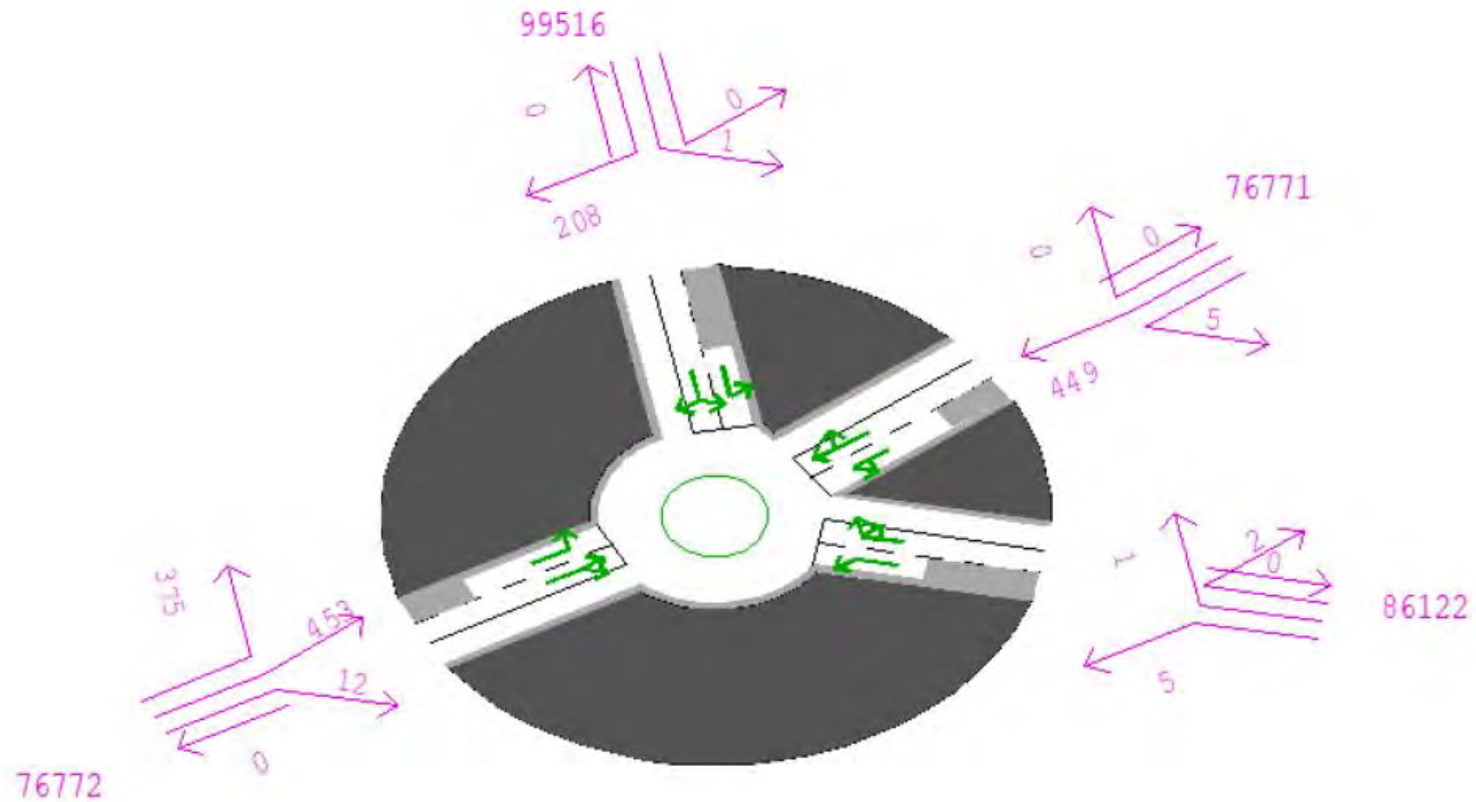
9. A5 / A47 THE LONG SHOOT JUNCTION

2036 DS Scenario - PM Peak



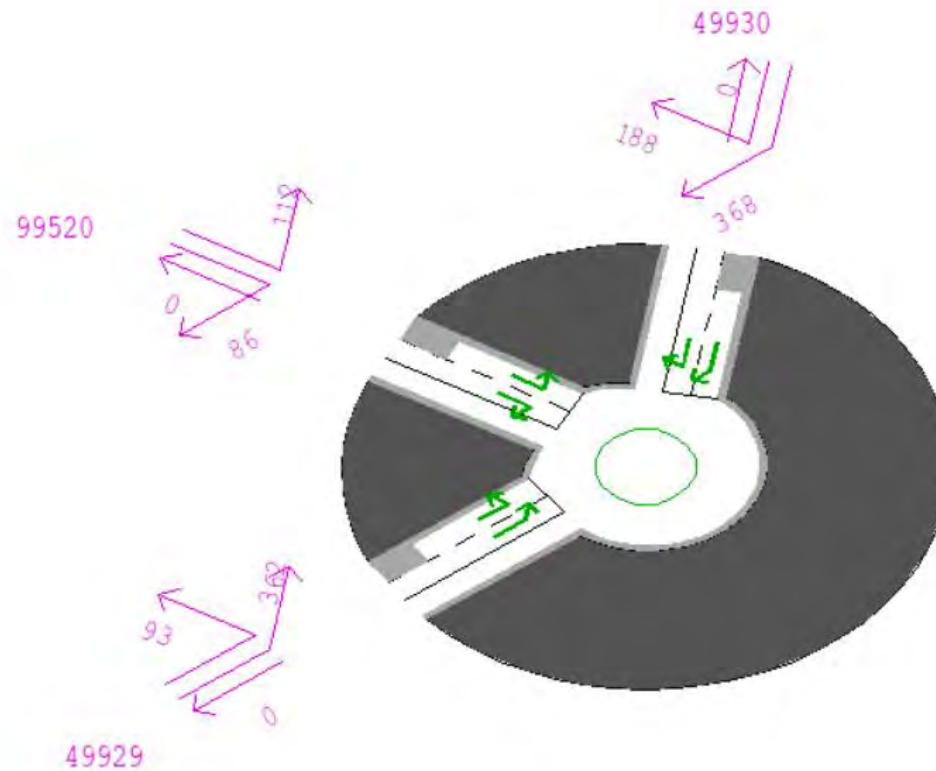
10. A47 / BREACH LANE

2036 DS Scenario - PM Peak



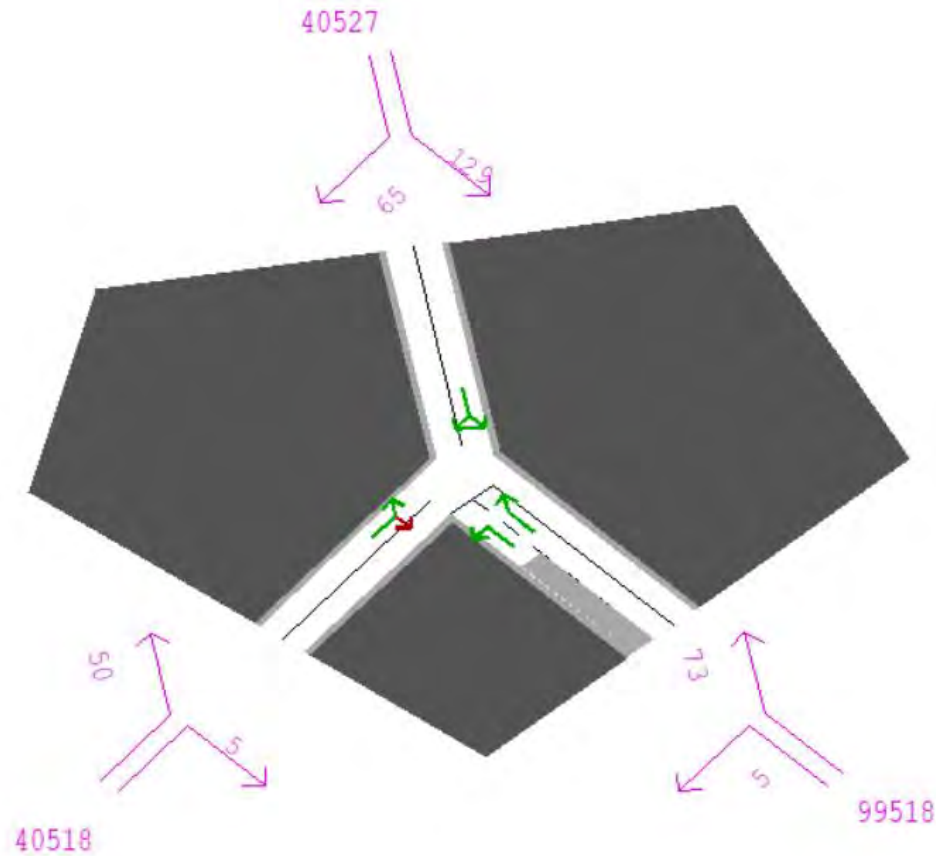
11. A47 / EARL SHILTON ACCESS

2036 DS Scenario - PM Peak



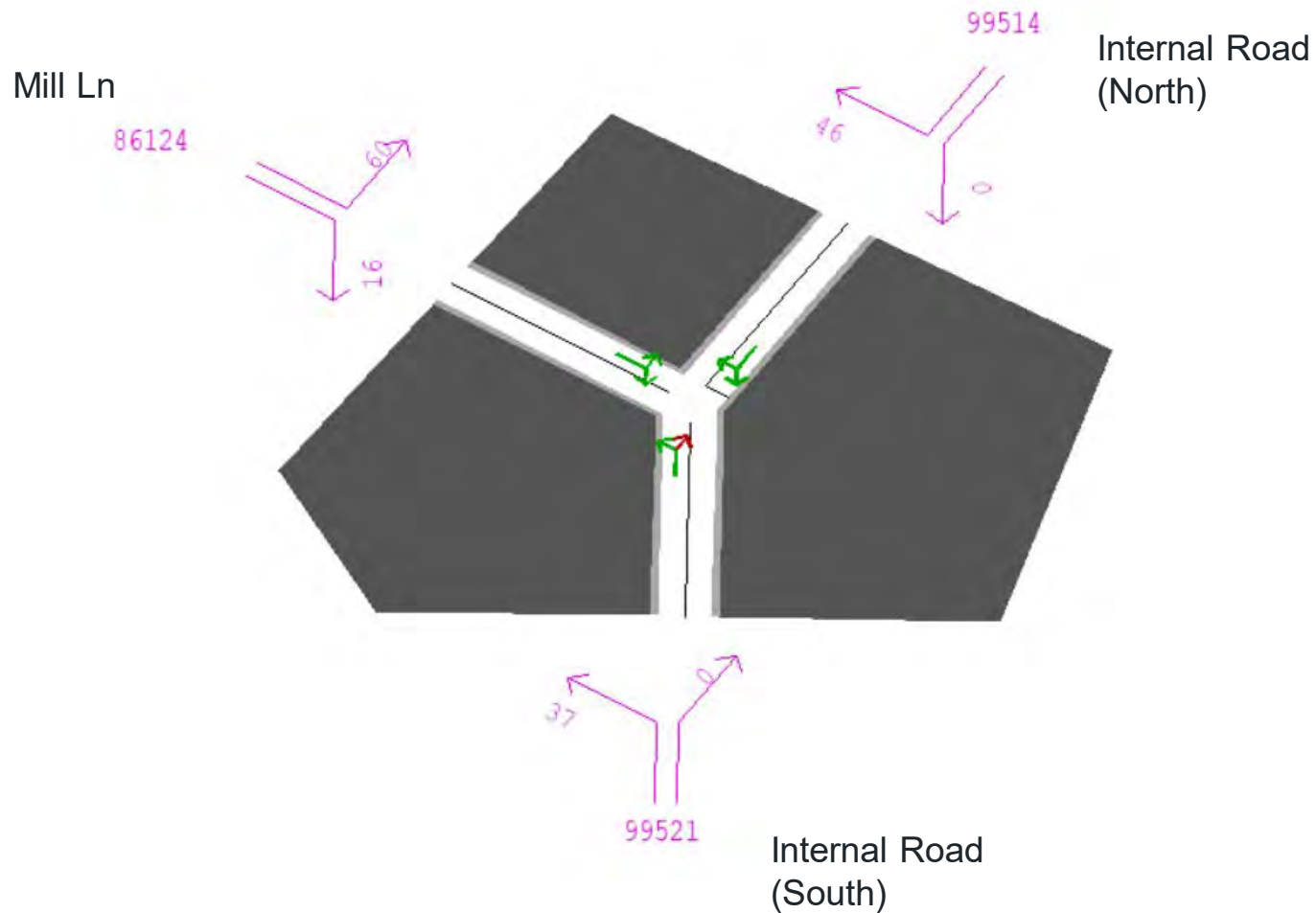
12. ASTLEY ROAD / EARL SHILTON ACCESS

2036 DS Scenario - PM Peak



13. MILL LANE / EARL SHILTON ACCESS

2036 DS Scenario - PM Peak



SCENARIOS

❑ 2021 Forecast Year

- ❑ **2021 DM: Core – no development and no associated infrastructure (this is assumed to be the ‘existing’ baseline).**

❑ 2026 Forecast Year

- ❑ **2026 DM: Core – no development and no associated infrastructure.**
- ❑ **2026 DS: Core + Full Development + Access Arrangements – 100% occupancy.**

❑ 2036 Forecast Year

- ❑ **2036 DM: Core – no development and no associated infrastructure.**
- ❑ **2036 DS: Core + Full Development + Access Arrangements – 100% occupancy.**

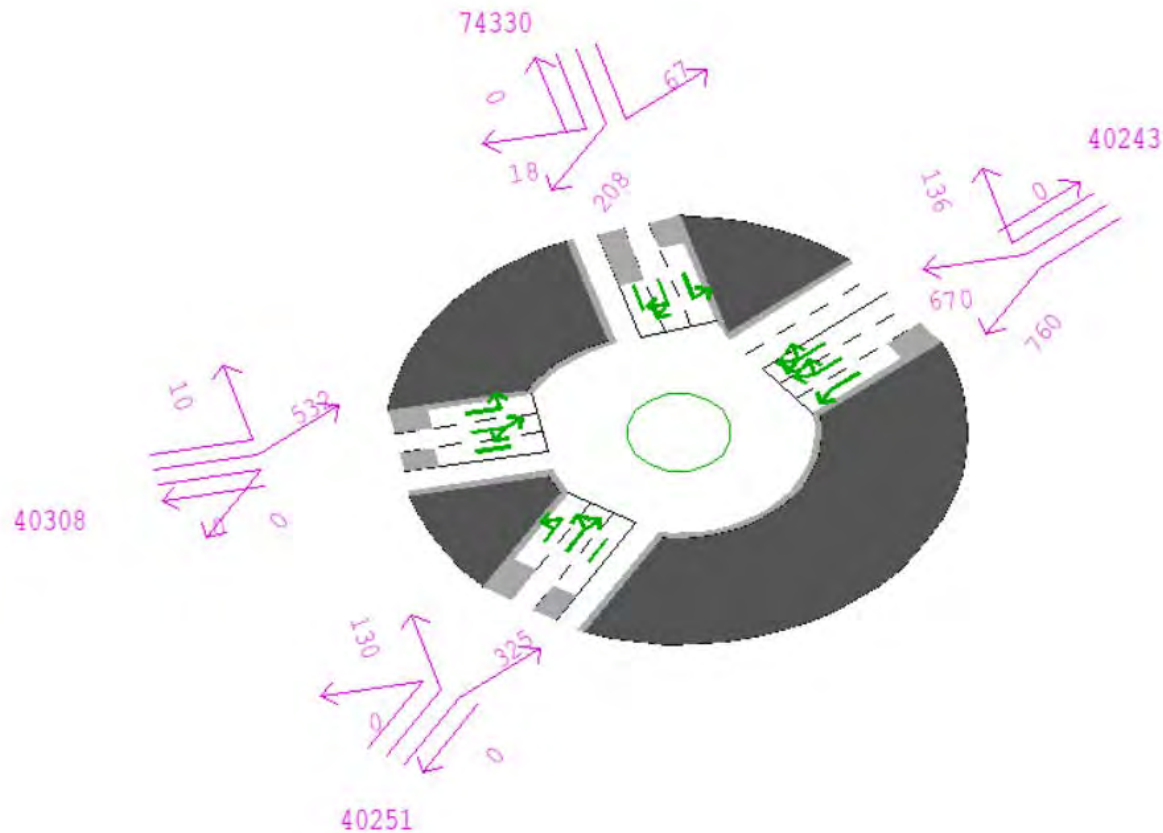


2021 DM

AM Peak

1. A47/B4668/THE COMMON JUNCTION

2021 DM Scenario - AM Peak



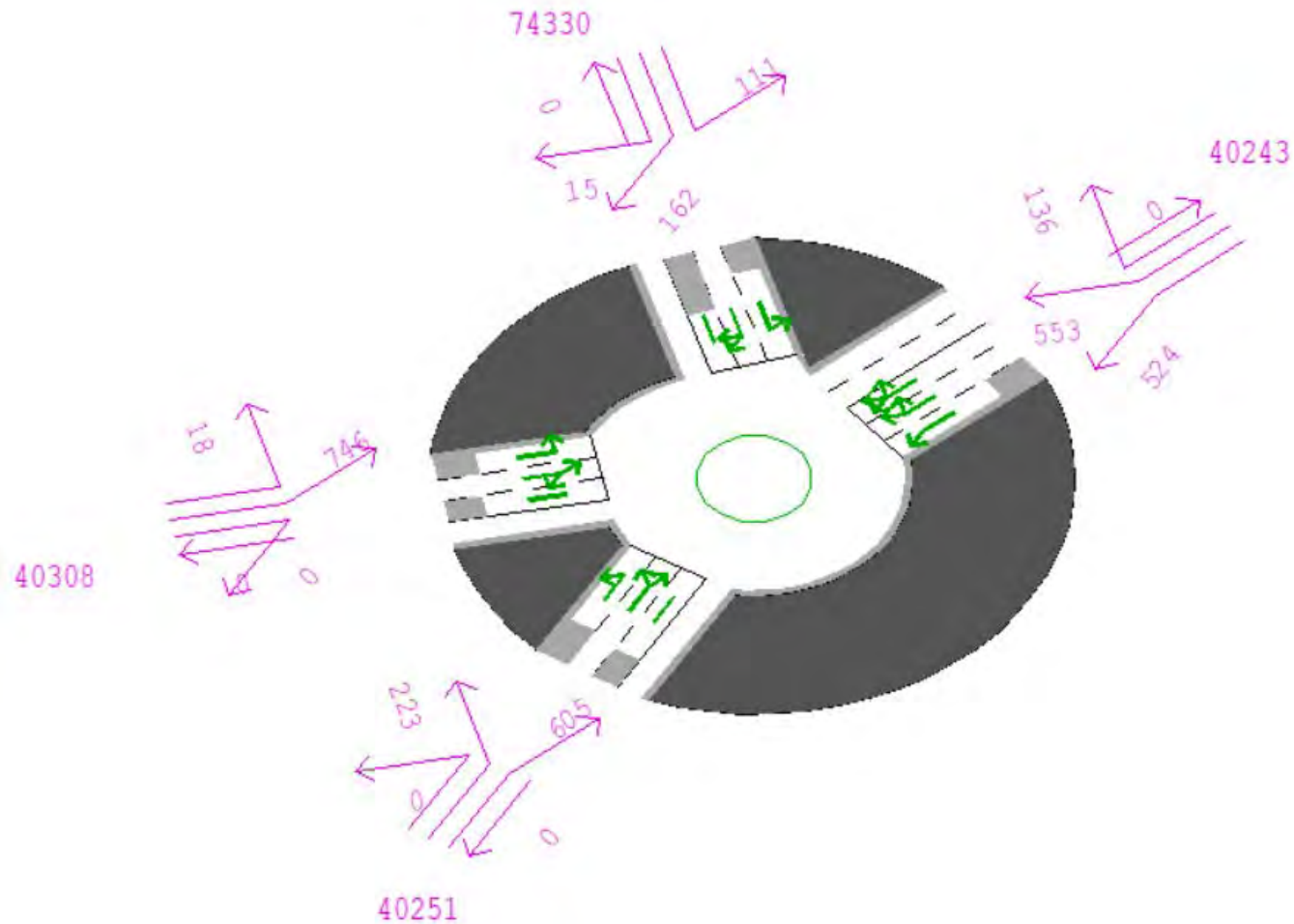


2021 DM

PM Peak

1. A47/B4668/THE COMMON JUNCTION

2021 DM Scenario - PM Peak



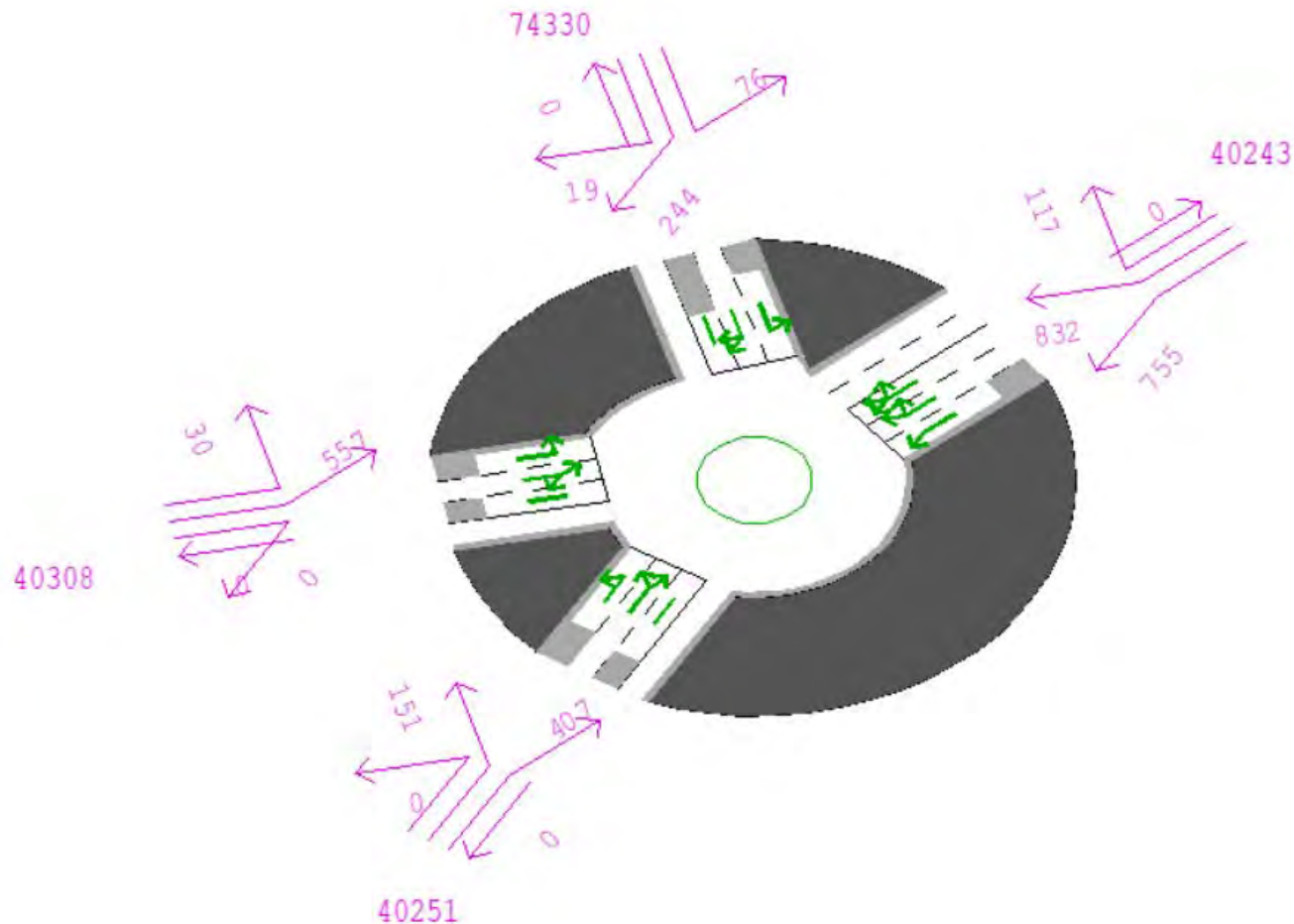


2026 DM

AM Peak

1. A47/B4668/THE COMMON JUNCTION

2026 DM Scenario - AM Peak



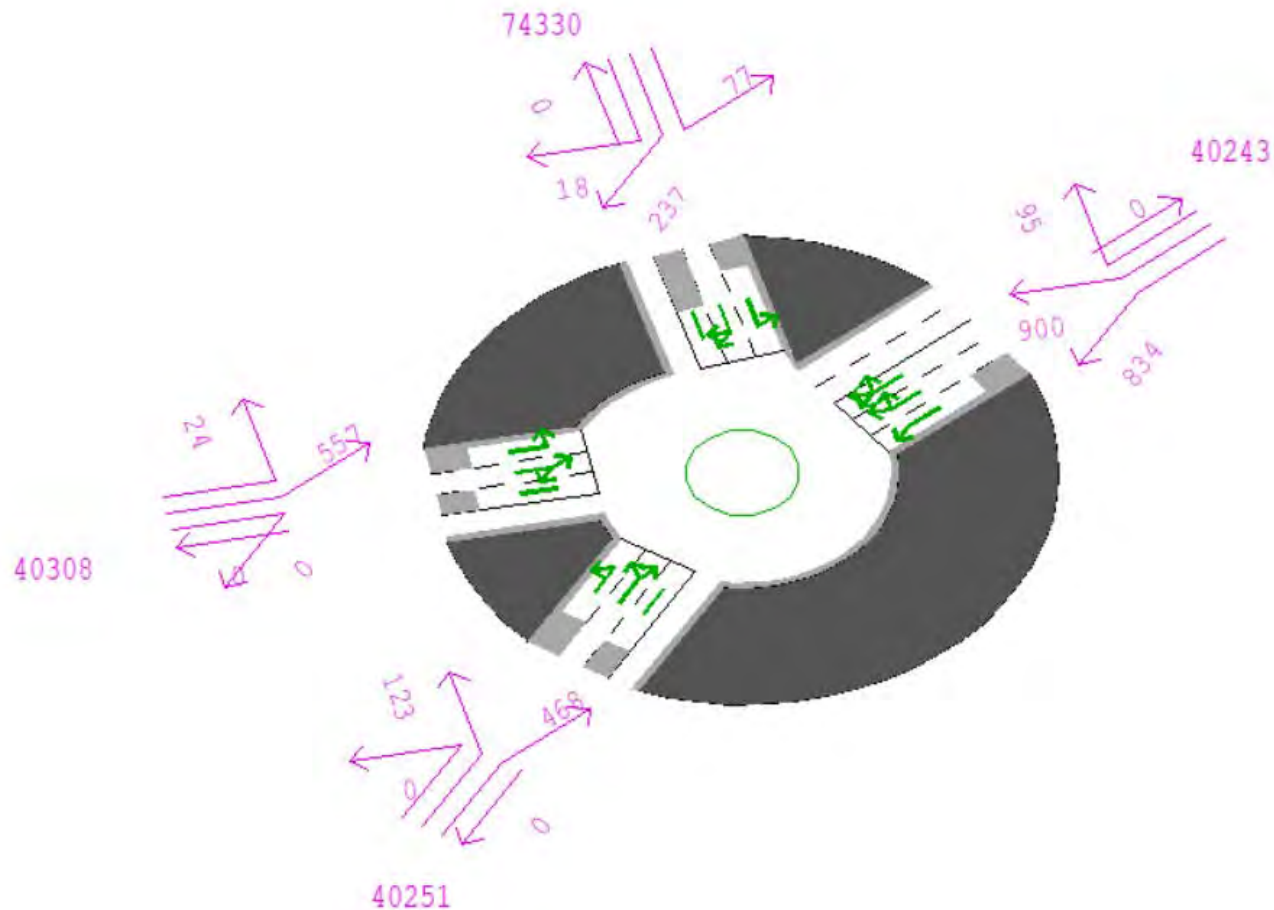


2026 DS

AM Peak

1. A47/B4668/THE COMMON JUNCTION

2026 DS Scenario - AM Peak



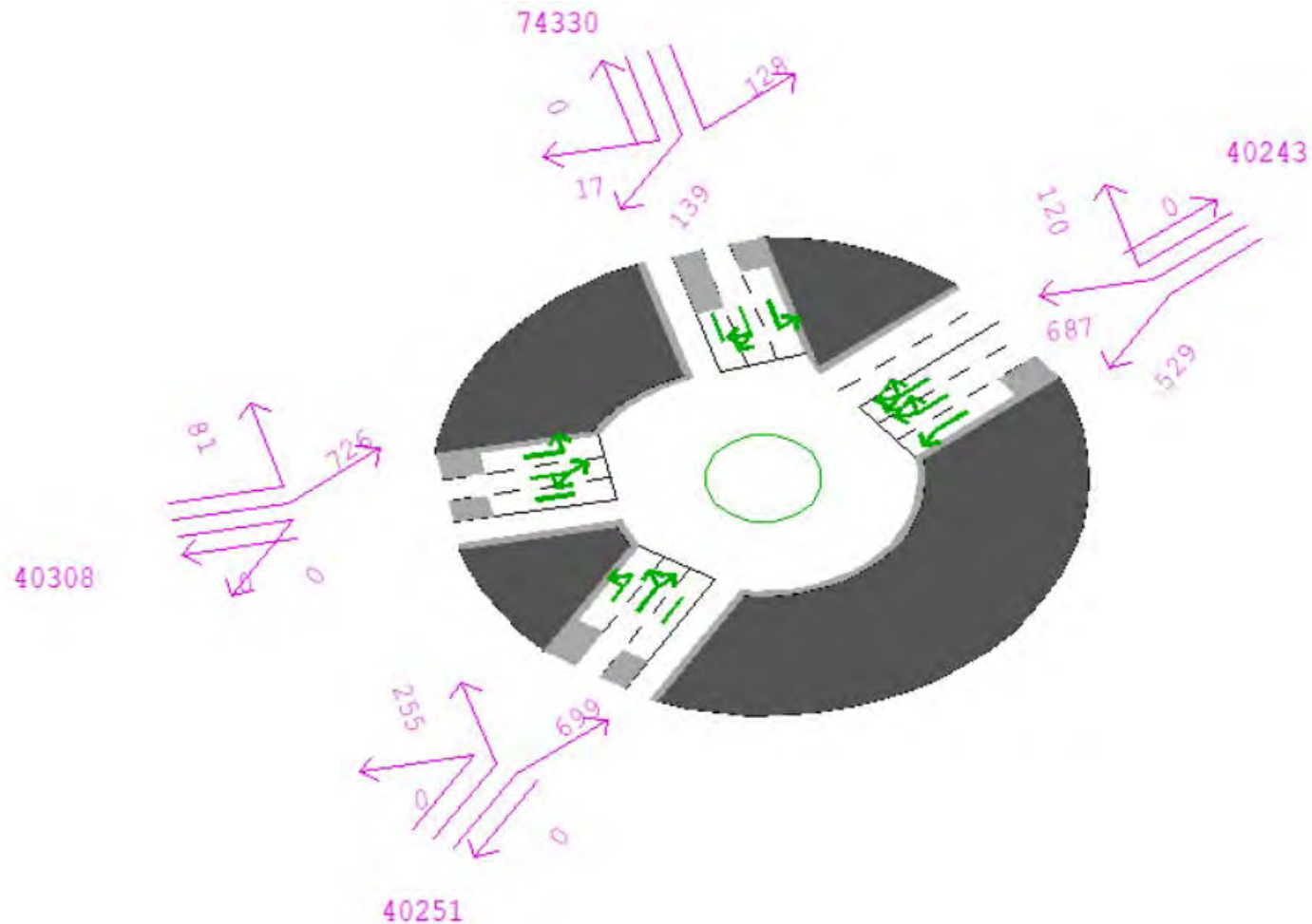


2026 DM

PM Peak

1. A47/B4668/THE COMMON JUNCTION

2026 DM Scenario - PM Peak



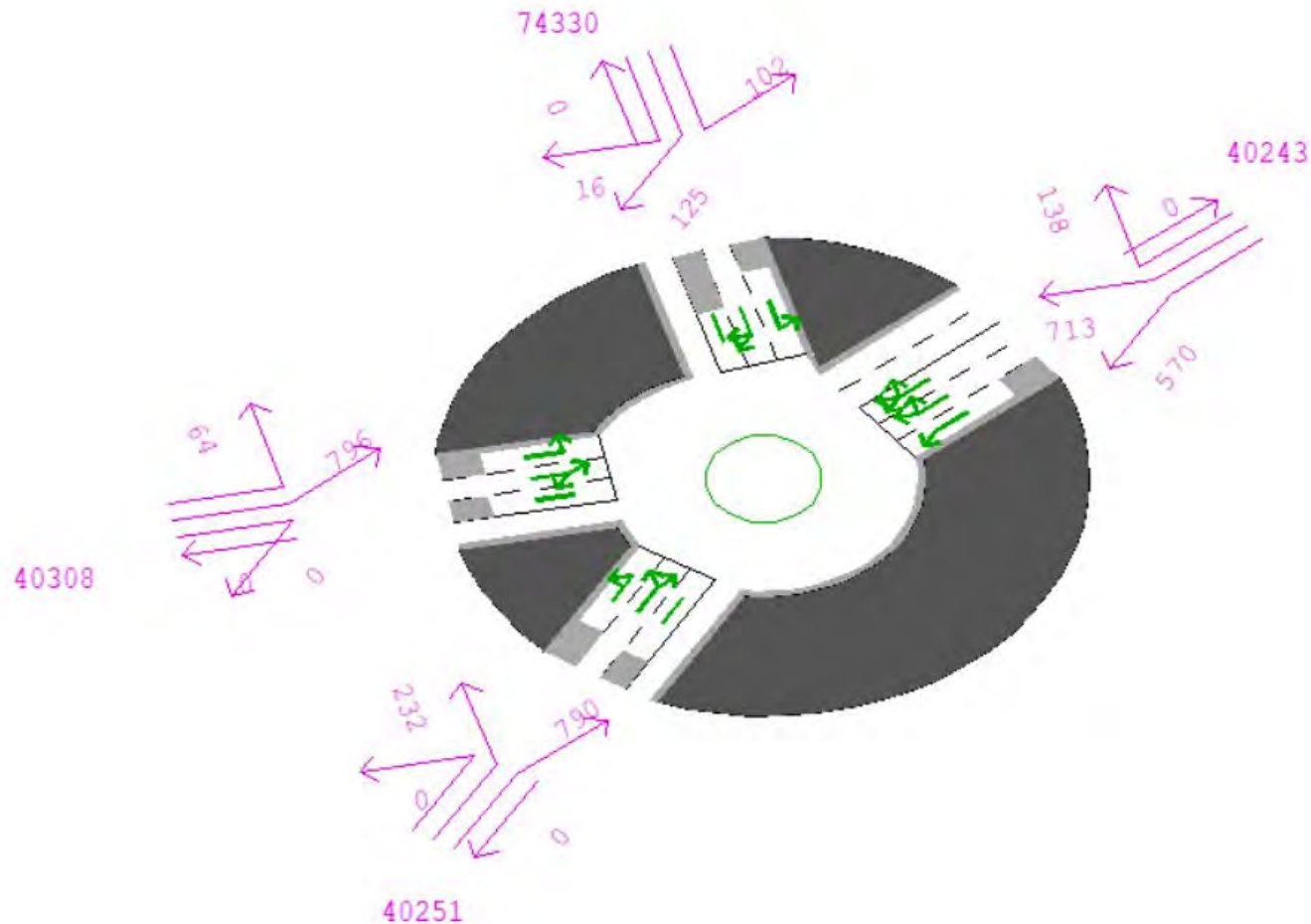


2026 DS

PM Peak

1. A47/B4668/THE COMMON JUNCTION

2026 DS Scenario - PM Peak



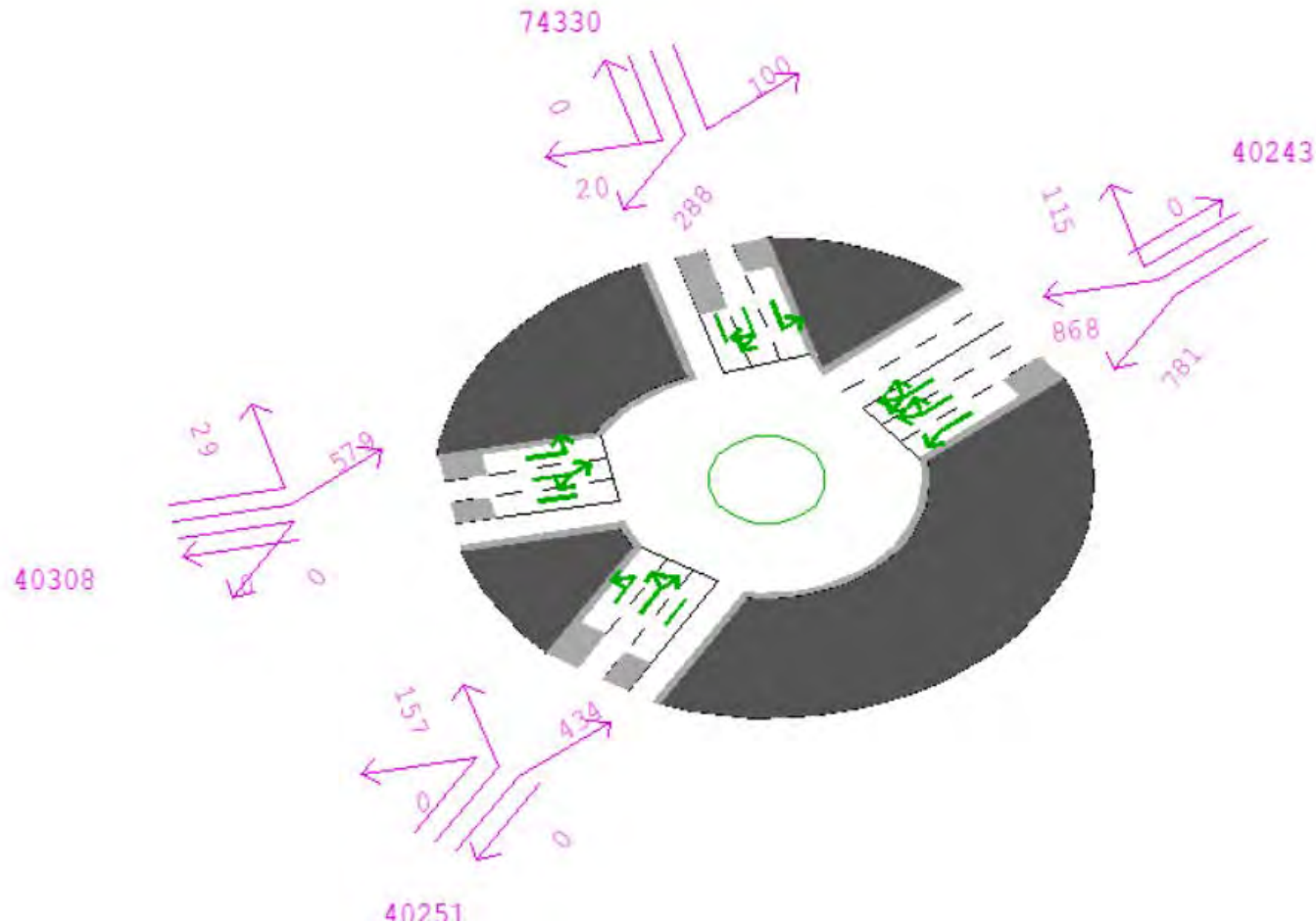


2036 DM

AM Peak

1. A47/B4668/THE COMMON JUNCTION

2036 DM Scenario - AM Peak



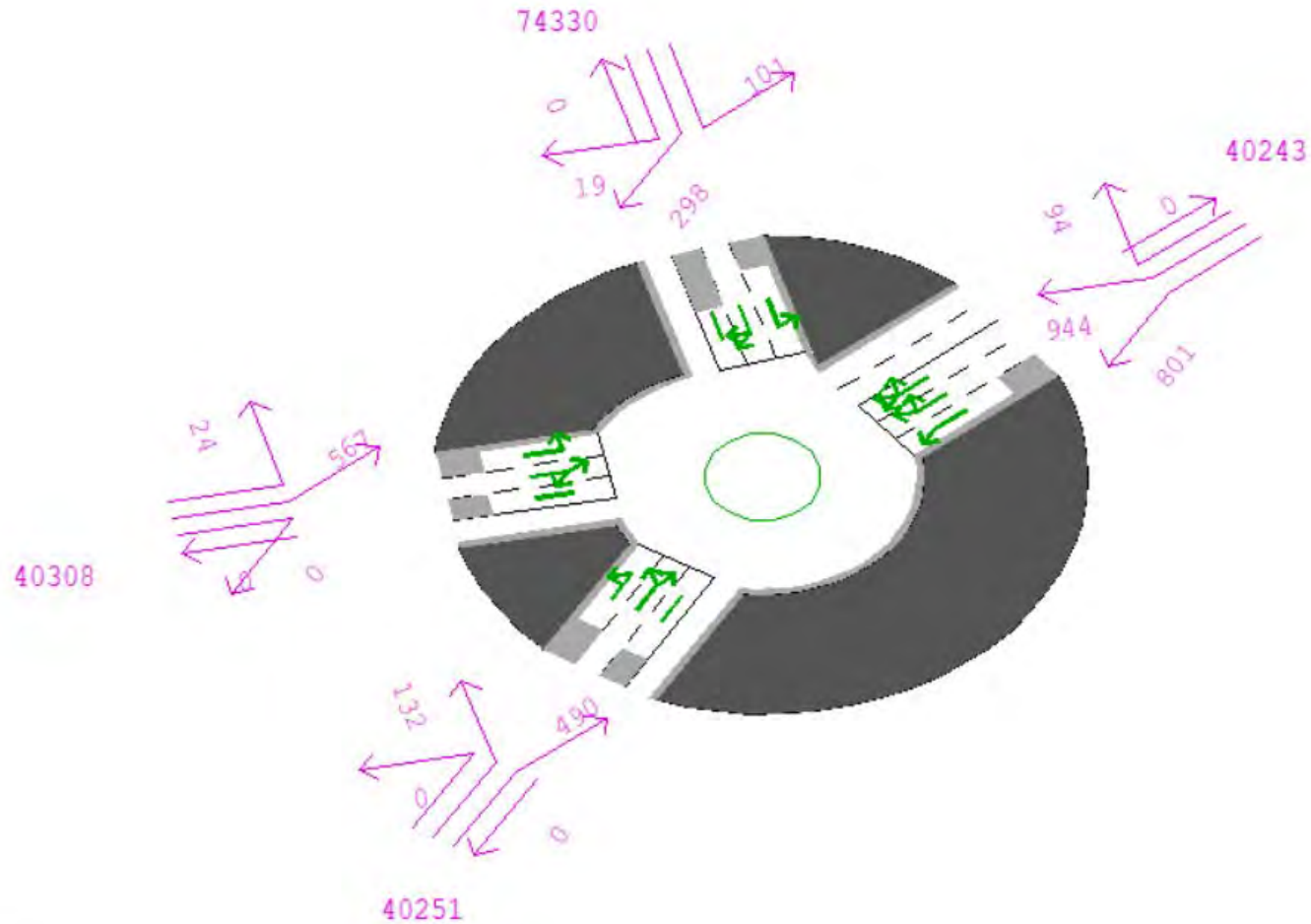


2036 DS

AM Peak

1. A47/B4668/THE COMMON JUNCTION

2036 DS Scenario - AM Peak



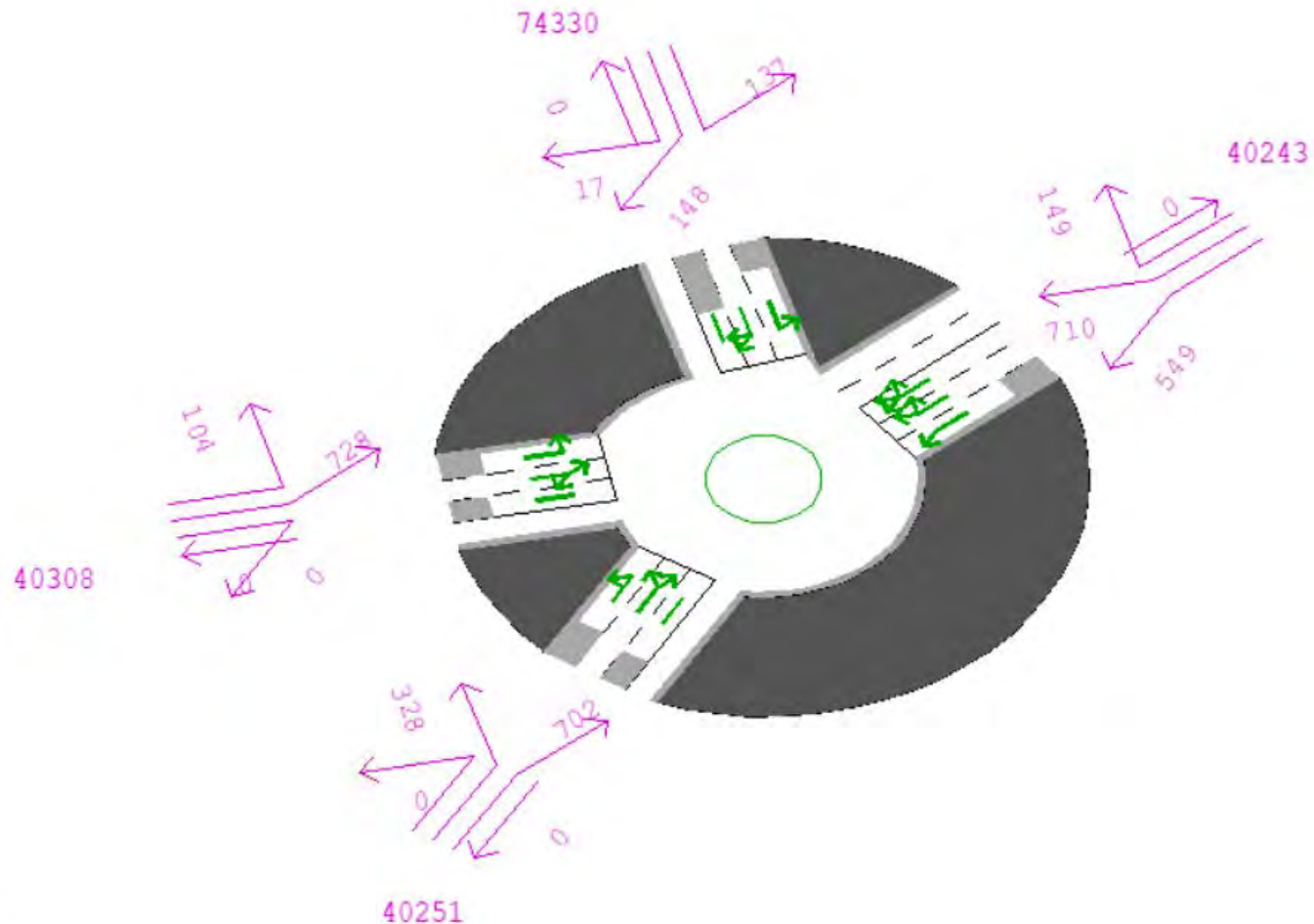


2036 DM

PM Peak

1. A47/B4668/THE COMMON JUNCTION

2036 DM Scenario - PM Peak



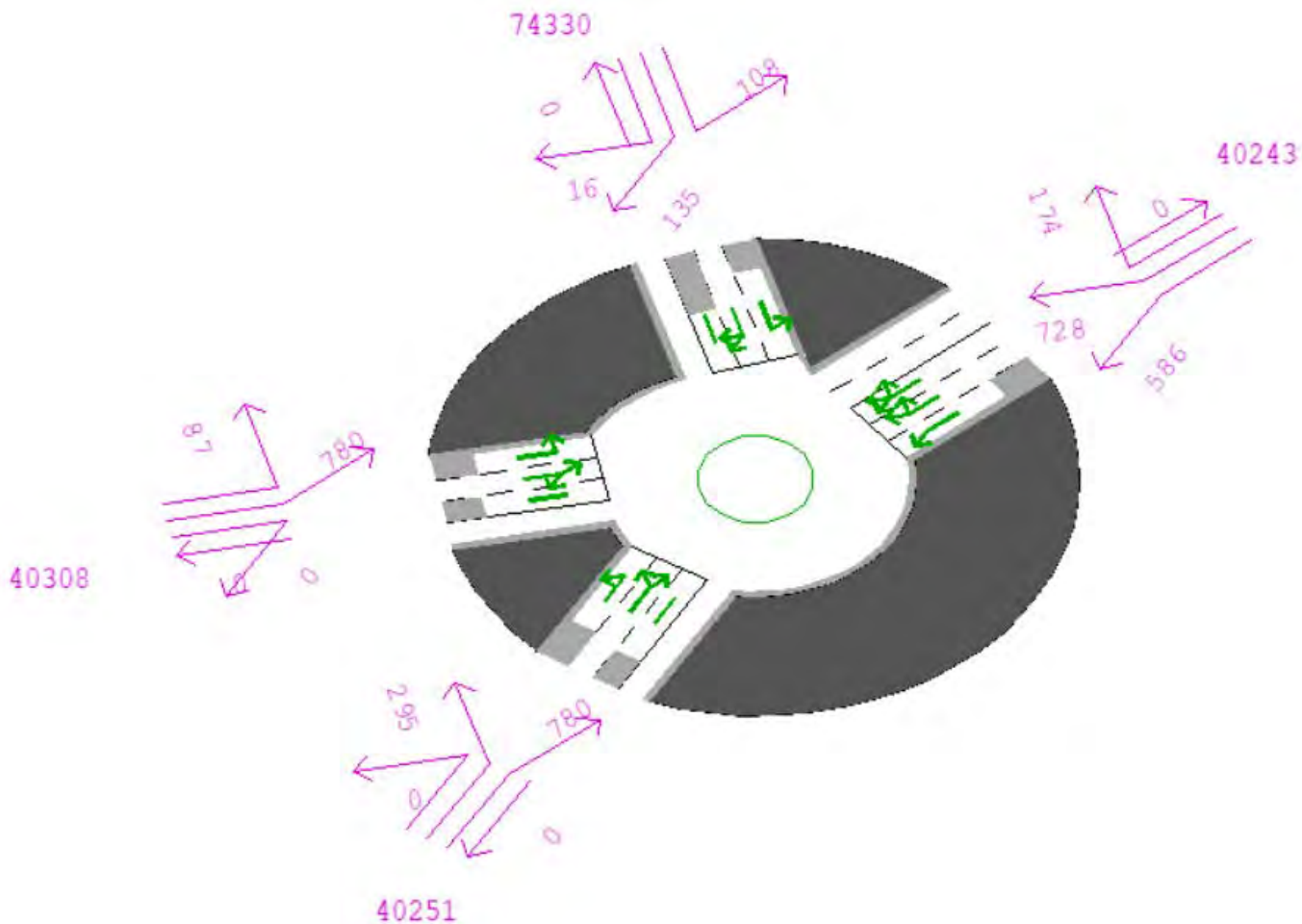


2036 DS

PM Peak

1. A47/B4668/THE COMMON JUNCTION

2036 DS Scenario - PM Peak



Link section	Link ID	Direction	Modelled Flow (PCU/hr) - AM				
			2021 DM AM	2026 DM AM	2026 DS2 AM	2036 DM AM	2036 DS2 AM
Mill Lane (near the proposed site access)	86124_73619	NB	1	1	71	1	77
	73619_86124	SB	2	2	63	2	62
Alexander Avenue (West of Mill Road Junction)	73619_73618	WB	18	18	36	19	36
	73618_73619	EB	44	44	58	44	58
Alexander Avenue (West of Astley Road Junction)	74332_40527	EB	17	16	52	15	54
	40527_74332	WB	48	46	98	44	96
High Street (North of Alexander Avenue)	74331_40525	SB	183	213	217	219	227
	40525_74331	NB	237	248	261	260	300
High Street (South of Alexander Avenue)	73624_40525	NB	245	257	303	268	344
	40525_73624	SB	230	258	313	262	321
Wood Street (between Station Road and Heath Lane)	46006_40059	EB	302	311	340	324	382
	40059_46006	WB	248	254	309	253	310
	40058_40059	WB	202	196	259	196	261
	40059_40058	EB	253	268	310	281	353

Link section	Link ID	Direction	Modelled Flow (PCU/hr) - PM				
			2021 DM PM	2026 DM PM	2026 DS2 PM	2036 DM PM	2036 DS2 PM
Mill Lane (near the proposed site access)	86124_73619	NB	1	1	81	2	83
	73619_86124	SB	3	3	74	3	76
Alexander Avenue (West of Mill Road Junction)	73619_73618	WB	52	54	84	55	86
	73618_73619	EB	23	24	37	24	37
Alexander Avenue (West of Astley Road Junction)	74332_40527	EB	48	47	71	44	71
	40527_74332	WB	18	17	60	17	63
High Street (North of Alexander Avenue)	74331_40525	SB	316	315	332	325	352
	40525_74331	NB	215	217	213	223	221
High Street (South of Alexander Avenue)	73624_40525	NB	266	267	285	269	292
	40525_73624	SB	328	327	385	338	408
Wood Street (between Station Road and Heath Lane)	46006_40059	EB	361	379	378	379	376
	40059_46006	WB	317	295	311	308	334
	40058_40059	WB	249	223	255	235	276
	40059_40058	EB	302	303	315	304	320



Appendix F

Capacity Assessments (Access Junctions)

Junctions 9											
ARCADY 9 - Roundabout Module											
Version: 9.5.1.7462											
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+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: A47 Site Access (N).j9

Path: Q:\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Transport\Junction Assessment\2021\Proposed\A47 Site Access (N)

Report generation date: 29/09/2021 11:25:25

»2026 + Dev, AM

»2026 + Dev, PM

»2036 + Dev, AM

»2036 + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)
	2026 + Dev											
Arm 1	D1	0.4	0.05	0.25	A	0.06	D2	0.5	0.06	0.33	A	0.05
Arm 2		0.3	0.04	0.23	A			0.3	0.04	0.23	A	
Arm 3		0.5	0.09	0.33	A			0.2	0.07	0.19	A	
	2036 + Dev											
Arm 1	D3	0.4	0.05	0.25	A	0.06	D4	0.5	0.06	0.35	A	0.06
Arm 2		0.4	0.05	0.27	A			0.3	0.04	0.24	A	
Arm 3		0.5	0.10	0.34	A			0.2	0.07	0.19	A	

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

File summary

File Description

Title	
Location	
Site number	
Date	13/09/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\pranav.yadav
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026 + Dev	AM	FLAT	07:45	09:15	90	15	✓
D2	2026 + Dev	PM	FLAT	16:45	18:15	90	15	✓
D3	2036 + Dev	AM	FLAT	07:45	09:15	90	15	✓
D4	2036 + Dev	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

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

2026 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A47 (N)	
2	A47 (S)	
3	Site Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.90	5.92	8.9	20.0	45.0	41.0	
2	4.50	7.50	17.3	36.0	45.0	22.0	
3	3.65	4.50	1.4	20.0	45.0	20.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.606	1646
2	0.710	2045
3	0.546	1232

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 period length (min)	Time segment length (min)	Run automatically
D1	2026 + Dev	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	406	100.000
2		FLAT	✓	446	100.000
3		FLAT	✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	282	124
	2	364	0	82
	3	255	84	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.25	0.05	0.4	A	406	609
2	0.23	0.04	0.3	A	446	669
3	0.33	0.09	0.5	A	339	509

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	406	102	84	1595	0.255	405	616	0.0	0.4	0.054	A
2	446	112	124	1957	0.228	445	364	0.0	0.3	0.043	A
3	339	85	363	1033	0.328	337	205	0.0	0.5	0.089	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	406	102	84	1595	0.255	406	619	0.4	0.4	0.054	A
2	446	112	124	1957	0.228	446	366	0.3	0.3	0.043	A
3	339	85	364	1033	0.328	339	206	0.5	0.5	0.090	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	406	102	84	1595	0.255	406	619	0.4	0.4	0.054	A
2	446	112	124	1957	0.228	446	366	0.3	0.3	0.043	A
3	339	85	364	1033	0.328	339	206	0.5	0.5	0.090	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	406	102	84	1595	0.255	406	619	0.4	0.4	0.054	A
2	446	112	124	1957	0.228	446	366	0.3	0.3	0.043	A
3	339	85	364	1033	0.328	339	206	0.5	0.5	0.090	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	406	102	84	1595	0.255	406	619	0.4	0.4	0.054	A
2	446	112	124	1957	0.228	446	366	0.3	0.3	0.043	A
3	339	85	364	1033	0.328	339	206	0.5	0.5	0.090	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	406	102	84	1595	0.255	406	619	0.4	0.4	0.054	A
2	446	112	124	1957	0.228	446	366	0.3	0.3	0.043	A
3	339	85	364	1033	0.328	339	206	0.5	0.5	0.090	A

2026 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026 + Dev	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	532	100.000
2		FLAT	✓	435	100.000
3		FLAT	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	1	2	3
From	1	0	342
	2	341	0
	3	113	83

Vehicle Mix

Heavy Vehicle Percentages

	To		
	1	2	3
From	1	0	1
	2	1	0
	3	4	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	0.06	0.5	A	532	798
2	0.23	0.04	0.3	A	435	653
3	0.19	0.07	0.2	A	196	294

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	532	133	83	1595	0.333	530	453	0.0	0.5	0.057	A
2	435	109	189	1910	0.228	434	423	0.0	0.3	0.041	A
3	196	49	340	1046	0.187	195	283	0.0	0.2	0.073	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	532	133	83	1595	0.333	532	454	0.5	0.5	0.058	A
2	435	109	190	1910	0.228	435	425	0.3	0.3	0.041	A
3	196	49	341	1045	0.188	196	284	0.2	0.2	0.073	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	532	133	83	1595	0.333	532	454	0.5	0.5	0.058	A
2	435	109	190	1910	0.228	435	425	0.3	0.3	0.041	A
3	196	49	341	1045	0.188	196	284	0.2	0.2	0.073	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	532	133	83	1595	0.333	532	454	0.5	0.5	0.058	A
2	435	109	190	1910	0.228	435	425	0.3	0.3	0.041	A
3	196	49	341	1045	0.188	196	284	0.2	0.2	0.073	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	532	133	83	1595	0.333	532	454	0.5	0.5	0.058	A
2	435	109	190	1910	0.228	435	425	0.3	0.3	0.041	A
3	196	49	341	1045	0.188	196	284	0.2	0.2	0.073	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	532	133	83	1595	0.333	532	454	0.5	0.5	0.058	A
2	435	109	190	1910	0.228	435	425	0.3	0.3	0.041	A
3	196	49	341	1045	0.188	196	284	0.2	0.2	0.073	A

2036 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2036 + Dev	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	405	100.000
2		FLAT	✓	521	100.000
3		FLAT	✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	277	128
	2	436	0	85
	3	254	84	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.25	0.05	0.4	A	405	608
2	0.27	0.05	0.4	A	521	782
3	0.34	0.10	0.5	A	338	507

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	405	101	83	1595	0.254	404	687	0.0	0.4	0.054	A
2	521	130	128	1954	0.267	519	359	0.0	0.4	0.045	A
3	338	85	435	994	0.340	336	212	0.0	0.5	0.095	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	405	101	84	1595	0.254	405	690	0.4	0.4	0.054	A
2	521	130	128	1954	0.267	521	361	0.4	0.4	0.045	A
3	338	85	436	993	0.340	338	213	0.5	0.5	0.095	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	405	101	84	1595	0.254	405	690	0.4	0.4	0.054	A
2	521	130	128	1954	0.267	521	361	0.4	0.4	0.045	A
3	338	85	436	993	0.340	338	213	0.5	0.5	0.095	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	405	101	84	1595	0.254	405	690	0.4	0.4	0.054	A
2	521	130	128	1954	0.267	521	361	0.4	0.4	0.045	A
3	338	85	436	993	0.340	338	213	0.5	0.5	0.095	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	405	101	84	1595	0.254	405	690	0.4	0.4	0.054	A
2	521	130	128	1954	0.267	521	361	0.4	0.4	0.045	A
3	338	85	436	993	0.340	338	213	0.5	0.5	0.095	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	405	101	84	1595	0.254	405	690	0.4	0.4	0.054	A
2	521	130	128	1954	0.267	521	361	0.4	0.4	0.045	A
3	338	85	436	993	0.340	338	213	0.5	0.5	0.095	A

2036 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2036 + Dev	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	556	100.000
2		FLAT	✓	455	100.000
3		FLAT	✓	198	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	368	188
	2	362	0	93
	3	112	86	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.35	0.06	0.5	A	556	834
2	0.24	0.04	0.3	A	455	683
3	0.19	0.07	0.2	A	198	297

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	556	139	86	1594	0.349	554	472	0.0	0.5	0.059	A
2	455	114	187	1912	0.238	454	452	0.0	0.3	0.042	A
3	198	50	361	1034	0.191	197	280	0.0	0.2	0.074	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	556	139	86	1593	0.349	556	474	0.5	0.5	0.059	A
2	455	114	188	1911	0.238	455	454	0.3	0.3	0.042	A
3	198	50	362	1034	0.192	198	281	0.2	0.2	0.075	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	556	139	86	1593	0.349	556	474	0.5	0.5	0.059	A
2	455	114	188	1911	0.238	455	454	0.3	0.3	0.042	A
3	198	50	362	1034	0.192	198	281	0.2	0.2	0.075	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	556	139	86	1593	0.349	556	474	0.5	0.5	0.059	A
2	455	114	188	1911	0.238	455	454	0.3	0.3	0.042	A
3	198	50	362	1034	0.192	198	281	0.2	0.2	0.075	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	556	139	86	1593	0.349	556	474	0.5	0.5	0.059	A
2	455	114	188	1911	0.238	455	454	0.3	0.3	0.042	A
3	198	50	362	1034	0.192	198	281	0.2	0.2	0.075	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	556	139	86	1593	0.349	556	474	0.5	0.5	0.059	A
2	455	114	188	1911	0.238	455	454	0.3	0.3	0.042	A
3	198	50	362	1034	0.192	198	281	0.2	0.2	0.075	A

Junctions 9											
ARCADY 9 - Roundabout Module											
Version: 9.5.1.7462 © Copyright TRL Limited, 2019											
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Filename: A47 Site Access (S).j9

Path: Q:\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Transport\Junction Assessment\2021\Proposed\A47 Site Access (S)

Report generation date: 28/09/2021 13:54:55

»2026 + Dev, AM

»2026 + Dev, PM

»2036 + Dev, AM

»2036 + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)
	2026 + Dev											
Arm 1	D1	0.3	0.05	0.22	A	0.05	D2	0.3	0.05	0.24	A	0.05
Arm 2		0.0	0.09	0.03	A			0.0	0.08	0.01	A	
Arm 3		0.5	0.05	0.33	A			0.7	0.05	0.41	A	
Arm 4		0.4	0.07	0.30	A			0.2	0.06	0.18	A	
	2036 + Dev											
Arm 1	D3	0.3	0.05	0.22	A	0.06	D4	0.4	0.05	0.26	A	0.05
Arm 2		0.0	0.09	0.03	A			0.0	0.08	0.01	A	
Arm 3		0.6	0.05	0.37	A			0.7	0.05	0.42	A	
Arm 4		0.5	0.08	0.32	A			0.2	0.06	0.18	A	

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

File summary

File Description

Title	
Location	
Site number	
Date	13/09/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\pranav.yadav
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026 + Dev	AM	FLAT	07:45	09:15	90	15	✓
D2	2026 + Dev	PM	FLAT	16:45	18:15	90	15	✓
D3	2036 + Dev	AM	FLAT	07:45	09:15	90	15	✓
D4	2036 + Dev	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

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

2026 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A47 (E)	
2	Breach Lane	
3	A47 (W)	
4	Site Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.20	7.50	16.2	20.0	40.0	24.0	
2	2.00	4.50	11.2	20.0	40.0	20.0	
3	4.58	7.70	12.0	67.0	40.0	21.5	
4	3.38	6.10	7.2	41.0	40.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.692	1917
2	0.529	1084
3	0.726	2026
4	0.612	1471

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 period length (min)	Time segment length (min)	Run automatically
D1	2026 + Dev	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	365	100.000
2		FLAT	✓	21	100.000
3		FLAT	✓	658	100.000
4		FLAT	✓	363	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	1	364	0
	2	8	0	11	2
	3	438	4	0	216
	4	0	1	362	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.22	0.05	0.3	A	365	548
2	0.03	0.09	0.0	A	21	32
3	0.33	0.05	0.5	A	658	987
4	0.30	0.07	0.4	A	363	545

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	365	91	365	1664	0.219	364	445	0.0	0.3	0.050	A
2	21	5	723	701	0.030	21	6	0.0	0.0	0.088	A
3	658	165	10	2019	0.326	656	734	0.0	0.5	0.046	A
4	363	91	449	1196	0.303	361	217	0.0	0.4	0.072	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	365	91	367	1663	0.219	365	446	0.3	0.3	0.050	A
2	21	5	726	700	0.030	21	6	0.0	0.0	0.088	A
3	658	165	10	2019	0.326	658	737	0.5	0.5	0.046	A
4	363	91	450	1196	0.304	363	218	0.4	0.4	0.072	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	365	91	367	1663	0.219	365	446	0.3	0.3	0.050	A
2	21	5	726	700	0.030	21	6	0.0	0.0	0.088	A
3	658	165	10	2019	0.326	658	737	0.5	0.5	0.046	A
4	363	91	450	1196	0.304	363	218	0.4	0.4	0.072	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	365	91	367	1663	0.219	365	446	0.3	0.3	0.050	A
2	21	5	726	700	0.030	21	6	0.0	0.0	0.088	A
3	658	165	10	2019	0.326	658	737	0.5	0.5	0.046	A
4	363	91	450	1196	0.304	363	218	0.4	0.4	0.072	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	365	91	367	1663	0.219	365	446	0.3	0.3	0.050	A
2	21	5	726	700	0.030	21	6	0.0	0.0	0.088	A
3	658	165	10	2019	0.326	658	737	0.5	0.5	0.046	A
4	363	91	450	1196	0.304	363	218	0.4	0.4	0.072	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	365	91	367	1663	0.219	365	446	0.3	0.3	0.050	A
2	21	5	726	700	0.030	21	6	0.0	0.0	0.088	A
3	658	165	10	2019	0.326	658	737	0.5	0.5	0.046	A
4	363	91	450	1196	0.304	363	218	0.4	0.4	0.072	A

2026 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026 + Dev	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	424	100.000
2		FLAT	✓	8	100.000
3		FLAT	✓	827	100.000
4		FLAT	✓	212	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	5	419	0
	2	2	0	5	1
	3	432	12	0	383
	4	0	1	211	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	1	0
	2	0	0	0	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.24	0.05	0.3	A	424	636
2	0.01	0.08	0.0	A	8	12
3	0.41	0.05	0.7	A	827	1241
4	0.18	0.06	0.2	A	212	318

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	424	106	223	1763	0.241	423	433	0.0	0.3	0.045	A
2	8	2	628	752	0.011	8	18	0.0	0.0	0.081	A
3	827	207	3	2024	0.409	824	633	0.0	0.7	0.050	A
4	212	53	445	1199	0.177	211	383	0.0	0.2	0.061	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	424	106	224	1762	0.241	424	434	0.3	0.3	0.045	A
2	8	2	630	751	0.011	8	18	0.0	0.0	0.081	A
3	827	207	3	2024	0.409	827	635	0.7	0.7	0.050	A
4	212	53	446	1198	0.177	212	384	0.2	0.2	0.061	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	424	106	224	1762	0.241	424	434	0.3	0.3	0.045	A
2	8	2	630	751	0.011	8	18	0.0	0.0	0.081	A
3	827	207	3	2024	0.409	827	635	0.7	0.7	0.050	A
4	212	53	446	1198	0.177	212	384	0.2	0.2	0.061	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	424	106	224	1762	0.241	424	434	0.3	0.3	0.045	A
2	8	2	630	751	0.011	8	18	0.0	0.0	0.081	A
3	827	207	3	2024	0.409	827	635	0.7	0.7	0.050	A
4	212	53	446	1198	0.177	212	384	0.2	0.2	0.061	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	424	106	224	1762	0.241	424	434	0.3	0.3	0.045	A
2	8	2	630	751	0.011	8	18	0.0	0.0	0.081	A
3	827	207	3	2024	0.409	827	635	0.7	0.7	0.050	A
4	212	53	446	1198	0.177	212	384	0.2	0.2	0.061	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	424	106	224	1762	0.241	424	434	0.3	0.3	0.045	A
2	8	2	630	751	0.011	8	18	0.0	0.0	0.081	A
3	827	207	3	2024	0.409	827	635	0.7	0.7	0.050	A
4	212	53	446	1198	0.177	212	384	0.2	0.2	0.061	A

2036 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2036 + Dev	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	361	100.000
2		FLAT	✓	21	100.000
3		FLAT	✓	737	100.000
4		FLAT	✓	365	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	1	360	0
	2	8	0	11	2
	3	514	4	0	219
	4	0	1	364	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.22	0.05	0.3	A	361	542
2	0.03	0.09	0.0	A	21	32
3	0.37	0.05	0.6	A	737	1106
4	0.32	0.08	0.5	A	365	548

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	361	90	367	1663	0.217	360	520	0.0	0.3	0.050	A
2	21	5	721	703	0.030	21	6	0.0	0.0	0.088	A
3	737	184	10	2019	0.365	735	732	0.0	0.6	0.049	A
4	365	91	524	1150	0.317	363	220	0.0	0.5	0.076	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	361	90	369	1662	0.217	361	522	0.3	0.3	0.050	A
2	21	5	724	701	0.030	21	6	0.0	0.0	0.088	A
3	737	184	10	2019	0.365	737	735	0.6	0.6	0.049	A
4	365	91	526	1149	0.318	365	221	0.5	0.5	0.077	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	361	90	369	1662	0.217	361	522	0.3	0.3	0.050	A
2	21	5	724	701	0.030	21	6	0.0	0.0	0.088	A
3	737	184	10	2019	0.365	737	735	0.6	0.6	0.049	A
4	365	91	526	1149	0.318	365	221	0.5	0.5	0.077	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	361	90	369	1662	0.217	361	522	0.3	0.3	0.050	A
2	21	5	724	701	0.030	21	6	0.0	0.0	0.088	A
3	737	184	10	2019	0.365	737	735	0.6	0.6	0.049	A
4	365	91	526	1149	0.318	365	221	0.5	0.5	0.077	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	361	90	369	1662	0.217	361	522	0.3	0.3	0.050	A
2	21	5	724	701	0.030	21	6	0.0	0.0	0.088	A
3	737	184	10	2019	0.365	737	735	0.6	0.6	0.049	A
4	365	91	526	1149	0.318	365	221	0.5	0.5	0.077	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	361	90	369	1662	0.217	361	522	0.3	0.3	0.050	A
2	21	5	724	701	0.030	21	6	0.0	0.0	0.088	A
3	737	184	10	2019	0.365	737	735	0.6	0.6	0.049	A
4	365	91	526	1149	0.318	365	221	0.5	0.5	0.077	A

2036 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2036 + Dev	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	454	100.000
2		FLAT	✓	8	100.000
3		FLAT	✓	840	100.000
4		FLAT	✓	209	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	5	449	0
	2	2	0	5	1
	3	453	12	0	375
	4	0	1	208	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	1	0
	2	0	0	0	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.26	0.05	0.4	A	454	681
2	0.01	0.08	0.0	A	8	12
3	0.42	0.05	0.7	A	840	1260
4	0.18	0.06	0.2	A	209	314

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	454	114	220	1765	0.257	453	453	0.0	0.3	0.046	A
2	8	2	655	738	0.011	8	18	0.0	0.0	0.082	A
3	840	210	3	2024	0.415	837	660	0.0	0.7	0.051	A
4	209	52	465	1186	0.176	208	375	0.0	0.2	0.061	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	454	114	221	1764	0.257	454	455	0.3	0.4	0.046	A
2	8	2	657	736	0.011	8	18	0.0	0.0	0.082	A
3	840	210	3	2024	0.415	840	662	0.7	0.7	0.051	A
4	209	52	467	1185	0.176	209	376	0.2	0.2	0.061	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	454	114	221	1764	0.257	454	455	0.4	0.4	0.046	A
2	8	2	657	736	0.011	8	18	0.0	0.0	0.082	A
3	840	210	3	2024	0.415	840	662	0.7	0.7	0.051	A
4	209	52	467	1185	0.176	209	376	0.2	0.2	0.061	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	454	114	221	1764	0.257	454	455	0.4	0.4	0.046	A
2	8	2	657	736	0.011	8	18	0.0	0.0	0.082	A
3	840	210	3	2024	0.415	840	662	0.7	0.7	0.051	A
4	209	52	467	1185	0.176	209	376	0.2	0.2	0.061	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	454	114	221	1764	0.257	454	455	0.4	0.4	0.046	A
2	8	2	657	736	0.011	8	18	0.0	0.0	0.082	A
3	840	210	3	2024	0.415	840	662	0.7	0.7	0.051	A
4	209	52	467	1185	0.176	209	376	0.2	0.2	0.061	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	454	114	221	1764	0.257	454	455	0.4	0.4	0.046	A
2	8	2	657	736	0.011	8	18	0.0	0.0	0.082	A
3	840	210	3	2024	0.415	840	662	0.7	0.7	0.051	A
4	209	52	467	1185	0.176	209	376	0.2	0.2	0.061	A

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.5.1.7462											
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Filename: Astley Road Site Access.j9

Path: Q:\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Transport\Junction Assessment\2021\Proposed\Astley Rd Site Access

Report generation date: 28/09/2021 13:09:15

»2026+Dev, AM
 »2026+Dev, PM
 »2036+Dev, AM
 »2036+Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)
	2026+Dev											
Stream B-C	D1	0.0	0.08	0.02	A	0.06	D2	0.0	0.07	0.01	A	0.03
Stream B-A		0.3	0.14	0.26	A			0.1	0.12	0.11	A	
Stream C-AB		0.0	0.10	0.01	A			0.0	0.10	0.01	A	
	2036+Dev											
Stream B-C	D3	0.0	0.08	0.02	A	0.06	D4	0.0	0.08	0.01	A	0.03
Stream B-A		0.4	0.14	0.27	A			0.1	0.12	0.13	A	
Stream C-AB		0.0	0.10	0.01	A			0.0	0.10	0.01	A	

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

File summary

File Description

Title	Site Access/Astley Road
Location	Earl Shilton
Site number	
Date	28/07/2014
Version	
Status	On-going
Identifier	
Client	
Jobnumber	30433
Enumerator	adam.guy [DG723643]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026+Dev	AM	FLAT	07:45	09:15	90	15	✓
D2	2026+Dev	PM	FLAT	16:45	18:15	90	15	✓
D3	2036+Dev	AM	FLAT	07:45	09:15	90	15	✓
D4	2036+Dev	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

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

2026+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Astley Road (N)		Major
B	Site Access		Minor
C	Astley Road (S)		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	6.00			155.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	3.80	2.95	2.95	2.90		1.00	71	156

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	609	0.111	0.280	0.176	0.401
B-C	867	0.133	0.336	-	-
C-B	664	0.257	0.257	-	-

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 period length (min)	Time segment length (min)	Run automatically
D1	2026+Dev	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	131	100.000
B		FLAT	✓	161	100.000
C		FLAT	✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	63	68
	B	146	0	15
	C	80	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	12
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	0.08	0.0	A	15	23
B-A	0.26	0.14	0.3	A	146	219
C-AB	0.01	0.10	0.0	A	6	9
C-A					80	120
A-B					63	95
A-C					68	102

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	15	4	769	0.020	15	0.0	0.0	0.080	A
B-A	146	37	566	0.258	145	0.0	0.3	0.142	A
C-AB	6	2	631	0.010	6	0.0	0.0	0.096	A
C-A	80	20			80				
A-B	63	16			63				
A-C	68	17			68				

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 (min)	Unsignalised level of service
B-C	15	4	768	0.020	15	0.0	0.0	0.080	A
B-A	146	37	566	0.258	146	0.3	0.3	0.143	A
C-AB	6	2	631	0.010	6	0.0	0.0	0.096	A
C-A	80	20			80				
A-B	63	16			63				
A-C	68	17			68				

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 (min)	Unsignalised level of service
B-C	15	4	768	0.020	15	0.0	0.0	0.080	A
B-A	146	37	566	0.258	146	0.3	0.3	0.143	A
C-AB	6	2	631	0.010	6	0.0	0.0	0.096	A
C-A	80	20			80				
A-B	63	16			63				
A-C	68	17			68				

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 (min)	Unsignalised level of service
B-C	15	4	768	0.020	15	0.0	0.0	0.080	A
B-A	146	37	566	0.258	146	0.3	0.3	0.143	A
C-AB	6	2	631	0.010	6	0.0	0.0	0.096	A
C-A	80	20			80				
A-B	63	16			63				
A-C	68	17			68				

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 (min)	Unsignalised level of service
B-C	15	4	768	0.020	15	0.0	0.0	0.080	A
B-A	146	37	566	0.258	146	0.3	0.3	0.143	A
C-AB	6	2	631	0.010	6	0.0	0.0	0.096	A
C-A	80	20			80				
A-B	63	16			63				
A-C	68	17			68				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	15	4	768	0.020	15	0.0	0.0	0.080	A
B-A	146	37	566	0.258	146	0.3	0.3	0.143	A
C-AB	6	2	631	0.010	6	0.0	0.0	0.096	A
C-A	80	20			80				
A-B	63	16			63				
A-C	68	17			68				

2026+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026+Dev	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	170	100.000
B		FLAT	✓	70	100.000
C		FLAT	✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	111	59
	B	65	0	5
	C	47	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	9
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	0.07	0.0	A	5	8
B-A	0.11	0.12	0.1	A	65	98
C-AB	0.01	0.10	0.0	A	5	8
C-A					47	70
A-B					111	167
A-C					59	89

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	5	1	807	0.006	5	0.0	0.0	0.075	A
B-A	65	16	570	0.114	64	0.0	0.1	0.119	A
C-AB	5	1	620	0.008	5	0.0	0.0	0.097	A
C-A	47	12			47				
A-B	111	28			111				
A-C	59	15			59				

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 (min)	Unsignalised level of service
B-C	5	1	807	0.006	5	0.0	0.0	0.075	A
B-A	65	16	570	0.114	65	0.1	0.1	0.119	A
C-AB	5	1	620	0.008	5	0.0	0.0	0.097	A
C-A	47	12			47				
A-B	111	28			111				
A-C	59	15			59				

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 (min)	Unsignalised level of service
B-C	5	1	807	0.006	5	0.0	0.0	0.075	A
B-A	65	16	570	0.114	65	0.1	0.1	0.119	A
C-AB	5	1	620	0.008	5	0.0	0.0	0.097	A
C-A	47	12			47				
A-B	111	28			111				
A-C	59	15			59				

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 (min)	Unsignalised level of service
B-C	5	1	807	0.006	5	0.0	0.0	0.075	A
B-A	65	16	570	0.114	65	0.1	0.1	0.119	A
C-AB	5	1	620	0.008	5	0.0	0.0	0.097	A
C-A	47	12			47				
A-B	111	28			111				
A-C	59	15			59				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	807	0.006	5	0.0	0.0	0.075	A
B-A	65	16	570	0.114	65	0.1	0.1	0.119	A
C-AB	5	1	620	0.008	5	0.0	0.0	0.097	A
C-A	47	12			47				
A-B	111	28			111				
A-C	59	15			59				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	807	0.006	5	0.0	0.0	0.075	A
B-A	65	16	570	0.114	65	0.1	0.1	0.119	A
C-AB	5	1	620	0.008	5	0.0	0.0	0.097	A
C-A	47	12			47				
A-B	111	28			111				
A-C	59	15			59				

2036+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2036+Dev	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	128	100.000
B		FLAT	✓	165	100.000
C		FLAT	✓	87	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	65	63
	B	151	0	14
	C	81	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	12
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	0.08	0.0	A	14	21
B-A	0.27	0.14	0.4	A	151	227
C-AB	0.01	0.10	0.0	A	6	9
C-A					81	121
A-B					65	98
A-C					63	95

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	14	4	767	0.018	14	0.0	0.0	0.080	A
B-A	151	38	567	0.266	150	0.0	0.4	0.143	A
C-AB	6	2	632	0.010	6	0.0	0.0	0.096	A
C-A	81	20			81				
A-B	65	16			65				
A-C	63	16			63				

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 (min)	Unsignalised level of service
B-C	14	4	766	0.018	14	0.0	0.0	0.080	A
B-A	151	38	567	0.266	151	0.4	0.4	0.144	A
C-AB	6	2	632	0.010	6	0.0	0.0	0.096	A
C-A	81	20			81				
A-B	65	16			65				
A-C	63	16			63				

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 (min)	Unsignalised level of service
B-C	14	4	766	0.018	14	0.0	0.0	0.080	A
B-A	151	38	567	0.266	151	0.4	0.4	0.144	A
C-AB	6	2	632	0.010	6	0.0	0.0	0.096	A
C-A	81	20			81				
A-B	65	16			65				
A-C	63	16			63				

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 (min)	Unsignalised level of service
B-C	14	4	766	0.018	14	0.0	0.0	0.080	A
B-A	151	38	567	0.266	151	0.4	0.4	0.144	A
C-AB	6	2	632	0.010	6	0.0	0.0	0.096	A
C-A	81	20			81				
A-B	65	16			65				
A-C	63	16			63				

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 (min)	Unsignalised level of service
B-C	14	4	766	0.018	14	0.0	0.0	0.080	A
B-A	151	38	567	0.266	151	0.4	0.4	0.144	A
C-AB	6	2	632	0.010	6	0.0	0.0	0.096	A
C-A	81	20			81				
A-B	65	16			65				
A-C	63	16			63				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	14	4	766	0.018	14	0.0	0.0	0.080	A
B-A	151	38	567	0.266	151	0.4	0.4	0.144	A
C-AB	6	2	632	0.010	6	0.0	0.0	0.096	A
C-A	81	20			81				
A-B	65	16			65				
A-C	63	16			63				

2036+Dev , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2036+Dev	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	194	100.000
B		FLAT	✓	78	100.000
C		FLAT	✓	55	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	129	65
	B	73	0	5
	C	50	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	9
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	0.08	0.0	A	5	8
B-A	0.13	0.12	0.1	A	73	110
C-AB	0.01	0.10	0.0	A	5	8
C-A					50	75
A-B					129	194
A-C					65	98

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	5	1	799	0.006	5	0.0	0.0	0.076	A
B-A	73	18	566	0.129	72	0.0	0.1	0.121	A
C-AB	5	1	614	0.008	5	0.0	0.0	0.098	A
C-A	50	12			50				
A-B	129	32			129				
A-C	65	16			65				

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 (min)	Unsignalised level of service
B-C	5	1	799	0.006	5	0.0	0.0	0.076	A
B-A	73	18	566	0.129	73	0.1	0.1	0.122	A
C-AB	5	1	614	0.008	5	0.0	0.0	0.098	A
C-A	50	12			50				
A-B	129	32			129				
A-C	65	16			65				

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 (min)	Unsignalised level of service
B-C	5	1	799	0.006	5	0.0	0.0	0.076	A
B-A	73	18	566	0.129	73	0.1	0.1	0.122	A
C-AB	5	1	614	0.008	5	0.0	0.0	0.098	A
C-A	50	12			50				
A-B	129	32			129				
A-C	65	16			65				

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 (min)	Unsignalised level of service
B-C	5	1	799	0.006	5	0.0	0.0	0.076	A
B-A	73	18	566	0.129	73	0.1	0.1	0.122	A
C-AB	5	1	614	0.008	5	0.0	0.0	0.098	A
C-A	50	12			50				
A-B	129	32			129				
A-C	65	16			65				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	799	0.006	5	0.0	0.0	0.076	A
B-A	73	18	566	0.129	73	0.1	0.1	0.122	A
C-AB	5	1	614	0.008	5	0.0	0.0	0.098	A
C-A	50	12			50				
A-B	129	32			129				
A-C	65	16			65				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	799	0.006	5	0.0	0.0	0.076	A
B-A	73	18	566	0.129	73	0.1	0.1	0.122	A
C-AB	5	1	614	0.008	5	0.0	0.0	0.098	A
C-A	50	12			50				
A-B	129	32			129				
A-C	65	16			65				

Appendix G

Capacity Assessments (Off-Site Junctions)

Junctions 9											
ARCADY 9 - Roundabout Module											
Version: 9.5.1.7462 © Copyright TRL Limited, 2019											
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Filename: A47 Leicester Road (N). v2.j9

Path: Q:\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Transport\Junction Assessment\2021\Existing\1_A47 Leicester Road (N)

Report generation date: 22/09/2021 13:16:42

- »2021 Base, AM
- »2021 Base, PM
- »2026 Future, AM
- »2026 Future, PM
- »2036 Future, AM
- »2036 Future, PM
- »2036+Dev, AM
- »2036+Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)
	2021 Base											
Arm 1	D1	1.0	0.06	0.48	A	0.05	D2	0.7	0.05	0.42	A	0.05
Arm 2		0.5	0.03	0.33	A			1.1	0.05	0.53	A	
Arm 3		0.6	0.06	0.38	A			0.3	0.05	0.24	A	
	2026 Future											
Arm 1	D3	1.2	0.06	0.53	A	0.05	D4	0.9	0.05	0.47	A	0.05
Arm 2		0.6	0.04	0.37	A			1.3	0.05	0.56	A	
Arm 3		0.7	0.06	0.42	A			0.4	0.05	0.28	A	
	2036 Future											
Arm 1	D5	1.2	0.07	0.54	A	0.06	D6	1.1	0.06	0.51	A	0.05
Arm 2		0.7	0.04	0.40	A			1.3	0.05	0.57	A	
Arm 3		0.8	0.07	0.45	A			0.4	0.05	0.29	A	
	2036+Dev											
Arm 1	D7	1.4	0.07	0.57	A	0.06	D8	1.4	0.07	0.58	A	0.06
Arm 2		0.7	0.04	0.41	A			1.6	0.06	0.61	A	
Arm 3		1.0	0.07	0.48	A			0.4	0.06	0.28	A	

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/08/2012
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	adam guy
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	FLAT	07:45	09:15	90	15	✓
D2	2021 Base	PM	FLAT	16:45	18:15	90	15	✓
D3	2026 Future	AM	FLAT	07:45	09:15	90	15	✓
D4	2026 Future	PM	FLAT	16:45	18:15	90	15	✓
D5	2036 Future	AM	FLAT	07:45	09:15	90	15	✓
D6	2036 Future	PM	FLAT	16:45	18:15	90	15	✓
D7	2036+Dev	AM	FLAT	07:45	09:15	90	15	✓
D8	2036+Dev	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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 (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A47 (E)	
2	A47 (W)	
3	Leicester Road (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.00	8.00	38.5	30.0	80.0	25.0	
2	7.00	11.00	16.0	40.0	80.0	33.0	
3	3.50	11.00	21.0	40.0	80.0	37.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.585	2416
2	0.642	2834
3	0.534	2121

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 period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	991	100.000
2		FLAT	✓	924	100.000
3		FLAT	✓	669	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	956	35
	2	658	0	266
	3	59	610	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.48	0.06	1.0	A	991	1487
2	0.33	0.03	0.5	A	924	1386
3	0.38	0.06	0.6	A	669	1004

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	991	248	608	2061	0.481	987	715	0.0	1.0	0.058	A
2	924	231	35	2811	0.329	922	1560	0.0	0.5	0.034	A
3	669	167	657	1771	0.378	667	300	0.0	0.6	0.055	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	991	248	610	2059	0.481	991	717	1.0	1.0	0.058	A
2	924	231	35	2811	0.329	924	1566	0.5	0.5	0.034	A
3	669	167	658	1770	0.378	669	301	0.6	0.6	0.055	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	991	248	610	2059	0.481	991	717	1.0	1.0	0.058	A
2	924	231	35	2811	0.329	924	1566	0.5	0.5	0.034	A
3	669	167	658	1770	0.378	669	301	0.6	0.6	0.055	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	991	248	610	2059	0.481	991	717	1.0	1.0	0.058	A
2	924	231	35	2811	0.329	924	1566	0.5	0.5	0.034	A
3	669	167	658	1770	0.378	669	301	0.6	0.6	0.055	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	991	248	610	2059	0.481	991	717	1.0	1.0	0.058	A
2	924	231	35	2811	0.329	924	1566	0.5	0.5	0.034	A
3	669	167	658	1770	0.378	669	301	0.6	0.6	0.055	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	991	248	610	2059	0.481	991	717	1.0	1.0	0.058	A
2	924	231	35	2811	0.329	924	1566	0.5	0.5	0.034	A
3	669	167	658	1770	0.378	669	301	0.6	0.6	0.055	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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 (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	922	100.000
2		FLAT	✓	1462	100.000
3		FLAT	✓	408	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	846	76
	2	845	0	617
	3	41	367	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	2	0
	2	1	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.42	0.05	0.7	A	922	1383
2	0.53	0.05	1.1	A	1462	2193
3	0.24	0.05	0.3	A	408	612

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	922	231	366	2202	0.419	919	883	0.0	0.7	0.047	A
2	1462	366	76	2785	0.525	1458	1209	0.0	1.1	0.045	A
3	408	102	842	1671	0.244	407	691	0.0	0.3	0.048	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	922	231	367	2202	0.419	922	886	0.7	0.7	0.048	A
2	1462	366	76	2785	0.525	1462	1213	1.1	1.1	0.046	A
3	408	102	845	1670	0.244	408	693	0.3	0.3	0.048	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	922	231	367	2202	0.419	922	886	0.7	0.7	0.048	A
2	1462	366	76	2785	0.525	1462	1213	1.1	1.1	0.046	A
3	408	102	845	1670	0.244	408	693	0.3	0.3	0.048	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	922	231	367	2202	0.419	922	886	0.7	0.7	0.048	A
2	1462	366	76	2785	0.525	1462	1213	1.1	1.1	0.046	A
3	408	102	845	1670	0.244	408	693	0.3	0.3	0.048	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	922	231	367	2202	0.419	922	886	0.7	0.7	0.048	A
2	1462	366	76	2785	0.525	1462	1213	1.1	1.1	0.046	A
3	408	102	845	1670	0.244	408	693	0.3	0.3	0.048	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	922	231	367	2202	0.419	922	886	0.7	0.7	0.048	A
2	1462	366	76	2785	0.525	1462	1213	1.1	1.1	0.046	A
3	408	102	845	1670	0.244	408	693	0.3	0.3	0.048	A

2026 Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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 (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026 Future	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1066	100.000
2		FLAT	✓	1040	100.000
3		FLAT	✓	730	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	1032	34
	2	744	0	296
	3	58	672	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.53	0.06	1.2	A	1066	1599
2	0.37	0.04	0.6	A	1040	1560
3	0.42	0.06	0.7	A	730	1095

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1066	267	669	2025	0.526	1061	800	0.0	1.1	0.064	A
2	1040	260	34	2812	0.370	1038	1697	0.0	0.6	0.036	A
3	730	183	742	1725	0.423	727	329	0.0	0.7	0.061	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1066	267	672	2023	0.527	1066	802	1.1	1.1	0.065	A
2	1040	260	34	2812	0.370	1040	1704	0.6	0.6	0.036	A
3	730	183	744	1724	0.423	730	330	0.7	0.7	0.061	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1066	267	672	2023	0.527	1066	802	1.1	1.1	0.065	A
2	1040	260	34	2812	0.370	1040	1704	0.6	0.6	0.036	A
3	730	183	744	1724	0.423	730	330	0.7	0.7	0.061	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1066	267	672	2023	0.527	1066	802	1.1	1.2	0.065	A
2	1040	260	34	2812	0.370	1040	1704	0.6	0.6	0.036	A
3	730	183	744	1724	0.423	730	330	0.7	0.7	0.061	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1066	267	672	2023	0.527	1066	802	1.2	1.2	0.065	A
2	1040	260	34	2812	0.370	1040	1704	0.6	0.6	0.036	A
3	730	183	744	1724	0.423	730	330	0.7	0.7	0.061	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1066	267	672	2023	0.527	1066	802	1.2	1.2	0.065	A
2	1040	260	34	2812	0.370	1040	1704	0.6	0.6	0.036	A
3	730	183	744	1724	0.423	730	330	0.7	0.7	0.061	A

2026 Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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 (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026 Future	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1025	100.000
2		FLAT	✓	1554	100.000
3		FLAT	✓	464	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	908	117
	2	921	0	633
	3	37	427	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	2	0
	2	1	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.47	0.05	0.9	A	1025	1538
2	0.56	0.05	1.3	A	1554	2331
3	0.28	0.05	0.4	A	464	696

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1025	256	426	2167	0.473	1021	955	0.0	0.9	0.053	A
2	1554	389	117	2759	0.563	1549	1330	0.0	1.3	0.050	A
3	464	116	918	1631	0.284	462	747	0.0	0.4	0.052	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1025	256	427	2167	0.473	1025	958	0.9	0.9	0.053	A
2	1554	389	117	2758	0.563	1554	1335	1.3	1.3	0.050	A
3	464	116	921	1629	0.285	464	750	0.4	0.4	0.052	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1025	256	427	2167	0.473	1025	958	0.9	0.9	0.053	A
2	1554	389	117	2758	0.563	1554	1335	1.3	1.3	0.050	A
3	464	116	921	1629	0.285	464	750	0.4	0.4	0.052	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1025	256	427	2167	0.473	1025	958	0.9	0.9	0.053	A
2	1554	389	117	2758	0.563	1554	1335	1.3	1.3	0.050	A
3	464	116	921	1629	0.285	464	750	0.4	0.4	0.052	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1025	256	427	2167	0.473	1025	958	0.9	0.9	0.053	A
2	1554	389	117	2758	0.563	1554	1335	1.3	1.3	0.050	A
3	464	116	921	1629	0.285	464	750	0.4	0.4	0.052	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1025	256	427	2167	0.473	1025	958	0.9	0.9	0.053	A
2	1554	389	117	2758	0.563	1554	1335	1.3	1.3	0.050	A
3	464	116	921	1629	0.285	464	750	0.4	0.4	0.052	A

2036 Future , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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 (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2036 Future	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1087	100.000
2		FLAT	✓	1113	100.000
3		FLAT	✓	761	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	1055	32
	2	820	0	293
	3	53	708	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.54	0.07	1.2	A	1087	1631
2	0.40	0.04	0.7	A	1113	1670
3	0.45	0.07	0.8	A	761	1142

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1087	272	705	2004	0.542	1082	871	0.0	1.2	0.067	A
2	1113	278	32	2813	0.396	1110	1755	0.0	0.7	0.038	A
3	761	190	818	1684	0.452	758	324	0.0	0.8	0.066	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1087	272	708	2002	0.543	1087	873	1.2	1.2	0.068	A
2	1113	278	32	2813	0.396	1113	1763	0.7	0.7	0.038	A
3	761	190	820	1683	0.452	761	325	0.8	0.8	0.066	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1087	272	708	2002	0.543	1087	873	1.2	1.2	0.068	A
2	1113	278	32	2813	0.396	1113	1763	0.7	0.7	0.038	A
3	761	190	820	1683	0.452	761	325	0.8	0.8	0.066	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1087	272	708	2002	0.543	1087	873	1.2	1.2	0.068	A
2	1113	278	32	2813	0.396	1113	1763	0.7	0.7	0.038	A
3	761	190	820	1683	0.452	761	325	0.8	0.8	0.066	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1087	272	708	2002	0.543	1087	873	1.2	1.2	0.068	A
2	1113	278	32	2813	0.396	1113	1763	0.7	0.7	0.038	A
3	761	190	820	1683	0.452	761	325	0.8	0.8	0.066	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1087	272	708	2002	0.543	1087	873	1.2	1.2	0.068	A
2	1113	278	32	2813	0.396	1113	1763	0.7	0.7	0.038	A
3	761	190	820	1683	0.452	761	325	0.8	0.8	0.066	A

2036 Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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 (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2036 Future	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1112	100.000
2		FLAT	✓	1567	100.000
3		FLAT	✓	474	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	975	137
	2	952	0	615
	3	40	434	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	2	0
	2	1	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.51	0.06	1.1	A	1112	1668
2	0.57	0.05	1.3	A	1567	2351
3	0.29	0.05	0.4	A	474	711

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1112	278	432	2163	0.514	1108	989	0.0	1.1	0.057	A
2	1567	392	136	2746	0.571	1562	1404	0.0	1.3	0.051	A
3	474	119	949	1615	0.294	472	749	0.0	0.4	0.053	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1112	278	434	2162	0.514	1112	992	1.1	1.1	0.058	A
2	1567	392	137	2746	0.571	1567	1409	1.3	1.3	0.051	A
3	474	119	952	1613	0.294	474	752	0.4	0.4	0.053	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1112	278	434	2162	0.514	1112	992	1.1	1.1	0.058	A
2	1567	392	137	2746	0.571	1567	1409	1.3	1.3	0.051	A
3	474	119	952	1613	0.294	474	752	0.4	0.4	0.053	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1112	278	434	2162	0.514	1112	992	1.1	1.1	0.058	A
2	1567	392	137	2746	0.571	1567	1409	1.3	1.3	0.051	A
3	474	119	952	1613	0.294	474	752	0.4	0.4	0.053	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1112	278	434	2162	0.514	1112	992	1.1	1.1	0.058	A
2	1567	392	137	2746	0.571	1567	1409	1.3	1.3	0.051	A
3	474	119	952	1613	0.294	474	752	0.4	0.4	0.053	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1112	278	434	2162	0.514	1112	992	1.1	1.1	0.058	A
2	1567	392	137	2746	0.571	1567	1409	1.3	1.3	0.051	A
3	474	119	952	1613	0.294	474	752	0.4	0.4	0.053	A

2036+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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 (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2036+Dev	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1128	100.000
2		FLAT	✓	1158	100.000
3		FLAT	✓	791	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	1102	26
	2	918	0	240
	3	53	738	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.57	0.07	1.4	A	1128	1692
2	0.41	0.04	0.7	A	1158	1737
3	0.48	0.07	1.0	A	791	1187

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1128	282	734	1987	0.568	1123	968	0.0	1.3	0.071	A
2	1158	290	26	2817	0.411	1155	1831	0.0	0.7	0.039	A
3	791	198	916	1632	0.485	787	265	0.0	0.9	0.072	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1128	282	738	1985	0.568	1128	971	1.3	1.4	0.073	A
2	1158	290	26	2817	0.411	1158	1840	0.7	0.7	0.039	A
3	791	198	918	1631	0.485	791	266	0.9	1.0	0.073	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1128	282	738	1985	0.568	1128	971	1.4	1.4	0.073	A
2	1158	290	26	2817	0.411	1158	1840	0.7	0.7	0.039	A
3	791	198	918	1631	0.485	791	266	1.0	1.0	0.073	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1128	282	738	1985	0.568	1128	971	1.4	1.4	0.073	A
2	1158	290	26	2817	0.411	1158	1840	0.7	0.7	0.039	A
3	791	198	918	1631	0.485	791	266	1.0	1.0	0.073	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1128	282	738	1985	0.568	1128	971	1.4	1.4	0.073	A
2	1158	290	26	2817	0.411	1158	1840	0.7	0.7	0.039	A
3	791	198	918	1631	0.485	791	266	1.0	1.0	0.073	A

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1128	282	738	1985	0.568	1128	971	1.4	1.4	0.073	A
2	1158	290	26	2817	0.411	1158	1840	0.7	0.7	0.039	A
3	791	198	918	1631	0.485	791	266	1.0	1.0	0.073	A

2036+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - 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 (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2036+Dev	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1257	100.000
2		FLAT	✓	1668	100.000
3		FLAT	✓	433	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	1090	167
	2	1107	0	561
	3	36	397	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	2	0
	2	1	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.58	0.07	1.4	A	1257	1886
2	0.61	0.06	1.6	A	1668	2502
3	0.28	0.06	0.4	A	433	650

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1257	314	396	2185	0.575	1252	1139	0.0	1.4	0.065	A
2	1668	417	166	2727	0.612	1662	1481	0.0	1.6	0.056	A
3	433	108	1103	1532	0.283	431	725	0.0	0.4	0.055	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1257	314	397	2184	0.576	1257	1143	1.4	1.4	0.066	A
2	1668	417	167	2726	0.612	1668	1487	1.6	1.6	0.057	A
3	433	108	1107	1530	0.283	433	728	0.4	0.4	0.055	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1257	314	397	2184	0.576	1257	1143	1.4	1.4	0.066	A
2	1668	417	167	2726	0.612	1668	1487	1.6	1.6	0.057	A
3	433	108	1107	1530	0.283	433	728	0.4	0.4	0.055	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1257	314	397	2184	0.576	1257	1143	1.4	1.4	0.066	A
2	1668	417	167	2726	0.612	1668	1487	1.6	1.6	0.057	A
3	433	108	1107	1530	0.283	433	728	0.4	0.4	0.055	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1257	314	397	2184	0.576	1257	1143	1.4	1.4	0.066	A
2	1668	417	167	2726	0.612	1668	1487	1.6	1.6	0.057	A
3	433	108	1107	1530	0.283	433	728	0.4	0.4	0.055	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	1257	314	397	2184	0.576	1257	1143	1.4	1.4	0.066	A
2	1668	417	167	2726	0.612	1668	1487	1.6	1.6	0.057	A
3	433	108	1107	1530	0.283	433	728	0.4	0.4	0.055	A

User and Project Details

Project:	Earl Shilton Urban Extension
Title:	A47/Station Road
Location:	Earl Shilton
Additional detail:	
File name:	New LinSig Model 1.lsg3x V3.lsg3x
Author:	Pranav Yadav
Company:	Wood E&I Solutions UK Ltd
Address:	Shrewsbury

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	6
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Pedestrian		7	4

Phase Intergreens Matrix

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

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	C	Losing	2	2
1	2	D	Losing	2	2
1	3	C	Losing	4	4
1	3	D	Losing	4	4
2	1	L	Losing	3	3
2	4	L	Losing	3	3
3	1	I	Losing	2	2
3	1	L	Losing	3	3
3	2	I	Losing	2	2
3	4	I	Losing	1	1
3	4	F	Losing	1	1
3	4	L	Losing	3	3
4	1	E	Losing	3	3
4	1	G	Losing	2	2
4	2	E	Losing	3	3
4	2	D	Losing	3	3
4	3	G	Losing	1	1

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1			7	9
	2	9		9	9
	3	9	8		9
	4	8	8	9	

Phases in Stage

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

Lane Input Data

Junction: A47/Station Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A47 (W))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
1/2 (A47 (W))	U	C	2	3	11.5	Geom	-	3.50	0.00	N	Arm 5 Right	24.00
2/1 (A47 (E))	U	B	2	3	11.0	Geom	-	3.75	0.00	Y	Arm 5 Left	18.00
2/2 (A47 (E))	U	B	2	3	60.0	Geom	-	3.75	0.00	N	Arm 6 Ahead	Inf
3/1 (Station Road)	U	D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Left	22.00
3/2 (Station Road)	U	E	2	3	6.0	Geom	-	4.50	0.00	Y	Arm 4 Right	30.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows**Scenario 1: '2021 Base - AM'** (FG1: '2021 Base - AM', Plan 1: 'Network Control Plan 1')

Junction: A47/Station Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A47 (W))	3.50	0.00	N	Arm 5 Right	24.00	100.0 %	1981	1981
2/1 (A47 (E))	3.75	0.00	Y	Arm 5 Left Arm 6 Ahead	18.00 Inf	48.7 % 51.3 %	1912	1912
2/2 (A47 (E))	3.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2130	2130
3/1 (Station Road)	4.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1886	1886
3/2 (Station Road)	4.50	0.00	Y	Arm 4 Right	30.00	100.0 %	1967	1967
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Base - PM' (FG2: '2021 Base - PM', Plan 1: 'Network Control Plan 1')

Junction: A47/Station Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A47 (W))	3.50	0.00	N	Arm 5 Right	24.00	100.0 %	1981	1981
2/1 (A47 (E))	3.75	0.00	Y	Arm 5 Left Arm 6 Ahead	18.00 Inf	49.6 % 50.4 %	1911	1911
2/2 (A47 (E))	3.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2130	2130
3/1 (Station Road)	4.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1886	1886
3/2 (Station Road)	4.50	0.00	Y	Arm 4 Right	30.00	100.0 %	1967	1967
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 Future - AM' (FG3: '2026 Future - AM', Plan 1: 'Network Control Plan 1')

Junction: A47/Station Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A47 (W))	3.50	0.00	N	Arm 5 Right	24.00	100.0 %	1981	1981
2/1 (A47 (E))	3.75	0.00	Y	Arm 5 Left	18.00	52.9 %	1906	1906
				Arm 6 Ahead	Inf	47.1 %		
2/2 (A47 (E))	3.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2130	2130
3/1 (Station Road)	4.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1886	1886
3/2 (Station Road)	4.50	0.00	Y	Arm 4 Right	30.00	100.0 %	1967	1967
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 Future - PM' (FG4: '2026 Future - PM', Plan 1: 'Network Control Plan 1')

Junction: A47/Station Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A47 (W))	3.50	0.00	N	Arm 5 Right	24.00	100.0 %	1981	1981
2/1 (A47 (E))	3.75	0.00	Y	Arm 5 Left	18.00	44.8 %	1918	1918
				Arm 6 Ahead	Inf	55.2 %		
2/2 (A47 (E))	3.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2130	2130
3/1 (Station Road)	4.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1886	1886
3/2 (Station Road)	4.50	0.00	Y	Arm 4 Right	30.00	100.0 %	1967	1967
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2036 Future - AM' (FG5: '2036 Future - AM', Plan 1: 'Network Control Plan 1')

Junction: A47/Station Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A47 (W))	3.50	0.00	N	Arm 5 Right	24.00	100.0 %	1981	1981
2/1 (A47 (E))	3.75	0.00	Y	Arm 5 Left	18.00	52.1 %	1907	1907
				Arm 6 Ahead	Inf	47.9 %		
2/2 (A47 (E))	3.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2130	2130
3/1 (Station Road)	4.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1886	1886
3/2 (Station Road)	4.50	0.00	Y	Arm 4 Right	30.00	100.0 %	1967	1967
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2036 Future - PM' (FG6: '2036 Future - PM', Plan 1: 'Network Control Plan 1')

Junction: A47/Station Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A47 (W))	3.50	0.00	N	Arm 5 Right	24.00	100.0 %	1981	1981
2/1 (A47 (E))	3.75	0.00	Y	Arm 5 Left	18.00	43.6 %	1920	1920
				Arm 6 Ahead	Inf	56.4 %		
2/2 (A47 (E))	3.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2130	2130
3/1 (Station Road)	4.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1886	1886
3/2 (Station Road)	4.50	0.00	Y	Arm 4 Right	30.00	100.0 %	1967	1967
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2036+Dev - AM' (FG7: '2036+Dev - AM', Plan 1: 'Network Control Plan 1')

Junction: A47/Station Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A47 (W))	3.50	0.00	N	Arm 5 Right	24.00	100.0 %	1981	1981
2/1 (A47 (E))	3.75	0.00	Y	Arm 5 Left	18.00	49.1 %	1912	1912
				Arm 6 Ahead	Inf	50.9 %		
2/2 (A47 (E))	3.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2130	2130
3/1 (Station Road)	4.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1886	1886
3/2 (Station Road)	4.50	0.00	Y	Arm 4 Right	30.00	100.0 %	1967	1967
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2036+Dev - PM' (FG8: '2036+Dev - PM', Plan 1: 'Network Control Plan 1')

Junction: A47/Station Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A47 (W))	3.50	0.00	N	Arm 5 Right	24.00	100.0 %	1981	1981
2/1 (A47 (E))	3.75	0.00	Y	Arm 5 Left	18.00	41.2 %	1924	1924
				Arm 6 Ahead	Inf	58.8 %		
2/2 (A47 (E))	3.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2130	2130
3/1 (Station Road)	4.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1886	1886
3/2 (Station Road)	4.50	0.00	Y	Arm 4 Right	30.00	100.0 %	1967	1967
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base - AM'	08:00	09:00	01:00	
2: '2021 Base - PM'	17:00	18:00	01:00	
3: '2026 Future - AM'	08:00	09:00	01:00	
4: '2026 Future - PM'	17:00	18:00	01:00	
5: '2036 Future - AM'	08:00	09:00	01:00	
6: '2036 Future - PM'	17:00	18:00	01:00	
7: '2036+Dev - AM'	08:00	09:00	01:00	
8: '2036+Dev - PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2021 Base - AM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	400	317	717
	B	549	0	164	713
	C	442	98	0	540
	Tot.	991	498	481	1970

FG2: '2021 Base - PM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	601	285	886
	B	417	0	128	545
	C	505	133	0	638
	Tot.	922	734	413	2069

FG3: '2026 Future - AM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	506	296	802
	B	611	0	203	814
	C	454	100	0	554
	Tot.	1065	606	499	2170

FG4: '2026 Future - PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	683	275	958
	B	475	0	128	603
	C	550	132	0	682
Origin	Tot.	1025	815	403	2243

FG5: '2036 Future - AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	578	295	873
	B	636	0	208	844
	C	451	100	0	551
Origin	Tot.	1087	678	503	2268

FG6: '2036 Future - PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	705	288	993
	B	513	0	134	647
	C	599	132	0	731
Origin	Tot.	1112	837	422	2371

FG7: '2036+Dev - AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	676	295	971
	B	724	0	219	943
	C	404	124	0	528
Origin	Tot.	1128	800	514	2442

FG8: '2036+Dev - PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	882	261	1143
	B	634	0	154	788
	C	623	132	0	755
Origin	Tot.	1257	1014	415	2686

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Station Road	-	-	-	-	-	-	-	-	59.3%	-
A47/Station Road	-	-	-	-	-	-	-	-	59.3%	-
1/1+1/2	A47 (W) Ahead Right	U	A C	1	52:27	717	1965:1981	1209	59.3%	717
2/2+2/1	A47 (E) Left Ahead	U	B	1	35	713	2130:1912	1216	58.6%	713
3/1+3/2	Station Road Right Left	U	D E	1	41:11	540	1886:1967	948	57.0%	540
4/1		U	-	-	-	498	Inf	Inf	0.0%	498
5/1		U	-	-	-	481	Inf	Inf	0.0%	481
6/1		U	-	-	-	615	Inf	Inf	0.0%	615
6/2		U	-	-	-	376	Inf	Inf	0.0%	376
Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A47/Station Road	-	10.5	2.1	0.0	12.6	-	-	-	-	
A47/Station Road	-	10.5	2.1	0.0	12.6	-	-	-	-	
1/1+1/2	717	3.3	0.7	-	4.0	20.2	6.4	0.7	7.2	
2/2+2/1	713	3.9	0.7	-	4.6	23.2	6.8	0.7	7.5	
3/1+3/2	540	3.3	0.7	-	3.9	26.1	8.1	0.7	8.8	
4/1	498	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	481	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	615	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	376	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 51.8 PRC Over All Lanes (%): 51.8 Total Delay for Signalled Lanes (pcuHr): 12.55 Total Delay Over All Lanes (pcuHr): 12.55 Cycle Time (s): 90										

Scenario 2: '2021 Base - PM' (FG2: '2021 Base - PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Station Road	-	-	-	-	-	-	-	-	63.7%	-
A47/Station Road	-	-	-	-	-	-	-	-	63.7%	-
1/1+1/2	A47 (W) Ahead Right	U	A C	1	52:39	886	1965:1981	1392	63.7%	886
2/2+2/1	A47 (E) Left Ahead	U	B	1	23	545	2130:1911	948	57.5%	545
3/1+3/2	Station Road Right Left	U	D E	1	53:11	638	1886:1967	1172	54.4%	638
4/1		U	-	-	-	734	Inf	Inf	0.0%	734
5/1		U	-	-	-	413	Inf	Inf	0.0%	413
6/1		U	-	-	-	635	Inf	Inf	0.0%	635
6/2		U	-	-	-	287	Inf	Inf	0.0%	287
Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A47/Station Road	-	10.2	2.1	0.0	12.3	-	-	-	-	
A47/Station Road	-	10.2	2.1	0.0	12.3	-	-	-	-	
1/1+1/2	886	3.1	0.9	-	4.0	16.2	8.8	0.9	9.7	
2/2+2/1	545	4.2	0.7	-	4.9	32.4	6.1	0.7	6.7	
3/1+3/2	638	2.8	0.6	-	3.4	19.3	7.2	0.6	7.8	
4/1	734	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	413	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	635	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	287	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 41.4 PRC Over All Lanes (%): 41.4 Total Delay for Signalled Lanes (pcuHr): 12.33 Total Delay Over All Lanes (pcuHr): 12.33 Cycle Time (s): 90										

Scenario 3: '2026 Future - AM' (FG3: '2026 Future - AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Station Road	-	-	-	-	-	-	-	-	63.5%	-
A47/Station Road	-	-	-	-	-	-	-	-	63.5%	-
1/1+1/2	A47 (W) Ahead Right	U	A C	1	52:24	802	1965:1981	1350	59.4%	802
2/2+2/1	A47 (E) Left Ahead	U	B	1	38	814	2130:1906	1281	63.5%	814
3/1+3/2	Station Road Right Left	U	D E	1	38:11	554	1886:1967	884	62.7%	554
4/1		U	-	-	-	606	Inf	Inf	0.0%	606
5/1		U	-	-	-	499	Inf	Inf	0.0%	499
6/1		U	-	-	-	635	Inf	Inf	0.0%	635
6/2		U	-	-	-	430	Inf	Inf	0.0%	430
Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A47/Station Road	-	11.6	2.4	0.0	14.0	-	-	-	-	
A47/Station Road	-	11.6	2.4	0.0	14.0	-	-	-	-	
1/1+1/2	802	3.7	0.7	-	4.4	19.9	6.9	0.7	7.6	
2/2+2/1	814	4.1	0.9	-	5.0	21.9	7.5	0.9	8.4	
3/1+3/2	554	3.8	0.8	-	4.6	29.9	9.0	0.8	9.8	
4/1	606	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	499	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	635	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	430	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 41.7 PRC Over All Lanes (%): 41.7 Total Delay for Signalled Lanes (pcuHr): 13.99 Total Delay Over All Lanes (pcuHr): 13.99 Cycle Time (s): 90										

Scenario 4: '2026 Future - PM' (FG4: '2026 Future - PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Station Road	-	-	-	-	-	-	-	-	70.5%	-
A47/Station Road	-	-	-	-	-	-	-	-	70.5%	-
1/1+1/2	A47 (W) Ahead Right	U	A C	1	52:39	958	1965:1981	1358	70.5%	958
2/2+2/1	A47 (E) Left Ahead	U	B	1	23	603	2130:1918	949	63.5%	603
3/1+3/2	Station Road Right Left	U	D E	1	53:11	682	1886:1967	1206	56.6%	682
4/1		U	-	-	-	815	Inf	Inf	0.0%	815
5/1		U	-	-	-	403	Inf	Inf	0.0%	403
6/1		U	-	-	-	708	Inf	Inf	0.0%	708
6/2		U	-	-	-	317	Inf	Inf	0.0%	317
Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A47/Station Road	-	11.3	2.7	0.0	14.0	-	-	-	-	
A47/Station Road	-	11.3	2.7	0.0	14.0	-	-	-	-	
1/1+1/2	958	3.4	1.2	-	4.6	17.4	10.6	1.2	11.8	
2/2+2/1	603	4.8	0.9	-	5.6	33.6	6.8	0.9	7.6	
3/1+3/2	682	3.1	0.6	-	3.8	19.9	8.3	0.6	8.9	
4/1	815	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	403	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	708	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	317	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 27.6 PRC Over All Lanes (%): 27.6 Total Delay for Signalled Lanes (pcuHr): 14.04 Total Delay Over All Lanes (pcuHr): 14.04 Cycle Time (s): 90										

Scenario 5: '2036 Future - AM' (FG5: '2036 Future - AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Station Road	-	-	-	-	-	-	-	-	64.7%	-
A47/Station Road	-	-	-	-	-	-	-	-	64.7%	-
1/1+1/2	A47 (W) Ahead Right	U	A C	1	52:23	873	1965:1981	1409	62.0%	873
2/2+2/1	A47 (E) Left Ahead	U	B	1	39	844	2130:1907	1305	64.7%	844
3/1+3/2	Station Road Right Left	U	D E	1	37:11	551	1886:1967	863	63.8%	551
4/1		U	-	-	-	678	Inf	Inf	0.0%	678
5/1		U	-	-	-	503	Inf	Inf	0.0%	503
6/1		U	-	-	-	642	Inf	Inf	0.0%	642
6/2		U	-	-	-	445	Inf	Inf	0.0%	445
Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A47/Station Road	-	12.0	2.6	0.0	14.6	-	-	-	-	
A47/Station Road	-	12.0	2.6	0.0	14.6	-	-	-	-	
1/1+1/2	873	4.1	0.8	-	4.9	20.1	8.3	0.8	9.2	
2/2+2/1	844	4.1	0.9	-	5.0	21.4	7.8	0.9	8.7	
3/1+3/2	551	3.9	0.9	-	4.7	30.9	9.2	0.9	10.1	
4/1	678	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	503	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	642	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	445	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 39.2 PRC Over All Lanes (%): 39.2 Total Delay for Signalled Lanes (pcuHr): 14.63 Total Delay Over All Lanes (pcuHr): 14.63 Cycle Time (s): 90										

Scenario 6: '2036 Future - PM' (FG6: '2036 Future - PM', Plan 1: 'Network Control Plan 1')**Network Results**

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Station Road	-	-	-	-	-	-	-	-	73.0%	-
A47/Station Road	-	-	-	-	-	-	-	-	73.0%	-
1/1+1/2	A47 (W) Ahead Right	U	A C	1	52:38	993	1965:1981	1361	73.0%	993
2/2+2/1	A47 (E) Left Ahead	U	B	1	24	647	2130:1920	972	66.5%	647
3/1+3/2	Station Road Right Left	U	D E	1	52:11	731	1886:1967	1180	62.0%	731
4/1		U	-	-	-	837	Inf	Inf	0.0%	837
5/1		U	-	-	-	422	Inf	Inf	0.0%	422
6/1		U	-	-	-	772	Inf	Inf	0.0%	772
6/2		U	-	-	-	340	Inf	Inf	0.0%	340
Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A47/Station Road	-	12.3	3.1	0.0	15.4	-	-	-	-	
A47/Station Road	-	12.3	3.1	0.0	15.4	-	-	-	-	
1/1+1/2	993	3.7	1.3	-	5.0	18.2	11.2	1.3	12.5	
2/2+2/1	647	5.0	1.0	-	6.0	33.4	7.3	1.0	8.3	
3/1+3/2	731	3.6	0.8	-	4.4	21.7	9.8	0.8	10.7	
4/1	837	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	422	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	772	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	340	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 23.4 PRC Over All Lanes (%): 23.4 Total Delay for Signalled Lanes (pcuHr): 15.42 Total Delay Over All Lanes (pcuHr): 15.42 Cycle Time (s): 90										

Scenario 7: '2036+Dev - AM' (FG7: '2036+Dev - AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Station Road	-	-	-	-	-	-	-	-	70.7%	-
A47/Station Road	-	-	-	-	-	-	-	-	70.7%	-
1/1+1/2	A47 (W) Ahead Right	U	A C	1	52:21	971	1965:1981	1374	70.7%	971
2/2+2/1	A47 (E) Left Ahead	U	B	1	41	943	2130:1912	1351	69.8%	943
3/1+3/2	Station Road Right Left	U	D E	1	35:11	528	1886:1967	843	62.7%	528
4/1		U	-	-	-	800	Inf	Inf	0.0%	800
5/1		U	-	-	-	514	Inf	Inf	0.0%	514
6/1		U	-	-	-	631	Inf	Inf	0.0%	631
6/2		U	-	-	-	497	Inf	Inf	0.0%	497
Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A47/Station Road	-	12.9	3.2	0.0	16.1	-	-	-	-	
A47/Station Road	-	12.9	3.2	0.0	16.1	-	-	-	-	
1/1+1/2	971	4.7	1.2	-	5.8	21.7	10.5	1.2	11.7	
2/2+2/1	943	4.4	1.1	-	5.5	21.1	8.6	1.1	9.7	
3/1+3/2	528	3.9	0.8	-	4.7	32.4	8.3	0.8	9.1	
4/1	800	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	514	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	631	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	497	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 27.4 PRC Over All Lanes (%): 27.4 Total Delay for Signalled Lanes (pcuHr): 16.12 Total Delay Over All Lanes (pcuHr): 16.12 Cycle Time (s): 90										

Scenario 8: '2036+Dev - PM' (FG8: '2036+Dev - PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Station Road	-	-	-	-	-	-	-	-	87.4%	-
A47/Station Road	-	-	-	-	-	-	-	-	87.4%	-
1/1+1/2	A47 (W) Ahead Right	U	A C	1	52:34	1143	1965:1981	1308	87.4%	1143
2/2+2/1	A47 (E) Left Ahead	U	B	1	28	788	2130:1924	1063	74.2%	788
3/1+3/2	Station Road Right Left	U	D E	1	48:11	755	1886:1967	1093	69.1%	755
4/1		U	-	-	-	1014	Inf	Inf	0.0%	1014
5/1		U	-	-	-	415	Inf	Inf	0.0%	415
6/1		U	-	-	-	843	Inf	Inf	0.0%	843
6/2		U	-	-	-	414	Inf	Inf	0.0%	414
Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A47/Station Road	-	14.9	5.9	0.0	20.8	-	-	-	-	
A47/Station Road	-	14.9	5.9	0.0	20.8	-	-	-	-	
1/1+1/2	1143	4.9	3.3	-	8.3	26.0	19.4	3.3	22.8	
2/2+2/1	788	5.6	1.4	-	7.0	32.1	8.6	1.4	10.0	
3/1+3/2	755	4.4	1.1	-	5.5	26.1	11.9	1.1	13.1	
4/1	1014	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	415	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	843	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	414	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 3.0 PRC Over All Lanes (%): 3.0 Total Delay for Signalled Lanes (pcuHr): 20.78 Total Delay Over All Lanes (pcuHr): 20.78 Cycle Time (s): 90										

User and Project Details

Project:	Earl Shilton Urban Extension
Title:	A47/Wilkinson Lane
Location:	Earl Shilton
Additional detail:	
File name:	New LinSig Model 1.lsg3x V3.lsg3x
Author:	Pranav Yadav
Company:	Wood E&I Solutions UK Ltd
Address:	Shrewsbury

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	6
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		7	7
I	Pedestrian		9	9
J	Pedestrian		6	5

Phase Intergreens Matrix

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

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	C	Losing	1	1
2	1	I	Losing	1	1
2	3	E	Losing	1	1
2	4	A	Losing	1	1
2	4	C	Losing	1	1
2	4	I	Losing	1	1
3	1	D	Losing	3	3
3	1	I	Losing	2	2
3	1	J	Losing	3	3
3	2	D	Losing	1	1
3	2	J	Losing	3	3
3	4	D	Losing	1	1
3	4	J	Losing	1	1

Prohibited Stage Change

		To Stage			
From Stage		1	2	3	4
	1	-	10	7	9
	2	7	-	9	10
	3	9	9	-	10
	4	8	10	7	-

Phases in Stage

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

Give-Way Lane Input Data

Junction: Wilkinson Lane/A47											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/2 (A47 (E))	6/1 (Right)	1439	0	1/2	1.09	All	3.00	-	0.50	3	3.00
				1/1	1.09	To 4/1 (Ahead)					

Lane Input Data

Junction: Wilkinson Lane/A47												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A47 (W))	U	B	2	3	12.0	Geom	-	3.60	0.00	Y	Arm 4 Ahead	Inf
1/2 (A47 (W))	U	B	2	3	60.0	Geom	-	3.60	0.00	N	Arm 6 Left	18.00
2/1 (Wilkinson Ln)	U	D	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 4 Left	16.00
3/1 (A47 (E))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	25.00
3/1 (A47 (E))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/2 (A47 (E))	O	C	2	3	11.3	Geom	-	3.50	0.00	N	Arm 6 Right	26.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

Scenario 1: '2021 Base - AM' (FG1: '2021 Base - AM', Plan 1: 'Network Control Plan 1')

Junction: Wilkinson Lane/A47								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.60	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 18.00	48.9 % 51.1 %	1894	1894
1/2 (A47 (W))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
2/1 (Wilkinson Ln)	5.00	0.00	Y	Arm 4 Left Arm 5 Right	16.00 25.00	14.0 % 86.0 %	1986	1986
3/1 (A47 (E))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A47 (E))	3.50	0.00	N	Arm 6 Right	26.00	100.0 %	1990	1990
4/1				Infinite Saturation Flow			Inf	Inf
4/2				Infinite Saturation Flow			Inf	Inf
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf

Scenario 2: '2021 Base - PM' (FG2: '2021 Base - PM', Plan 1: 'Network Control Plan 1')

Junction: Wilkinson Lane/A47								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.60	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 18.00	17.5 % 82.5 %	1848	1848
1/2 (A47 (W))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
2/1 (Wilkinson Ln)	5.00	0.00	Y	Arm 4 Left Arm 5 Right	16.00 25.00	11.4 % 88.6 %	1988	1988
3/1 (A47 (E))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A47 (E))	3.50	0.00	N	Arm 6 Right	26.00	100.0 %	1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 Future - AM' (FG3: '2026 Future - AM ', Plan 1: 'Network Control Plan 1')

Junction: Wilkinson Lane/A47								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.60	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 18.00	58.5 % 41.5 %	1909	1909
1/2 (A47 (W))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
2/1 (Wilkinson Ln)	5.00	0.00	Y	Arm 4 Left Arm 5 Right	16.00 25.00	9.9 % 90.1 %	1989	1989
3/1 (A47 (E))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A47 (E))	3.50	0.00	N	Arm 6 Right	26.00	100.0 %	1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 Future - PM' (FG4: '2026 Future - PM ', Plan 1: 'Network Control Plan 1')

Junction: Wilkinson Lane/A47								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.60	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 18.00	27.2 % 72.8 %	1862	1862
1/2 (A47 (W))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
2/1 (Wilkinson Ln)	5.00	0.00	Y	Arm 4 Left Arm 5 Right	16.00 25.00	12.0 % 88.0 %	1988	1988
3/1 (A47 (E))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A47 (E))	3.50	0.00	N	Arm 6 Right	26.00	100.0 %	1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2036 Future - AM' (FG5: '2036 Future - AM', Plan 1: 'Network Control Plan 1')

Junction: Wilkinson Lane/A47								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.60	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 18.00	63.4 % 36.6 %	1916	1916
1/2 (A47 (W))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
2/1 (Wilkinson Ln)	5.00	0.00	Y	Arm 4 Left Arm 5 Right	16.00 25.00	19.4 % 80.6 %	1983	1983
3/1 (A47 (E))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A47 (E))	3.50	0.00	N	Arm 6 Right	26.00	100.0 %	1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2036 Future - PM' (FG6: '2036 Future - PM', Plan 1: 'Network Control Plan 1')

Junction: Wilkinson Lane/A47								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.60	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 18.00	30.1 % 69.9 %	1866	1866
1/2 (A47 (W))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
2/1 (Wilkinson Ln)	5.00	0.00	Y	Arm 4 Left Arm 5 Right	16.00 25.00	12.1 % 87.9 %	1988	1988
3/1 (A47 (E))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A47 (E))	3.50	0.00	N	Arm 6 Right	26.00	100.0 %	1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2036+Dev - AM' (FG7: '2036+Dev - AM', Plan 1: 'Network Control Plan 1')

Junction: Wilkinson Lane/A47								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.60	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 18.00	74.1 % 25.9 %	1933	1933
1/2 (A47 (W))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
2/1 (Wilkinson Ln)	5.00	0.00	Y	Arm 4 Left Arm 5 Right	16.00 25.00	14.6 % 85.4 %	1986	1986
3/1 (A47 (E))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A47 (E))	3.50	0.00	N	Arm 6 Right	26.00	100.0 %	1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2036+Dev - PM' (FG8: '2036+Dev - PM', Plan 1: 'Network Control Plan 1')

Junction: Wilkinson Lane/A47								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A47 (W))	3.60	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 18.00	56.9 % 43.1 %	1906	1906
1/2 (A47 (W))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
2/1 (Wilkinson Ln)	5.00	0.00	Y	Arm 4 Left Arm 5 Right	16.00 25.00	18.0 % 82.0 %	1984	1984
3/1 (A47 (E))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A47 (E))	3.50	0.00	N	Arm 6 Right	26.00	100.0 %	1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base - AM'	08:00	09:00	01:00	
2: '2021 Base - PM'	17:00	18:00	01:00	
3: '2026 Future - AM '	08:00	09:00	01:00	
4: '2026 Future - PM '	17:00	18:00	01:00	
5: '2036 Future - AM'	08:00	09:00	01:00	
6: '2036 Future - PM'	17:00	18:00	01:00	
7: '2036+Dev - AM'	08:00	09:00	01:00	
8: '2036+Dev - PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2021 Base - AM'

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	120	377	497
	B	257	0	42	299
	C	456	33	0	489
	Tot.	713	153	419	1285

FG2: '2021 Base - PM'

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	282	451	733
	B	186	0	24	210
	C	359	57	0	416
	Tot.	545	339	475	1359

FG3: '2026 Future - AM '

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	119	487	606
	B	255	0	28	283
	C	559	5	0	564
	Tot.	814	124	515	1453

FG4: '2026 Future - PM '

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	278	537	815
	B	183	0	25	208
	C	420	38	0	458
	Tot.	603	316	562	1481

FG5: '2036 Future - AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	118	559	677
	B	220	0	53	273
	C	623	4	0	627
	Tot.	843	122	612	1577

FG6: '2036 Future - PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	274	562	836
	B	182	0	25	207
	C	465	41	0	506
	Tot.	647	315	587	1549

FG7: '2036+Dev - AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	99	700	799
	B	211	0	36	247
	C	735	3	0	738
	Tot.	946	102	736	1784

FG8: '2036+Dev - PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	207	806	1013
	B	150	0	33	183
	C	638	25	0	663
	Tot.	788	232	839	1859

Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Wilkinson Lane	-	-	-	-	-	-	-	57.5%	-
Wilkinson Lane/A47	-	-	-	-	-	-	-	57.5%	-
1/2+1/1	A47 (W) Ahead Left	U	B	38	497	2115:1894	1334	37.3%	497
2/1	Wilkinson Ln Left Right	U	D	23	299	1986	530	56.5%	299
3/1+3/2	A47 (E) Ahead Right	U+O	A C	36:11	489	1965:1990	850	57.5%	489
4/1		U	-	-	157	Inf	Inf	0.0%	157
4/2		U	-	-	262	Inf	Inf	0.0%	262
5/1		U	-	-	713	Inf	Inf	0.0%	713
6/1		U	-	-	153	Inf	Inf	0.0%	153
Item	Leaving (pcu)	Turners When Unopposed (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Wilkinson Lane	-	32	7.5	1.6	9.2	-	-	-	-
Wilkinson Lane/A47	-	32	7.5	1.6	9.2	-	-	-	-
1/2+1/1	497	-	2.3	0.3	2.6	18.7	4.2	0.3	4.5
2/1	299	-	2.4	0.6	3.0	36.3	6.4	0.6	7.0
3/1+3/2	489	32	2.9	0.7	3.6	26.2	8.7	0.7	9.4
4/1	157	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	262	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	713	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	153	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 56.4 PRC Over All Lanes (%): 56.4 Total Delay for Signalled Lanes (pcuHr): 9.15 Total Delay Over All Lanes (pcuHr): 9.15 Cycle Time (s): 90									

Scenario 2: '2021 Base - PM' (FG2: '2021 Base - PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Wilkinson Lane	-	-	-	-	-	-	-	51.3%	-
Wilkinson Lane/A47	-	-	-	-	-	-	-	51.3%	-
1/2+1/1	A47 (W) Ahead Left	U	B	43	733	2115:1848	1428	51.3%	733
2/1	Wilkinson Ln Left Right	U	D	18	210	1988	420	50.0%	210
3/1+3/2	A47 (E) Ahead Right	U+O	A C	41:11	416	1965:1990	999	41.6%	416
4/1		U	-	-	84	Inf	Inf	0.0%	84
4/2		U	-	-	391	Inf	Inf	0.0%	391
5/1		U	-	-	545	Inf	Inf	0.0%	545
6/1		U	-	-	339	Inf	Inf	0.0%	339
Item	Leaving (pcu)	Turners When Unopposed (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Wilkinson Lane	-	55	6.9	1.4	8.3	-	-	-	-
Wilkinson Lane/A47	-	55	6.9	1.4	8.3	-	-	-	-
1/2+1/1	733	-	2.9	0.5	3.5	17.0	6.1	0.5	6.6
2/1	210	-	1.8	0.5	2.3	39.9	4.6	0.5	5.1
3/1+3/2	416	55	2.1	0.4	2.5	21.4	5.8	0.4	6.1
4/1	84	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	391	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	545	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	339	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 75.4 PRC Over All Lanes (%): 75.4 Total Delay for Signalled Lanes (pcuHr): 8.26 Total Delay Over All Lanes (pcuHr): 8.26 Cycle Time (s): 90									

Scenario 3: '2026 Future - AM' (FG3: '2026 Future - AM ', Plan 1: 'Network Control Plan 1')**Network Results**

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Wilkinson Lane	-	-	-	-	-	-	-	64.0%	-
Wilkinson Lane/A47	-	-	-	-	-	-	-	64.0%	-
1/2+1/1	A47 (W) Ahead Left	U	B	41	606	2115:1909	1404	43.2%	606
2/1	Wilkinson Ln Left Right	U	D	20	283	1989	464	61.0%	283
3/1+3/2	A47 (E) Ahead Right	U+O	A C	39:11	564	1965:1990	881	64.0%	564
4/1		U	-	-	196	Inf	Inf	0.0%	196
4/2		U	-	-	319	Inf	Inf	0.0%	319
5/1		U	-	-	814	Inf	Inf	0.0%	814
6/1		U	-	-	124	Inf	Inf	0.0%	124
Item	Leaving (pcu)	Turners When Unopposed (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Wilkinson Lane	-	5	8.0	2.0	10.1	-	-	-	-
Wilkinson Lane/A47	-	5	8.0	2.0	10.1	-	-	-	-
1/2+1/1	606	-	2.5	0.4	2.9	17.3	5.0	0.4	5.3
2/1	283	-	2.4	0.8	3.2	40.7	6.3	0.8	7.1
3/1+3/2	564	5	3.1	0.9	3.9	25.2	10.7	0.9	11.6
4/1	196	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	319	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	814	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	124	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 40.6 PRC Over All Lanes (%): 40.6 Total Delay for Signalled Lanes (pcuHr): 10.06 Total Delay Over All Lanes(pcuHr): 10.06 Cycle Time (s): 90									

Scenario 4: '2026 Future - PM' (FG4: '2026 Future - PM ', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Wilkinson Lane	-	-	-	-	-	-	-	55.4%	-
Wilkinson Lane/A47	-	-	-	-	-	-	-	55.4%	-
1/2+1/1	A47 (W) Ahead Left	U	B	45	815	2115:1862	1478	55.1%	815
2/1	Wilkinson Ln Left Right	U	D	16	208	1988	376	55.4%	208
3/1+3/2	A47 (E) Ahead Right	U+O	A C	43:11	458	1965:1990	1011	45.3%	458
4/1		U	-	-	129	Inf	Inf	0.0%	129
4/2		U	-	-	433	Inf	Inf	0.0%	433
5/1		U	-	-	603	Inf	Inf	0.0%	603
6/1		U	-	-	316	Inf	Inf	0.0%	316
Item	Leaving (pcu)	Turners When Unopposed (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Wilkinson Lane	-	37	7.1	1.6	8.7	-	-	-	-
Wilkinson Lane/A47	-	37	7.1	1.6	8.7	-	-	-	-
1/2+1/1	815	-	3.1	0.6	3.7	16.2	6.6	0.6	7.2
2/1	208	-	1.9	0.6	2.5	43.7	4.7	0.6	5.3
3/1+3/2	458	37	2.1	0.4	2.5	19.8	6.8	0.4	7.2
4/1	129	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	433	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	603	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	316	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 62.5 PRC Over All Lanes (%): 62.5 Total Delay for Signalled Lanes (pcuHr): 8.73 Total Delay Over All Lanes(pcuHr): 8.73 Cycle Time (s): 90									

Scenario 5: '2036 Future - AM' (FG5: '2036 Future - AM', Plan 1: 'Network Control Plan 1')**Network Results**

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Wilkinson Lane	-	-	-	-	-	-	-	67.9%	-
Wilkinson Lane/A47	-	-	-	-	-	-	-	67.9%	-
1/2+1/1	A47 (W) Ahead Left	U	B	43	677	2115:1916	1453	46.6%	677
2/1	Wilkinson Ln Left Right	U	D	18	273	1983	419	65.2%	273
3/1+3/2	A47 (E) Ahead Right	U+O	A C	41:11	627	1965:1990	923	67.9%	627
4/1		U	-	-	257	Inf	Inf	0.0%	257
4/2		U	-	-	355	Inf	Inf	0.0%	355
5/1		U	-	-	843	Inf	Inf	0.0%	843
6/1		U	-	-	122	Inf	Inf	0.0%	122
Item	Leaving (pcu)	Turners When Unopposed (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Wilkinson Lane	-	4	8.4	2.4	10.8	-	-	-	-
Wilkinson Lane/A47	-	4	8.4	2.4	10.8	-	-	-	-
1/2+1/1	677	-	2.7	0.4	3.1	16.5	5.4	0.4	5.9
2/1	273	-	2.5	0.9	3.4	44.7	6.2	0.9	7.1
3/1+3/2	627	4	3.3	1.1	4.3	24.9	12.1	1.1	13.2
4/1	257	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	355	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	843	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	122	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 32.5 PRC Over All Lanes (%): 32.5 Total Delay for Signalled Lanes (pcuHr): 10.82 Total Delay Over All Lanes(pcuHr): 10.82 Cycle Time (s): 90									

Scenario 6: '2036 Future - PM' (FG6: '2036 Future - PM', Plan 1: 'Network Control Plan 1')**Network Results**

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Wilkinson Lane	-	-	-	-	-	-	-	56.5%	-
Wilkinson Lane/A47	-	-	-	-	-	-	-	56.5%	-
1/2+1/1	A47 (W) Ahead Left	U	B	45	836	2115:1866	1479	56.5%	836
2/1	Wilkinson Ln Left Right	U	D	16	207	1988	376	55.1%	207
3/1+3/2	A47 (E) Ahead Right	U+O	A C	43:11	506	1965:1990	1010	50.1%	506
4/1		U	-	-	143	Inf	Inf	0.0%	143
4/2		U	-	-	444	Inf	Inf	0.0%	444
5/1		U	-	-	647	Inf	Inf	0.0%	647
6/1		U	-	-	315	Inf	Inf	0.0%	315
Item	Leaving (pcu)	Turners When Unopposed (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Wilkinson Lane	-	40	7.4	1.8	9.2	-	-	-	-
Wilkinson Lane/A47	-	40	7.4	1.8	9.2	-	-	-	-
1/2+1/1	836	-	3.2	0.6	3.8	16.4	6.8	0.6	7.4
2/1	207	-	1.9	0.6	2.5	43.7	4.7	0.6	5.3
3/1+3/2	506	40	2.4	0.5	2.9	20.5	7.8	0.5	8.3
4/1	143	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	444	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	647	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 59.2 PRC Over All Lanes (%): 59.2 Total Delay for Signalled Lanes (pcuHr): 9.21 Total Delay Over All Lanes(pcuHr): 9.21 Cycle Time (s): 90									

Scenario 7: '2036+Dev - AM' (FG7: '2036+Dev - AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Wilkinson Lane	-	-	-	-	-	-	-	74.6%	-
Wilkinson Lane/A47	-	-	-	-	-	-	-	74.6%	-
1/2+1/1	A47 (W) Ahead Left	U	B	47	799	2115:1933	1549	51.6%	799
2/1	Wilkinson Ln Left Right	U	D	14	247	1986	331	74.6%	247
3/1+3/2	A47 (E) Ahead Right	U+O	A C	45:11	738	1965:1990	1008	73.2%	738
4/1		U	-	-	319	Inf	Inf	0.0%	319
4/2		U	-	-	417	Inf	Inf	0.0%	417
5/1		U	-	-	946	Inf	Inf	0.0%	946
6/1		U	-	-	102	Inf	Inf	0.0%	102
Item	Leaving (pcu)	Turners When Unopposed (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Wilkinson Lane	-	3	8.7	3.3	12.0	-	-	-	-
Wilkinson Lane/A47	-	3	8.7	3.3	12.0	-	-	-	-
1/2+1/1	799	-	2.7	0.5	3.2	14.6	6.0	0.5	6.6
2/1	247	-	2.4	1.4	3.9	56.4	5.8	1.4	7.3
3/1+3/2	738	3	3.5	1.4	4.9	23.8	14.3	1.4	15.6
4/1	319	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	417	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	946	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	102	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 20.6 PRC Over All Lanes (%): 20.6 Total Delay for Signalled Lanes (pcuHr): 12.00 Total Delay Over All Lanes(pcuHr): 12.00 Cycle Time (s): 90									

Scenario 8: '2036+Dev - PM' (FG8: '2036+Dev - PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: A47/Wilkinson Lane	-	-	-	-	-	-	-	64.0%	-
Wilkinson Lane/A47	-	-	-	-	-	-	-	64.0%	-
1/2+1/1	A47 (W) Ahead Left	U	B	49	1013	2115:1906	1582	64.0%	1013
2/1	Wilkinson Ln Left Right	U	D	12	183	1984	287	63.9%	183
3/1+3/2	A47 (E) Ahead Right	U+O	A C	47:11	663	1965:1990	1075	61.7%	663
4/1		U	-	-	306	Inf	Inf	0.0%	306
4/2		U	-	-	533	Inf	Inf	0.0%	533
5/1		U	-	-	788	Inf	Inf	0.0%	788
6/1		U	-	-	232	Inf	Inf	0.0%	232
Item	Leaving (pcu)	Turners When Unopposed (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Wilkinson Lane	-	24	8.0	2.6	10.6	-	-	-	-
Wilkinson Lane/A47	-	24	8.0	2.6	10.6	-	-	-	-
1/2+1/1	1013	-	3.3	0.9	4.2	15.0	7.8	0.9	8.7
2/1	183	-	1.8	0.9	2.7	53.4	4.3	0.9	5.1
3/1+3/2	663	24	2.8	0.8	3.6	19.6	11.0	0.8	11.8
4/1	306	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	533	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	788	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	232	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 40.6 PRC Over All Lanes (%): 40.6 Total Delay for Signalled Lanes (pcuHr): 10.56 Total Delay Over All Lanes(pcuHr): 10.56 Cycle Time (s): 90									

Junctions 9											
PICADY 9 - Priority Intersection Module											
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Filename: A47 Masfield Drive.j9

Path: Q:\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Transport\Junction Assessment\2021\Existing\4_A47 Masfield Drive

Report generation date: 22/09/2021 15:14:48

- »2021 Base, AM
- »2021 Base , PM
- »2026 Future, AM
- »2026 Future , PM
- »2036 Future , AM
- »2036 Future , PM
- »2036 + Dev, AM
- »2036 + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)
	2021 Base											
Stream B-C	D1	0.0	0.10	0.02	A	0.01	D2	0.0	0.10	0.01	A	0.00
Stream B-A		0.1	0.14	0.09	A			0.0	0.13	0.03	A	
Stream C-B		0.0	0.09	0.01	A			0.0	0.09	0.03	A	
	2026 Future											
Stream B-C	D3	0.0	0.10	0.02	A	0.01	D4	0.0	0.10	0.01	A	0.00
Stream B-A		0.1	0.15	0.10	A			0.0	0.14	0.04	A	
Stream C-B		0.0	0.09	0.01	A			0.0	0.10	0.03	A	
	2036 Future											
Stream B-C	D5	0.0	0.11	0.02	A	0.01	D6	0.0	0.10	0.01	A	0.00
Stream B-A		0.1	0.17	0.12	B			0.0	0.15	0.04	A	
Stream C-B		0.0	0.10	0.01	A			0.0	0.10	0.03	A	
	2036 + Dev											
Stream B-C	D7	0.0	0.12	0.02	A	0.01	D8	0.0	0.12	0.01	A	0.00
Stream B-A		0.2	0.21	0.14	B			0.1	0.20	0.05	B	
Stream C-B		0.0	0.00	0.00	A			0.0	0.11	0.03	A	

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

File summary

File Description

Title	A47/Masefield Drive
Location	Earl Shilton
Site number	
Date	13/08/2012
Version	
Status	On-going
Identifier	
Client	JS Bloor
Jobnumber	30433
Enumerator	adam.guy
Description	A47/Masefield Drive Junction - Existing Layout

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	FLAT	07:45	09:15	90	15	✓
D2	2021 Base	PM	FLAT	16:45	18:15	90	15	✓
D3	2026 Future	AM	FLAT	07:45	09:15	90	15	✓
D4	2026 Future	PM	FLAT	16:45	18:15	90	15	✓
D5	2036 Future	AM	FLAT	07:45	09:15	90	15	✓
D6	2036 Future	PM	FLAT	16:45	18:15	90	15	✓
D7	2036 + Dev	AM	FLAT	07:45	09:15	90	15	✓
D8	2036 + Dev	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A47 (W)		Major
B	Masefield Drive		Minor
C	A47 (E)		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	7.10		✓	3.60	240.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.90	3.60	3.50	3.50		1.00	250	211

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	735	0.127	0.322	0.203	0.460
B-C	759	0.111	0.280	-	-
C-B	822	0.303	0.303	-	-

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 period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	434	100.000
B		FLAT	✓	60	100.000
C		FLAT	✓	493	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	15	419
	B	47	0	13
	C	489	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	5	8
	B	3	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	0.10	0.0	A	13	20
B-A	0.09	0.14	0.1	A	47	71
C-A					489	734
C-B	0.01	0.09	0.0	A	4	6
A-B					15	23
A-C					419	629

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	13	3	625	0.021	13	0.0	0.0	0.098	A
B-A	47	12	497	0.095	47	0.0	0.1	0.137	A
C-A	489	122			489				
C-B	4	1	690	0.006	4	0.0	0.0	0.087	A
A-B	15	4			15				
A-C	419	105			419				

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 (min)	Unsignalised level of service
B-C	13	3	624	0.021	13	0.0	0.0	0.098	A
B-A	47	12	497	0.095	47	0.1	0.1	0.137	A
C-A	489	122			489				
C-B	4	1	690	0.006	4	0.0	0.0	0.087	A
A-B	15	4			15				
A-C	419	105			419				

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 (min)	Unsignalised level of service
B-C	13	3	624	0.021	13	0.0	0.0	0.098	A
B-A	47	12	497	0.095	47	0.1	0.1	0.137	A
C-A	489	122			489				
C-B	4	1	690	0.006	4	0.0	0.0	0.087	A
A-B	15	4			15				
A-C	419	105			419				

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 (min)	Unsignalised level of service
B-C	13	3	624	0.021	13	0.0	0.0	0.098	A
B-A	47	12	497	0.095	47	0.1	0.1	0.137	A
C-A	489	122			489				
C-B	4	1	690	0.006	4	0.0	0.0	0.087	A
A-B	15	4			15				
A-C	419	105			419				

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 (min)	Unsignalised level of service
B-C	13	3	624	0.021	13	0.0	0.0	0.098	A
B-A	47	12	497	0.095	47	0.1	0.1	0.137	A
C-A	489	122			489				
C-B	4	1	690	0.006	4	0.0	0.0	0.087	A
A-B	15	4			15				
A-C	419	105			419				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	13	3	624	0.021	13	0.0	0.0	0.098	A
B-A	47	12	497	0.095	47	0.1	0.1	0.137	A
C-A	489	122			489				
C-B	4	1	690	0.006	4	0.0	0.0	0.087	A
AB	15	4			15				
AC	419	105			419				

2021 Base , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	519	100.000
B		FLAT	✓	21	100.000
C		FLAT	✓	433	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	44	475
	B	16	0	5
From	C	415	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	0.10	0.0	A	5	8
B-A	0.03	0.13	0.0	A	16	24
C-A					415	623
C-B	0.03	0.09	0.0	A	18	27
A-B					44	66
A-C					475	713

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	5	1	619	0.008	5	0.0	0.0	0.098	A
B-A	16	4	483	0.033	16	0.0	0.0	0.128	A
C-A	415	104			415				
C-B	18	5	664	0.027	18	0.0	0.0	0.093	A
A-B	44	11			44				
A-C	475	119			475				

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 (min)	Unsignalised level of service
B-C	5	1	619	0.008	5	0.0	0.0	0.098	A
B-A	16	4	483	0.033	16	0.0	0.0	0.128	A
C-A	415	104			415				
C-B	18	5	664	0.027	18	0.0	0.0	0.093	A
A-B	44	11			44				
A-C	475	119			475				

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 (min)	Unsignalised level of service
B-C	5	1	619	0.008	5	0.0	0.0	0.098	A
B-A	16	4	483	0.033	16	0.0	0.0	0.128	A
C-A	415	104			415				
C-B	18	5	664	0.027	18	0.0	0.0	0.093	A
A-B	44	11			44				
A-C	475	119			475				

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 (min)	Unsignalised level of service
B-C	5	1	619	0.008	5	0.0	0.0	0.098	A
B-A	16	4	483	0.033	16	0.0	0.0	0.128	A
C-A	415	104			415				
C-B	18	5	664	0.027	18	0.0	0.0	0.093	A
A-B	44	11			44				
A-C	475	119			475				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	619	0.008	5	0.0	0.0	0.098	A
B-A	16	4	483	0.033	16	0.0	0.0	0.128	A
C-A	415	104			415				
C-B	18	5	664	0.027	18	0.0	0.0	0.093	A
A-B	44	11			44				
A-C	475	119			475				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	619	0.008	5	0.0	0.0	0.098	A
B-A	16	4	483	0.033	16	0.0	0.0	0.128	A
C-A	415	104			415				
C-B	18	5	664	0.027	18	0.0	0.0	0.093	A
A-B	44	11			44				
A-C	475	119			475				

2026 Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026 Future	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	530	100.000
B		FLAT	✓	60	100.000
C		FLAT	✓	568	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	15	515
	B	47	0	13
	C	564	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	5	8
	B	3	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	0.10	0.0	A	13	20
B-A	0.10	0.15	0.1	A	47	71
C-A					564	846
C-B	0.01	0.09	0.0	A	4	6
A-B					15	23
A-C					515	773

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	13	3	597	0.022	13	0.0	0.0	0.103	A
B-A	47	12	451	0.104	47	0.0	0.1	0.153	A
C-A	564	141			564				
C-B	4	1	661	0.006	4	0.0	0.0	0.091	A
A-B	15	4			15				
A-C	515	129			515				

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 (min)	Unsignalised level of service
B-C	13	3	596	0.022	13	0.0	0.0	0.103	A
B-A	47	12	451	0.104	47	0.1	0.1	0.153	A
C-A	564	141			564				
C-B	4	1	661	0.006	4	0.0	0.0	0.091	A
A-B	15	4			15				
A-C	515	129			515				

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 (min)	Unsignalised level of service
B-C	13	3	596	0.022	13	0.0	0.0	0.103	A
B-A	47	12	451	0.104	47	0.1	0.1	0.153	A
C-A	564	141			564				
C-B	4	1	661	0.006	4	0.0	0.0	0.091	A
A-B	15	4			15				
A-C	515	129			515				

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 (min)	Unsignalised level of service
B-C	13	3	596	0.022	13	0.0	0.0	0.103	A
B-A	47	12	451	0.104	47	0.1	0.1	0.153	A
C-A	564	141			564				
C-B	4	1	661	0.006	4	0.0	0.0	0.091	A
A-B	15	4			15				
A-C	515	129			515				

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 (min)	Unsignalised level of service
B-C	13	3	596	0.022	13	0.0	0.0	0.103	A
B-A	47	12	451	0.104	47	0.1	0.1	0.153	A
C-A	564	141			564				
C-B	4	1	661	0.006	4	0.0	0.0	0.091	A
A-B	15	4			15				
A-C	515	129			515				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	13	3	596	0.022	13	0.0	0.0	0.103	A
B-A	47	12	451	0.104	47	0.1	0.1	0.153	A
C-A	564	141			564				
C-B	4	1	661	0.006	4	0.0	0.0	0.091	A
A-B	15	4			15				
A-C	515	129			515				

2026 Future , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026 Future	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	606	100.000
B		FLAT	✓	21	100.000
C		FLAT	✓	475	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	44	562
	B	16	0	5
	C	457	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	0.10	0.0	A	5	8
B-A	0.04	0.14	0.0	A	16	24
C-A					457	686
C-B	0.03	0.10	0.0	A	18	27
A-B					44	66
A-C					562	843

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	5	1	595	0.008	5	0.0	0.0	0.102	A
B-A	16	4	447	0.036	16	0.0	0.0	0.139	A
C-A	457	114			457				
C-B	18	5	638	0.028	18	0.0	0.0	0.097	A
A-B	44	11			44				
A-C	562	141			562				

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 (min)	Unsignalised level of service
B-C	5	1	594	0.008	5	0.0	0.0	0.102	A
B-A	16	4	447	0.036	16	0.0	0.0	0.139	A
C-A	457	114			457				
C-B	18	5	638	0.028	18	0.0	0.0	0.097	A
A-B	44	11			44				
A-C	562	141			562				

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 (min)	Unsignalised level of service
B-C	5	1	594	0.008	5	0.0	0.0	0.102	A
B-A	16	4	447	0.036	16	0.0	0.0	0.139	A
C-A	457	114			457				
C-B	18	5	638	0.028	18	0.0	0.0	0.097	A
A-B	44	11			44				
A-C	562	141			562				

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 (min)	Unsignalised level of service
B-C	5	1	594	0.008	5	0.0	0.0	0.102	A
B-A	16	4	447	0.036	16	0.0	0.0	0.139	A
C-A	457	114			457				
C-B	18	5	638	0.028	18	0.0	0.0	0.097	A
A-B	44	11			44				
A-C	562	141			562				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	594	0.008	5	0.0	0.0	0.102	A
B-A	16	4	447	0.036	16	0.0	0.0	0.139	A
C-A	457	114			457				
C-B	18	5	638	0.028	18	0.0	0.0	0.097	A
A-B	44	11			44				
A-C	562	141			562				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	594	0.008	5	0.0	0.0	0.102	A
B-A	16	4	447	0.036	16	0.0	0.0	0.139	A
C-A	457	114			457				
C-B	18	5	638	0.028	18	0.0	0.0	0.097	A
A-B	44	11			44				
A-C	562	141			562				

2036 Future , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2036 Future	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	628	100.000
B		FLAT	✓	60	100.000
C		FLAT	✓	632	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	15	613
	B	47	0	13
	C	628	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	5	8
	B	3	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	0.11	0.0	A	13	20
B-A	0.12	0.17	0.1	B	47	71
C-A					628	942
C-B	0.01	0.10	0.0	A	4	6
A-B					15	23
A-C					613	920

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	13	3	568	0.023	13	0.0	0.0	0.108	A
B-A	47	12	407	0.116	46	0.0	0.1	0.172	B
C-A	628	157			628				
C-B	4	1	631	0.006	4	0.0	0.0	0.096	A
A-B	15	4			15				
A-C	613	153			613				

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 (min)	Unsignalised level of service
B-C	13	3	568	0.023	13	0.0	0.0	0.108	A
B-A	47	12	407	0.116	47	0.1	0.1	0.172	B
C-A	628	157			628				
C-B	4	1	631	0.006	4	0.0	0.0	0.096	A
A-B	15	4			15				
A-C	613	153			613				

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 (min)	Unsignalised level of service
B-C	13	3	568	0.023	13	0.0	0.0	0.108	A
B-A	47	12	407	0.116	47	0.1	0.1	0.172	B
C-A	628	157			628				
C-B	4	1	631	0.006	4	0.0	0.0	0.096	A
A-B	15	4			15				
A-C	613	153			613				

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 (min)	Unsignalised level of service
B-C	13	3	568	0.023	13	0.0	0.0	0.108	A
B-A	47	12	407	0.116	47	0.1	0.1	0.172	B
C-A	628	157			628				
C-B	4	1	631	0.006	4	0.0	0.0	0.096	A
A-B	15	4			15				
A-C	613	153			613				

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 (min)	Unsignalised level of service
B-C	13	3	568	0.023	13	0.0	0.0	0.108	A
B-A	47	12	407	0.116	47	0.1	0.1	0.172	B
C-A	628	157			628				
C-B	4	1	631	0.006	4	0.0	0.0	0.096	A
A-B	15	4			15				
A-C	613	153			613				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	13	3	568	0.023	13	0.0	0.0	0.108	A
B-A	47	12	407	0.116	47	0.1	0.1	0.172	B
C-A	628	157			628				
C-B	4	1	631	0.006	4	0.0	0.0	0.096	A
A-B	15	4			15				
A-C	613	153			613				

2036 Future , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2036 Future	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	631	100.000
B		FLAT	✓	21	100.000
C		FLAT	✓	524	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	44	587
	B	16	0	5
	C	506	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	0.10	0.0	A	5	8
B-A	0.04	0.15	0.0	A	16	24
C-A					506	759
C-B	0.03	0.10	0.0	A	18	27
A-B					44	66
A-C					587	881

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	5	1	587	0.009	5	0.0	0.0	0.103	A
B-A	16	4	429	0.037	16	0.0	0.0	0.145	A
C-A	506	127			506				
C-B	18	5	630	0.029	18	0.0	0.0	0.098	A
A-B	44	11			44				
A-C	587	147			587				

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 (min)	Unsignalised level of service
B-C	5	1	587	0.009	5	0.0	0.0	0.103	A
B-A	16	4	429	0.037	16	0.0	0.0	0.145	A
C-A	506	127			506				
C-B	18	5	630	0.029	18	0.0	0.0	0.098	A
A-B	44	11			44				
A-C	587	147			587				

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 (min)	Unsignalised level of service
B-C	5	1	587	0.009	5	0.0	0.0	0.103	A
B-A	16	4	429	0.037	16	0.0	0.0	0.145	A
C-A	506	127			506				
C-B	18	5	630	0.029	18	0.0	0.0	0.098	A
A-B	44	11			44				
A-C	587	147			587				

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 (min)	Unsignalised level of service
B-C	5	1	587	0.009	5	0.0	0.0	0.103	A
B-A	16	4	429	0.037	16	0.0	0.0	0.145	A
C-A	506	127			506				
C-B	18	5	630	0.029	18	0.0	0.0	0.098	A
A-B	44	11			44				
A-C	587	147			587				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	587	0.009	5	0.0	0.0	0.103	A
B-A	16	4	429	0.037	16	0.0	0.0	0.145	A
C-A	506	127			506				
C-B	18	5	630	0.029	18	0.0	0.0	0.098	A
A-B	44	11			44				
A-C	587	147			587				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	587	0.009	5	0.0	0.0	0.103	A
B-A	16	4	429	0.037	16	0.0	0.0	0.145	A
C-A	506	127			506				
C-B	18	5	630	0.029	18	0.0	0.0	0.098	A
A-B	44	11			44				
A-C	587	147			587				

2036 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2036 + Dev	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	751	100.000
B		FLAT	✓	60	100.000
C		FLAT	✓	735	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	15	736
	B	47	0	13
	C	735	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	5	8
	B	3	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	0.12	0.0	A	13	20
B-A	0.14	0.21	0.2	B	47	71
C-A					735	1103
C-B	0.00	0.00	0.0	A	0	0
A-B					15	23
A-C					736	1104

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	13	3	531	0.024	13	0.0	0.0	0.116	A
B-A	47	12	347	0.135	46	0.0	0.2	0.205	B
C-A	735	184			735				
C-B	0	0	594	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	736	184			736				

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 (min)	Unsignalised level of service
B-C	13	3	531	0.024	13	0.0	0.0	0.116	A
B-A	47	12	347	0.135	47	0.2	0.2	0.206	B
C-A	735	184			735				
C-B	0	0	594	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	736	184			736				

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 (min)	Unsignalised level of service
B-C	13	3	531	0.024	13	0.0	0.0	0.116	A
B-A	47	12	347	0.135	47	0.2	0.2	0.206	B
C-A	735	184			735				
C-B	0	0	594	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	736	184			736				

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 (min)	Unsignalised level of service
B-C	13	3	531	0.024	13	0.0	0.0	0.116	A
B-A	47	12	347	0.135	47	0.2	0.2	0.206	B
C-A	735	184			735				
C-B	0	0	594	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	736	184			736				

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 (min)	Unsignalised level of service
B-C	13	3	531	0.024	13	0.0	0.0	0.116	A
B-A	47	12	347	0.135	47	0.2	0.2	0.206	B
C-A	735	184			735				
C-B	0	0	594	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	736	184			736				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	13	3	531	0.024	13	0.0	0.0	0.116	A
B-A	47	12	347	0.135	47	0.2	0.2	0.206	B
C-A	735	184			735				
C-B	0	0	594	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	736	184			736				

2036 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2036 + Dev	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	883	100.000
B		FLAT	✓	21	100.000
C		FLAT	✓	681	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	44	839
	B	16	0	5
	C	663	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	0.12	0.0	A	5	8
B-A	0.05	0.20	0.1	B	16	24
C-A					663	995
C-B	0.03	0.11	0.0	A	18	27
A-B					44	66
A-C					839	1259

Main Results for each time segment

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 (min)	Unsignalised level of service
B-C	5	1	515	0.010	5	0.0	0.0	0.118	A
B-A	16	4	316	0.051	16	0.0	0.1	0.200	B
C-A	663	166			663				
C-B	18	5	554	0.032	18	0.0	0.0	0.112	A
A-B	44	11			44				
A-C	839	210			839				

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 (min)	Unsignalised level of service
B-C	5	1	515	0.010	5	0.0	0.0	0.118	A
B-A	16	4	316	0.051	16	0.1	0.1	0.200	B
C-A	663	166			663				
C-B	18	5	554	0.032	18	0.0	0.0	0.112	A
A-B	44	11			44				
A-C	839	210			839				

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 (min)	Unsignalised level of service
B-C	5	1	515	0.010	5	0.0	0.0	0.118	A
B-A	16	4	316	0.051	16	0.1	0.1	0.200	B
C-A	663	166			663				
C-B	18	5	554	0.032	18	0.0	0.0	0.112	A
A-B	44	11			44				
A-C	839	210			839				

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 (min)	Unsignalised level of service
B-C	5	1	515	0.010	5	0.0	0.0	0.118	A
B-A	16	4	316	0.051	16	0.1	0.1	0.200	B
C-A	663	166			663				
C-B	18	5	554	0.032	18	0.0	0.0	0.112	A
A-B	44	11			44				
A-C	839	210			839				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	515	0.010	5	0.0	0.0	0.118	A
B-A	16	4	316	0.051	16	0.1	0.1	0.200	B
C-A	663	166			663				
C-B	18	5	554	0.032	18	0.0	0.0	0.112	A
A-B	44	11			44				
A-C	839	210			839				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-C	5	1	515	0.010	5	0.0	0.0	0.118	A
B-A	16	4	316	0.051	16	0.1	0.1	0.200	B
C-A	663	166			663				
C-B	18	5	554	0.032	18	0.0	0.0	0.112	A
A-B	44	11			44				
A-C	839	210			839				

Junctions 9											
ARCADY 9 - Roundabout Module											
Version: 9.5.1.7462 © Copyright TRL Limited, 2019											
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Filename: A47 Leicester Road (W).arc7 v2.j9

Path: Q:\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Transport\Junction Assessment\2021\Existing\5_A47 Leicester Road (W)

Report generation date: 22/09/2021 15:47:39

- »2021 Base, AM
- »2021 Base, PM
- »2026 Future, AM
- »2026 Future, PM
- »2036 Future, AM
- »2036 Future, PM
- »2036+Dev, AM
- »2036+Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)
	2021 Base											
Arm 1	D1	0.4	0.04	0.29	A	0.04	D2	0.5	0.04	0.34	A	0.04
Arm 2		0.3	0.05	0.23	A			0.4	0.05	0.27	A	
Arm 3		0.2	0.04	0.15	A			0.1	0.04	0.10	A	
	2026 Future											
Arm 1	D3	0.6	0.04	0.34	A	0.05	D4	0.6	0.04	0.37	A	0.05
Arm 2		0.4	0.05	0.29	A			0.5	0.05	0.33	A	
Arm 3		0.3	0.04	0.20	A			0.1	0.04	0.11	A	
	2036 Future											
Arm 1	D5	0.6	0.05	0.38	A	0.05	D6	0.6	0.05	0.39	A	0.05
Arm 2		0.6	0.06	0.34	A			0.5	0.05	0.34	A	
Arm 3		0.2	0.04	0.19	A			0.1	0.04	0.12	A	
	2036+Dev											
Arm 1	D7	0.4	0.04	0.28	A	0.05	D8	0.7	0.05	0.41	A	0.05
Arm 2		0.7	0.06	0.39	A			0.4	0.05	0.28	A	
Arm 3		0.3	0.05	0.21	A			0.1	0.04	0.11	A	

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

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

File summary

File Description

Title	A47/Leicester Road
Location	Earl Shilton
Site number	
Date	14/08/2012
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\pranav.yadav
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	FLAT	07:45	09:15	90	15	✓
D2	2021 Base	PM	FLAT	16:45	18:15	90	15	✓
D3	2026 Future	AM	FLAT	07:45	09:15	90	15	✓
D4	2026 Future	PM	FLAT	16:45	18:15	90	15	✓
D5	2036 Future	AM	FLAT	07:45	09:15	90	15	✓
D6	2036 Future	PM	FLAT	16:45	18:15	90	15	✓
D7	2036+Dev	AM	FLAT	07:45	09:15	90	15	✓
D8	2036+Dev	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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 (min)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3	0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A47 (NE)	
2	A47 (S)	
3	Leicester Road (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	5.30	8.60	13.6	32.0	50.5	32.0	
2	3.50	8.20	19.5	50.0	50.5	30.0	
3	4.80	7.90	32.0	40.0	50.5	33.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.703	2193
2	0.656	1919
3	0.705	2202

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 period length (min)	Time segment length (min)	Run automatically
D1	2021 Base	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	639	100.000
2		FLAT	✓	418	100.000
3		FLAT	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	474	165
	2	416	0	2
	3	283	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	8	6
	2	8	0	7
	3	3	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.29	0.04	0.4	A	639	959
2	0.23	0.05	0.3	A	418	627
3	0.15	0.04	0.2	A	285	428

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	639	160	2	2192	0.292	637	697	0.0	0.4	0.041	A
2	418	105	165	1811	0.231	417	475	0.0	0.3	0.046	A
3	285	71	415	1910	0.149	284	167	0.0	0.2	0.038	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	639	160	2	2192	0.292	639	699	0.4	0.4	0.041	A
2	418	105	165	1811	0.231	418	476	0.3	0.3	0.046	A
3	285	71	416	1909	0.149	285	167	0.2	0.2	0.038	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	639	160	2	2192	0.292	639	699	0.4	0.4	0.041	A
2	418	105	165	1811	0.231	418	476	0.3	0.3	0.046	A
3	285	71	416	1909	0.149	285	167	0.2	0.2	0.038	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	639	160	2	2192	0.292	639	699	0.4	0.4	0.041	A
2	418	105	165	1811	0.231	418	476	0.3	0.3	0.046	A
3	285	71	416	1909	0.149	285	167	0.2	0.2	0.038	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	639	160	2	2192	0.292	639	699	0.4	0.4	0.041	A
2	418	105	165	1811	0.231	418	476	0.3	0.3	0.046	A
3	285	71	416	1909	0.149	285	167	0.2	0.2	0.038	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	639	160	2	2192	0.292	639	699	0.4	0.4	0.041	A
2	418	105	165	1811	0.231	418	476	0.3	0.3	0.046	A
3	285	71	416	1909	0.149	285	167	0.2	0.2	0.038	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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 (min)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3	0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 Base	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	739	100.000
2		FLAT	✓	463	100.000
3		FLAT	✓	189	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	410	329
	2	461	0	2
	3	187	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	2	3
	2	1	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.34	0.04	0.5	A	739	1109
2	0.27	0.05	0.4	A	463	695
3	0.10	0.04	0.1	A	189	284

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	739	185	2	2192	0.337	737	646	0.0	0.5	0.042	A
2	463	116	328	1704	0.272	461	411	0.0	0.4	0.049	A
3	189	47	460	1878	0.101	189	330	0.0	0.1	0.036	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	739	185	2	2192	0.337	739	648	0.5	0.5	0.042	A
2	463	116	329	1703	0.272	463	412	0.4	0.4	0.049	A
3	189	47	461	1877	0.101	189	331	0.1	0.1	0.037	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	739	185	2	2192	0.337	739	648	0.5	0.5	0.042	A
2	463	116	329	1703	0.272	463	412	0.4	0.4	0.049	A
3	189	47	461	1877	0.101	189	331	0.1	0.1	0.037	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	739	185	2	2192	0.337	739	648	0.5	0.5	0.042	A
2	463	116	329	1703	0.272	463	412	0.4	0.4	0.049	A
3	189	47	461	1877	0.101	189	331	0.1	0.1	0.037	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	739	185	2	2192	0.337	739	648	0.5	0.5	0.042	A
2	463	116	329	1703	0.272	463	412	0.4	0.4	0.049	A
3	189	47	461	1877	0.101	189	331	0.1	0.1	0.037	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	739	185	2	2192	0.337	739	648	0.5	0.5	0.042	A
2	463	116	329	1703	0.272	463	412	0.4	0.4	0.049	A
3	189	47	461	1877	0.101	189	331	0.1	0.1	0.037	A

2026 Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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 (min)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026 Future	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	750	100.000
2		FLAT	✓	515	100.000
3		FLAT	✓	366	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	549	201
	2	513	0	2
	3	363	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	8	6
	2	8	0	7
	3	3	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.34	0.04	0.6	A	750	1125
2	0.29	0.05	0.4	A	515	773
3	0.20	0.04	0.3	A	366	549

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	750	188	3	2191	0.342	748	873	0.0	0.6	0.045	A
2	515	129	200	1788	0.288	513	550	0.0	0.4	0.051	A
3	366	92	511	1841	0.199	365	202	0.0	0.3	0.042	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	750	188	3	2191	0.342	750	876	0.6	0.6	0.045	A
2	515	129	201	1787	0.288	515	552	0.4	0.4	0.051	A
3	366	92	513	1840	0.199	366	203	0.3	0.3	0.042	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	750	188	3	2191	0.342	750	876	0.6	0.6	0.045	A
2	515	129	201	1787	0.288	515	552	0.4	0.4	0.051	A
3	366	92	513	1840	0.199	366	203	0.3	0.3	0.042	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	750	188	3	2191	0.342	750	876	0.6	0.6	0.045	A
2	515	129	201	1787	0.288	515	552	0.4	0.4	0.051	A
3	366	92	513	1840	0.199	366	203	0.3	0.3	0.042	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	750	188	3	2191	0.342	750	876	0.6	0.6	0.045	A
2	515	129	201	1787	0.288	515	552	0.4	0.4	0.051	A
3	366	92	513	1840	0.199	366	203	0.3	0.3	0.042	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	750	188	3	2191	0.342	750	876	0.6	0.6	0.045	A
2	515	129	201	1787	0.288	515	552	0.4	0.4	0.051	A
3	366	92	513	1840	0.199	366	203	0.3	0.3	0.042	A

2026 Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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 (min)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026 Future	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	807	100.000
2		FLAT	✓	550	100.000
3		FLAT	✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	453	354
	2	548	0	2
	3	204	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	2	3
	2	1	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.37	0.04	0.6	A	807	1211
2	0.33	0.05	0.5	A	550	825
3	0.11	0.04	0.1	A	206	309

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	807	202	2	2192	0.368	805	750	0.0	0.6	0.044	A
2	550	138	353	1688	0.326	548	454	0.0	0.5	0.053	A
3	206	52	546	1817	0.113	205	355	0.0	0.1	0.038	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	807	202	2	2192	0.368	807	752	0.6	0.6	0.044	A
2	550	138	354	1687	0.326	550	455	0.5	0.5	0.053	A
3	206	52	548	1816	0.113	206	356	0.1	0.1	0.038	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	807	202	2	2192	0.368	807	752	0.6	0.6	0.044	A
2	550	138	354	1687	0.326	550	455	0.5	0.5	0.053	A
3	206	52	548	1816	0.113	206	356	0.1	0.1	0.038	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	807	202	2	2192	0.368	807	752	0.6	0.6	0.044	A
2	550	138	354	1687	0.326	550	455	0.5	0.5	0.053	A
3	206	52	548	1816	0.113	206	356	0.1	0.1	0.038	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	807	202	2	2192	0.368	807	752	0.6	0.6	0.044	A
2	550	138	354	1687	0.326	550	455	0.5	0.5	0.053	A
3	206	52	548	1816	0.113	206	356	0.1	0.1	0.038	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	807	202	2	2192	0.368	807	752	0.6	0.6	0.044	A
2	550	138	354	1687	0.326	550	455	0.5	0.5	0.053	A
3	206	52	548	1816	0.113	206	356	0.1	0.1	0.038	A

2036 Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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 (min)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2036 Future	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	827	100.000
2		FLAT	✓	612	100.000
3		FLAT	✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	615	212
	2	609	0	3
	3	326	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	8	6
	2	8	0	7
	3	3	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.38	0.05	0.6	A	827	1241
2	0.34	0.06	0.6	A	612	918
3	0.19	0.04	0.2	A	329	494

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	827	207	3	2191	0.377	824	932	0.0	0.6	0.047	A
2	612	153	211	1781	0.344	610	616	0.0	0.6	0.055	A
3	329	82	607	1774	0.185	328	214	0.0	0.2	0.043	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	827	207	3	2191	0.377	827	935	0.6	0.6	0.047	A
2	612	153	212	1780	0.344	612	618	0.6	0.6	0.055	A
3	329	82	609	1773	0.186	329	215	0.2	0.2	0.043	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	827	207	3	2191	0.377	827	935	0.6	0.6	0.047	A
2	612	153	212	1780	0.344	612	618	0.6	0.6	0.055	A
3	329	82	609	1773	0.186	329	215	0.2	0.2	0.043	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	827	207	3	2191	0.377	827	935	0.6	0.6	0.047	A
2	612	153	212	1780	0.344	612	618	0.6	0.6	0.055	A
3	329	82	609	1773	0.186	329	215	0.2	0.2	0.043	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	827	207	3	2191	0.377	827	935	0.6	0.6	0.047	A
2	612	153	212	1780	0.344	612	618	0.6	0.6	0.055	A
3	329	82	609	1773	0.186	329	215	0.2	0.2	0.043	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	827	207	3	2191	0.377	827	935	0.6	0.6	0.047	A
2	612	153	212	1780	0.344	612	618	0.6	0.6	0.055	A
3	329	82	609	1773	0.186	329	215	0.2	0.2	0.043	A

2036 Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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 (min)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2036 Future	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	852	100.000
2		FLAT	✓	575	100.000
3		FLAT	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	502	350
	2	573	0	2
	3	212	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	2	3
	2	1	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.39	0.05	0.6	A	852	1278
2	0.34	0.05	0.5	A	575	863
3	0.12	0.04	0.1	A	214	321

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	852	213	2	2192	0.389	849	782	0.0	0.6	0.046	A
2	575	144	349	1690	0.340	573	502	0.0	0.5	0.054	A
3	214	54	571	1799	0.119	213	351	0.0	0.1	0.039	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	852	213	2	2192	0.389	852	785	0.6	0.6	0.046	A
2	575	144	350	1690	0.340	575	504	0.5	0.5	0.054	A
3	214	54	573	1798	0.119	214	352	0.1	0.1	0.039	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	852	213	2	2192	0.389	852	785	0.6	0.6	0.046	A
2	575	144	350	1690	0.340	575	504	0.5	0.5	0.054	A
3	214	54	573	1798	0.119	214	352	0.1	0.1	0.039	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	852	213	2	2192	0.389	852	785	0.6	0.6	0.046	A
2	575	144	350	1690	0.340	575	504	0.5	0.5	0.054	A
3	214	54	573	1798	0.119	214	352	0.1	0.1	0.039	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	852	213	2	2192	0.389	852	785	0.6	0.6	0.046	A
2	575	144	350	1690	0.340	575	504	0.5	0.5	0.054	A
3	214	54	573	1798	0.119	214	352	0.1	0.1	0.039	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	852	213	2	2192	0.389	852	785	0.6	0.6	0.046	A
2	575	144	350	1690	0.340	575	504	0.5	0.5	0.054	A
3	214	54	573	1798	0.119	214	352	0.1	0.1	0.039	A

2036+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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 (min)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2036+Dev	AM	FLAT	07:45	09:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	617	100.000
2		FLAT	✓	688	100.000
3		FLAT	✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	404	213
	2	686	0	2
	3	352	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	8	6
	2	8	0	7
	3	3	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.28	0.04	0.4	A	617	926
2	0.39	0.06	0.7	A	688	1032
3	0.21	0.05	0.3	A	353	530

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	617	154	1.00	2193	0.281	615	1034	0.0	0.4	0.041	A
2	688	172	212	1780	0.387	685	404	0.0	0.7	0.059	A
3	353	88	683	1720	0.205	352	214	0.0	0.3	0.045	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	617	154	1.00	2193	0.281	617	1038	0.4	0.4	0.041	A
2	688	172	213	1779	0.387	688	405	0.7	0.7	0.059	A
3	353	88	686	1718	0.205	353	215	0.3	0.3	0.045	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	617	154	1	2193	0.281	617	1038	0.4	0.4	0.041	A
2	688	172	213	1779	0.387	688	405	0.7	0.7	0.059	A
3	353	88	686	1718	0.205	353	215	0.3	0.3	0.045	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	617	154	1	2193	0.281	617	1038	0.4	0.4	0.041	A
2	688	172	213	1779	0.387	688	405	0.7	0.7	0.059	A
3	353	88	686	1718	0.205	353	215	0.3	0.3	0.045	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	617	154	1	2193	0.281	617	1038	0.4	0.4	0.041	A
2	688	172	213	1779	0.387	688	405	0.7	0.7	0.059	A
3	353	88	686	1718	0.205	353	215	0.3	0.3	0.045	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	617	154	1	2193	0.281	617	1038	0.4	0.4	0.041	A
2	688	172	213	1779	0.387	688	405	0.7	0.7	0.059	A
3	353	88	686	1718	0.205	353	215	0.3	0.3	0.045	A

2036+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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 (min)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2036+Dev	PM	FLAT	16:45	18:15	90	15	✓

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	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	900	100.000
2		FLAT	✓	474	100.000
3		FLAT	✓	208	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	555	345
	2	473	0	1
	3	207	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	2	3
	2	1	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.41	0.05	0.7	A	900	1350
2	0.28	0.05	0.4	A	474	711
3	0.11	0.04	0.1	A	208	312

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	900	225	1.00	2193	0.410	897	678	0.0	0.7	0.047	A
2	474	119	344	1694	0.280	472	554	0.0	0.4	0.050	A
3	208	52	471	1870	0.111	207	345	0.0	0.1	0.037	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	900	225	1	2193	0.410	900	680	0.7	0.7	0.047	A
2	474	119	345	1693	0.280	474	556	0.4	0.4	0.050	A
3	208	52	473	1868	0.111	208	346	0.1	0.1	0.037	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	900	225	1	2193	0.410	900	680	0.7	0.7	0.047	A
2	474	119	345	1693	0.280	474	556	0.4	0.4	0.050	A
3	208	52	473	1868	0.111	208	346	0.1	0.1	0.037	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	900	225	1	2193	0.410	900	680	0.7	0.7	0.047	A
2	474	119	345	1693	0.280	474	556	0.4	0.4	0.050	A
3	208	52	473	1868	0.111	208	346	0.1	0.1	0.037	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	900	225	1	2193	0.410	900	680	0.7	0.7	0.047	A
2	474	119	345	1693	0.280	474	556	0.4	0.4	0.050	A
3	208	52	473	1868	0.111	208	346	0.1	0.1	0.037	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	900	225	1	2193	0.410	900	680	0.7	0.7	0.047	A
2	474	119	345	1693	0.280	474	556	0.4	0.4	0.050	A
3	208	52	473	1868	0.111	208	346	0.1	0.1	0.037	A

